

APPENDIX E. ELECTED OFFICIALS PRIMERS

Appendix E features 16 two-page primers that represent the Senate Districts of West Virginia and the economic impact of the airports within those district boundaries. The primers include an overview of the study and the total systemwide economic impact. Additionally, the individual impacts of the airports within each respective district are also included. **Table 1** lists the order in which the Elected Officials Primers are presented in this appendix and includes the airports within each district for reference.

Table 1: Order of Elected Officials Primers and the Airports within Each District

Senate District	Associated City	Airport Name	FAA ID
1	Wheeling	Wheeling Ohio County	HLG
2	Moundsville	Marshall County	MPG
3	Parkersburg	Mid-Ohio Valley Regional	PKB
4	Point Pleasant	Mason County	3I2
	Ravenswood	Jackson County	I18
5	Huntington	Tri-State/Milton J. Ferguson Field	HTS
6	Bluefield	Mercer County	BLF
	Williamson	Appalachian Regional	EBD
7	Logan	Logan County	6L4
8/17	Charleston	Yeager	CRW
9	Beckley	Raleigh County Memorial	BKW
	Pineville	Kee Field	I16
10	Lewisburg	Greenbrier Valley	LWB
11	Buckhannon	Upshur County Regional	W22
	Elkins	Elkins-Randolph County - Jennings Randolph Field	EKN
	Petersburg	Grant County	W99
	Summersville	Summersville	SXL
12	Clarksburg	North Central West Virginia	CKB
	Sutton	Braxton County	48I
13	Fairmont	Fairmont Municipal - Frankman Field	4G7
	Morgantown	Morgantown Municipal - Walter L. Bill Hart Field	MGW
14	Philippi	Philippi/Barbour County Regional	79D
15	Cumberland	Greater Cumberland Regional	CBE
	Martinsburg	Eastern West Virginia Regional/Shepherd Field	MRB
16	Martinsburg	Eastern West Virginia Regional/Shepherd Field	MRB

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Senate District 1

Wheeling Ohio County

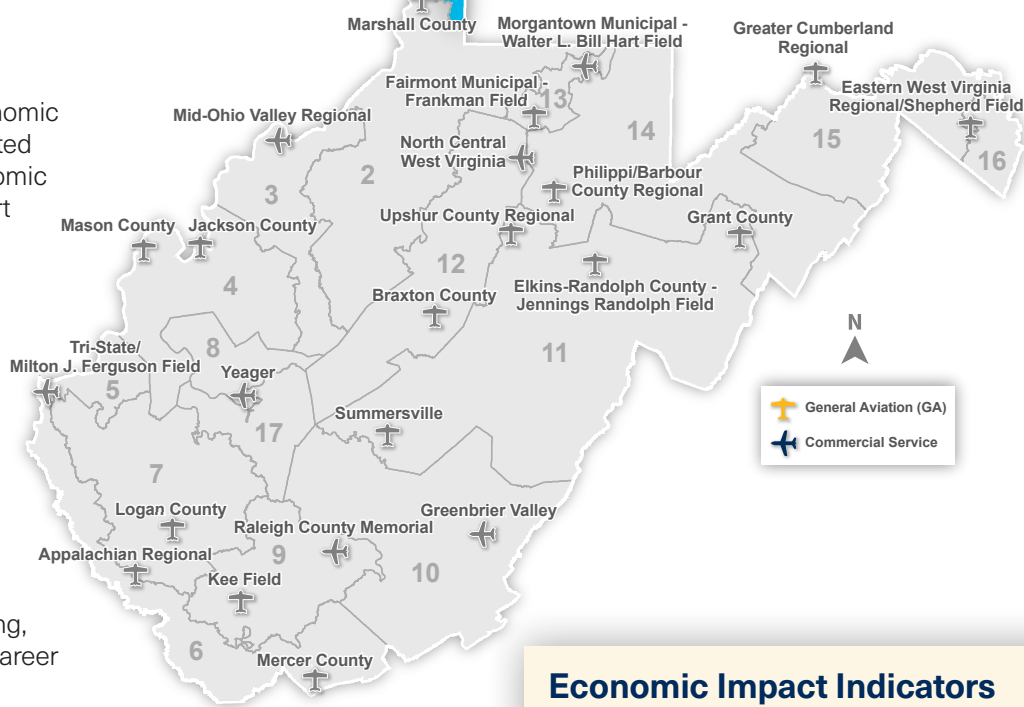
STUDY OVERVIEW

The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. Not only does this generate quantitative economic impacts through job creation and business operation, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries, aerial firefighting, law enforcement, research, aviation career opportunities, and much more.

Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

On-Airport Activity
\$1.04 billion

Visitor Spending
\$69.16 million

Air Cargo
\$47.35 million

Multiplier Impacts

Supplier Sales
\$158.56 million

Income Re-spending
\$308.20 million

Total Impacts





Jobs: 10,729

Payroll: \$550.11 million

Value Added: \$816.49 million

Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 1

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 1 is home to one airport highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.



Wheeling Ohio County Airport (HLG) is a GA airport located in Wheeling with a 5,002' runway. Due to its location, the airport serves surrounding communities in West Virginia, Ohio, and Pennsylvania. The airport has a rich history that lives on at the local aviation history museum, highlighting the airports contribution during World War II, previously serving as a commercial service airport, and hosting famous political figures. The presence of an air traffic control tower makes it an ideal airport for student pilots from nearby aviation programs to train in controlled airspace. The airport serves as a reliever for medical operations due to its proximity to Wheeling Hospital and supports a variety of other activities, including:

- ▲ Military Exercises/Training
- ▲ Corporate Business Activity
- ▲ Search & Rescue/Civil Air Patrol

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 1 supports over 70 jobs, generating almost \$3 million in payroll each year. Additionally, the airport supports approximately \$4 million in value added and over \$8 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	42	\$1,609,000	\$2,186,000	\$4,270,000
Visitor Spending	10	\$267,000	\$428,000	\$814,000
Total Direct Impacts	52	\$1,876,000	\$2,613,000	\$5,084,000
Supplier Sales	8	\$447,000	\$700,000	\$1,349,000
Income Re-spending	14	\$591,000	\$869,000	\$1,841,000
Total Multiplier Impacts	22	\$1,038,000	\$1,569,000	\$3,189,000
Total	74	\$2,914,000	\$4,183,000	\$8,273,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 2

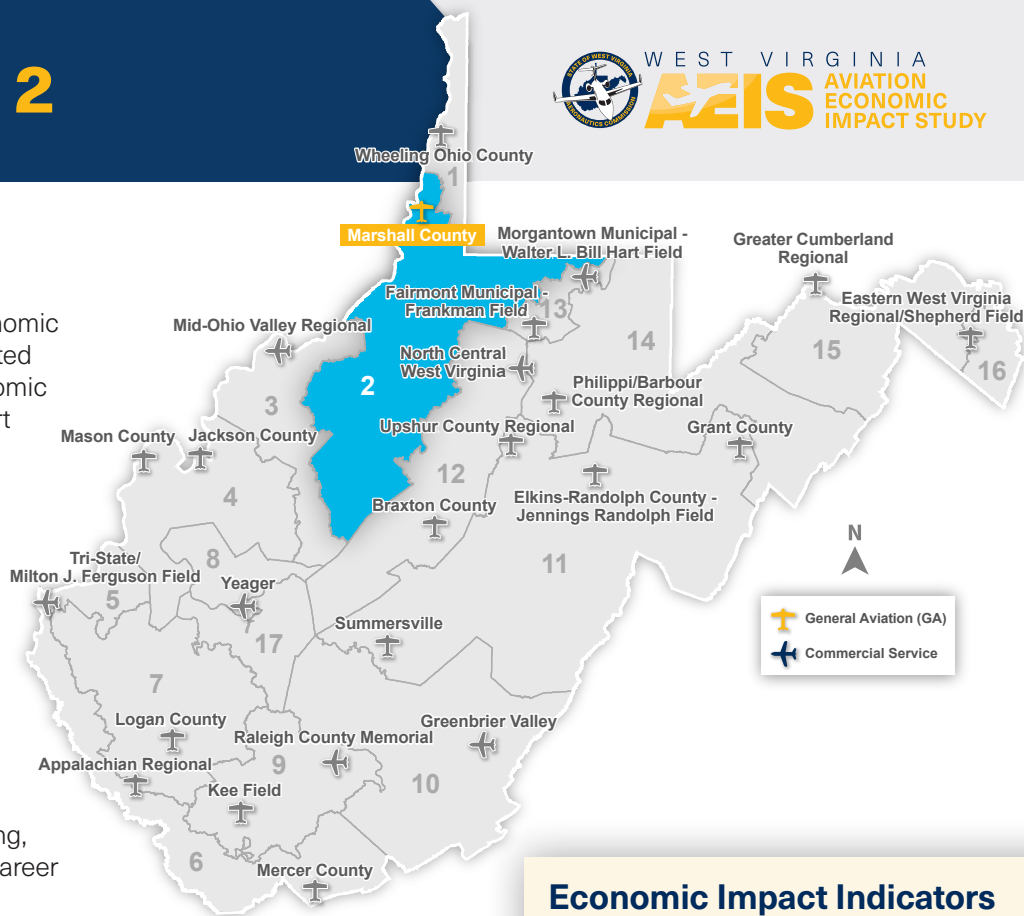
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Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

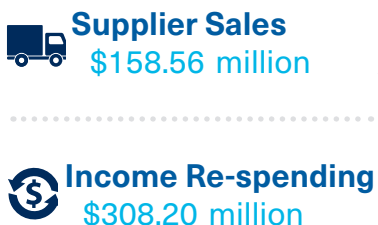
Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

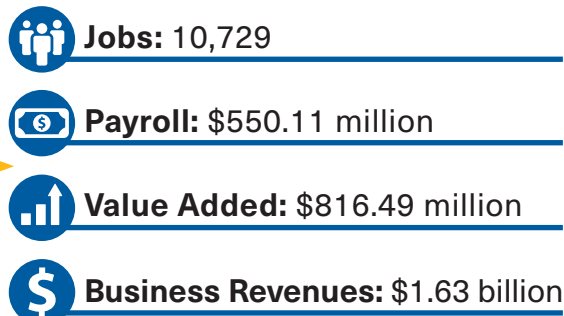
Direct Impacts







Multiplier Impacts



Total Impacts



ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 2

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 2 is home to one airport highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.



Marshall County Airport (MPG) is a GA airport located in Moundsville and has a 3,301' runway. The airport is an "uncontrolled" airfield, meaning its airspace is less restrictive and attracts a diverse fleet of recreational aircraft and helicopters. The airport also supports emergency medical operations with West Virginia's largest medical helicopter service establishing one of their eight total bases across the state at MPG. In recent years, the airport has proven an invaluable asset as a helicopter staging area for contractors in oil and gas development as well. The airport remains a reflection of the hospitable and hardworking nature of the citizens of Marshall County, providing a safe and inviting facility for the everyday flyer. Other activities supported by the airport include:

- ▲ Military Exercises/Training
- ▲ Aerial Inspections and Surveying
- ▲ Aircraft Flight Testing

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 2 supports 51 jobs, generating over \$3 million in payroll each year. Additionally, the airport supports roughly \$4 million in value added and nearly \$8 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	29	\$2,269,000	\$2,697,000	\$4,531,000
Visitor Spending	1	\$21,000	\$32,000	\$65,000
Total Direct Impacts	30	\$2,290,000	\$2,729,000	\$4,595,000
Supplier Sales	7	\$412,000	\$650,000	\$1,259,000
Income Re-spending	14	\$577,000	\$847,000	\$1,791,000
Total Multiplier Impacts	21	\$988,000	\$1,497,000	\$3,049,000
Total	51	\$3,279,000	\$4,226,000	\$7,645,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 3

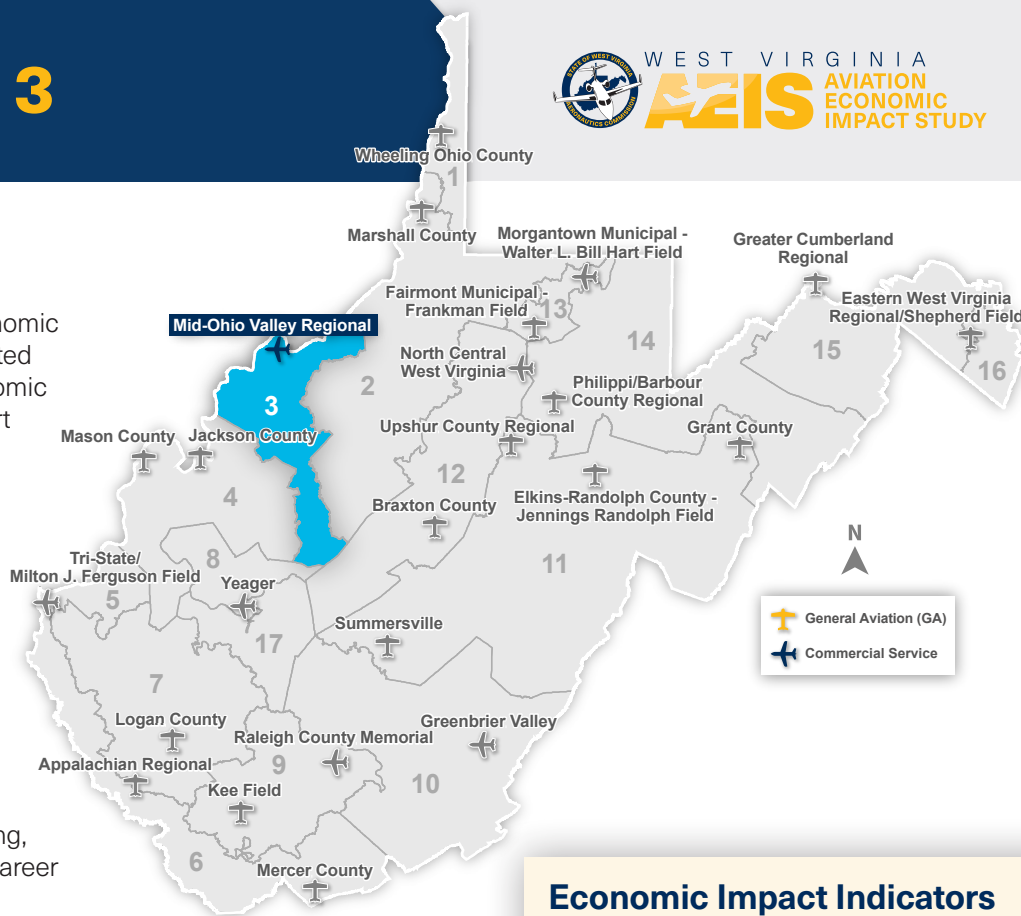
STUDY OVERVIEW

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This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million





Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 3

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 3 is home to one airport highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.






Mid-Ohio Valley Regional Airport (PKB) is a commercial service airport that provides scheduled airline service to Charlotte, North Carolina, through Contour Airlines, and is located in Parkersburg with a 7,240' runway. The airport supports all types of instrument approaches, is equipped with a crosswind runway, and operates full-service GA facilities, including a recently remodeled pilot's lounge. The airport is a popular training destination for these reasons and hopes to establish a full flight-school at their facility in the future. There is an Army National Guard facility on-site and the airport builds strong community relationships by hosting fly-ins, interacting with the Experimental Aircraft Association (EAA) Young Eagles, and offering a much-loved airport restaurant, Jerry's Fly Away Kitchen. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Police/Law Enforcement
- ▲ Medical Transport/Evacuation

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 3 supports over 1,000 jobs, generating approximately \$80 million in payroll each year. Additionally, the airport supports roughly \$102 million in value added and more than \$150 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	580	\$61,448,000	\$73,128,000	\$92,139,000
Visitor Spending	24	\$554,000	\$934,000	\$1,889,000
Total Direct Impacts	604	\$62,001,000	\$74,062,000	\$94,028,000
Supplier Sales	96	\$4,580,000	\$7,471,000	\$15,300,000
Income Re-spending	350	\$13,819,000	\$20,659,000	\$44,635,000
Total Multiplier Impacts	446	\$18,399,000	\$28,130,000	\$59,935,000
Total	1,050	\$80,400,000	\$102,191,000	\$153,963,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 4

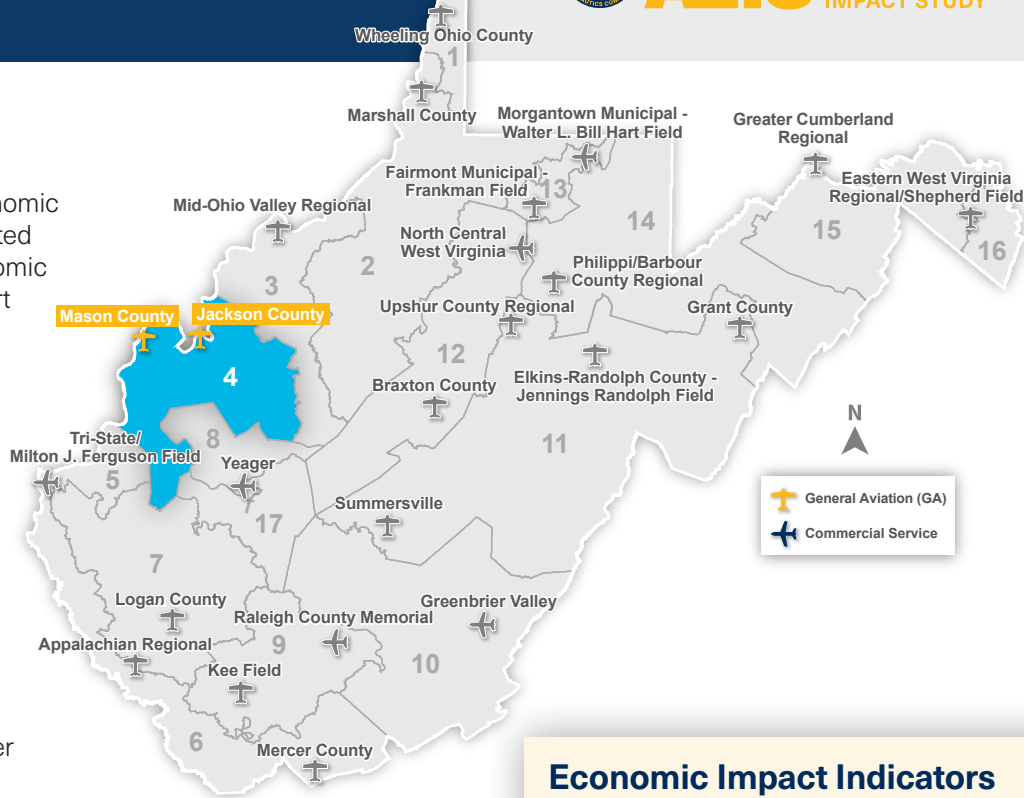
STUDY OVERVIEW

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Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

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Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 4

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 4 is home to two airports highlighted below, including the jobs, payroll, value added, and business revenues generated by each.



Mason County Airport (3I2) is a GA airport located in Point Pleasant, near the Ohio border. The airport has a 4,000' runway and is used most frequently by recreational flyers and occasionally supports business activity. The airfield preserves its rich history through pictures and handwritten notes decorating the walls of the airport lounge, highlighting memories of pilots' "first flights" dating back to the 1970s. The airport has strong ties with the community, hosting different events that bring people to the airport. Other activities supported by the airport include:

- ▲ Medical Transport/Evacuation
- ▲ Aerial Photography/Surveying
- ▲ Career Training/Flight Instruction



Jackson County Airport (I18) is a GA airport located in Ravenswood, near the northwest border of West Virginia and the Ohio River. The airport, appropriately nicknamed "the Friendly Airport," has a 4,000' runway and supports business activity related to the nearby industrial park and other businesses in the region. The airport is also a hub for GA activity, offering flight training, maintenance facilities, and 24/7 fuel facilities. The airport is innovative when hosting community events and often provides recreational rides from local flight instructors to attract people to these events. Other activities supported by the airport include:

- ▲ Medical Transportation/Evacuation
- ▲ Military Exercises/Training
- ▲ Career Training/Flight Instruction

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at the airports in Senate District 4 supports almost 60 jobs, generating over \$3 million in payroll each year. Additionally, the two airports support over \$4 million in value added and more than \$8 million in business revenues annually.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	30	\$2,030,000	\$2,485,000	\$4,658,000
Visitor Spending	5	\$124,000	\$204,000	\$409,000
Total Direct Impacts	35	\$2,153,000	\$2,690,000	\$5,068,000
Supplier Sales	9	\$421,000	\$698,000	\$1,390,000
Income Re-spending	15	\$596,000	\$890,000	\$1,911,000
Total Multiplier Impacts	24	\$1,017,000	\$1,588,000	\$3,301,000
Total	59	\$3,170,000	\$4,277,000	\$8,369,000

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Senate District 5

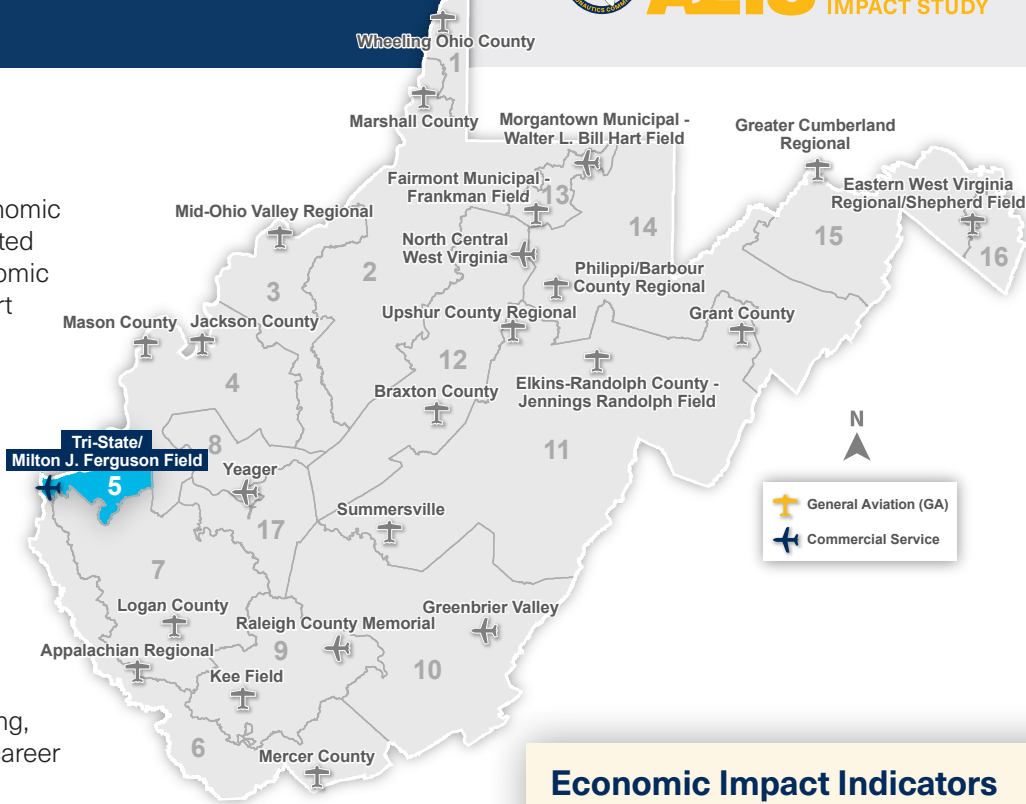
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Multiplier Impacts

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Total Impacts

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ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 5

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Tri-State/Milton J. Ferguson Field (HTS) is a commercial service airport located in Huntington with a 7,017' runway. The airport serves nearby communities in West Virginia, Kentucky, and Ohio, and offers flights to destinations in Florida and South Carolina via Allegiant Airlines, and to Charlotte, North Carolina, via American Airlines. The airport also caters to the GA community through its fixed-based operator (FBO), Huntington Jet Center. The airport is home to several businesses, including a FedEx Freight and Express facility, and is partnering with Marshall University to establish a Federal Aviation Administration (FAA)-certified Part 147 Aviation Maintenance and Technician School.) Other activities supported by the airport include:

- ▲ Medical Transportation/Evacuation
- ▲ Military Exercises/Training
- ▲ Corporate/Business Activity

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 5 supports almost 500 jobs, generating nearly \$22 million in payroll each year. Additionally, the airport supports over \$32 million in value added and almost \$62 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	260	\$13,188,000	\$19,422,000	\$35,142,000
Visitor Spending	55	\$1,593,000	\$2,584,000	\$5,068,000
Total Direct Impacts	315	\$14,781,000	\$22,006,000	\$40,210,000
Supplier Sales	65	\$3,280,000	\$5,148,000	\$10,202,000
Income Re-spending	90	\$3,553,000	\$5,304,000	\$11,516,000
Total Multiplier Impacts	155	\$6,833,000	\$10,453,000	\$21,717,000
Total	471	\$21,614,000	\$32,459,000	\$61,927,000

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Senate District 6

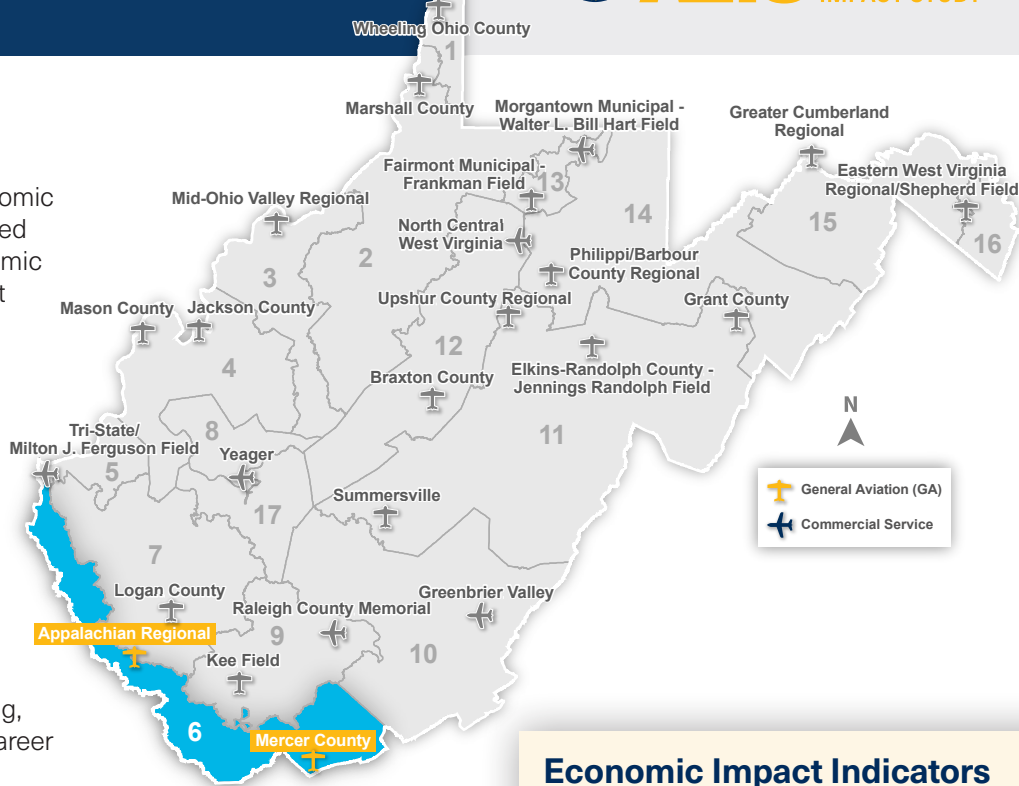
STUDY OVERVIEW

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Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 6

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 6 is home to two airports highlighted below, including the jobs, payroll, value added, and business revenues generated by each.



Appalachian Regional Airport (EBD) is a GA facility located in Williamson with a 5,001' runway. The airport is relatively new, having been built to replace the former Mingo County Airport. Due to the airport's fairly remote location and minimal ambient light, it is often used for nighttime operations by military and civilian pilots in training. The airport recently started providing Jet A fuel in 2020. The next improvement the airport would like to see is the construction of a pilot and flight planning area so pilots can have a comfortable place to rest and plan their next flight. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Aerial Inspections
- ▲ Aircraft Flight Testing



Mercer County Airport (BLF) is a GA facility located in Bluefield with a 4,473' runway. The airport is a bustling facility that supports business aviation by forming strong community and business partnerships with local agencies and the general public. The airport manages the fixed-base operator (FBO) and is home to a Federal Aviation Administration (FAA) Part 133 helicopter operation. The airport attracts visitors for nearby recreational activities, participates in K-12 educational outreach, and is known to draw large domestic and international crowds for an annual Coal Show, often filling up the aircraft apron. Other activities supported by the airport include:

- ▲ Medical Transport/Evacuation
- ▲ Career Training/Flight Instruction
- ▲ Aerial Inspections

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at the airports in Senate District 6 supports 76 jobs, generating more than \$2.5 million in payroll each year. Additionally, the two airports support almost \$4 million in value added and nearly \$8 million in business revenues annually.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	30	\$1,057,000	\$1,573,000	\$2,815,000
Visitor Spending	21	\$486,000	\$767,000	\$1,572,000
Total Direct Impacts	51	\$1,542,000	\$2,340,000	\$4,387,000
Supplier Sales	7	\$348,000	\$561,000	\$1,128,000
Income Re-spending	17	\$692,000	\$1,031,000	\$2,217,000
Total Multiplier Impacts	24	\$1,040,000	\$1,592,000	\$3,345,000
Total	76	\$2,582,000	\$3,933,000	\$7,732,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 7

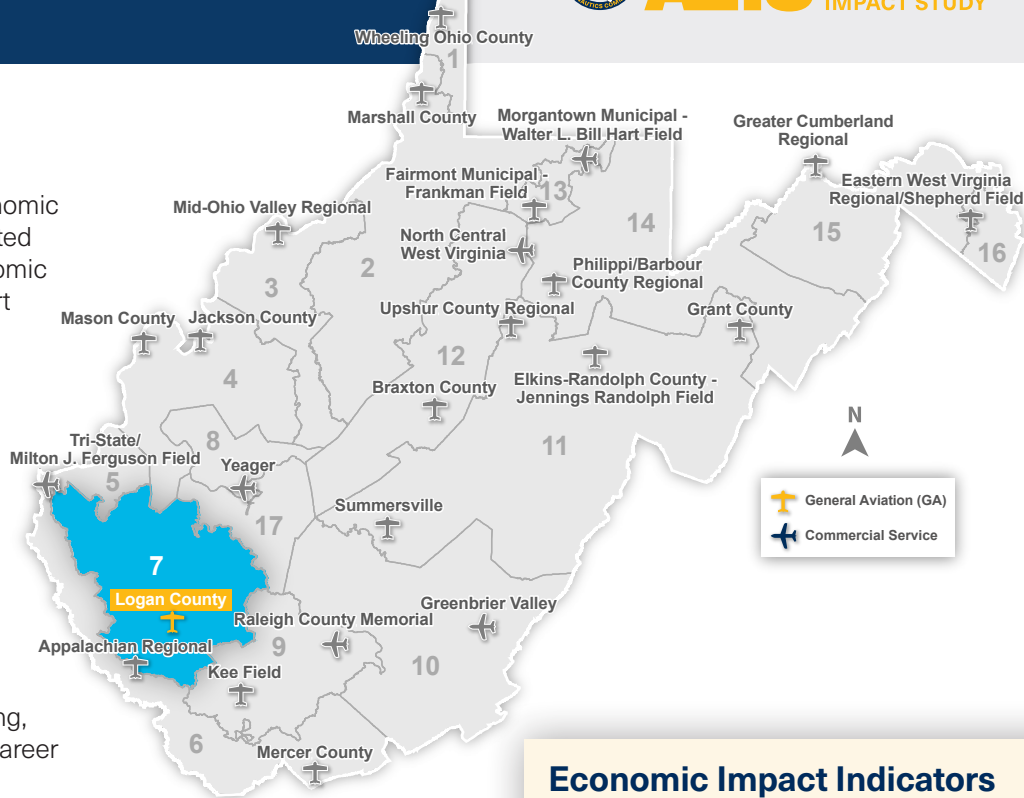
STUDY OVERVIEW

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This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

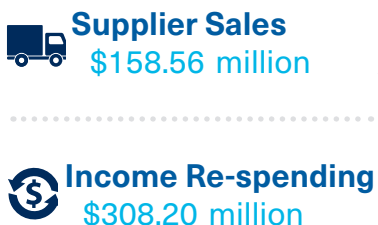
Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

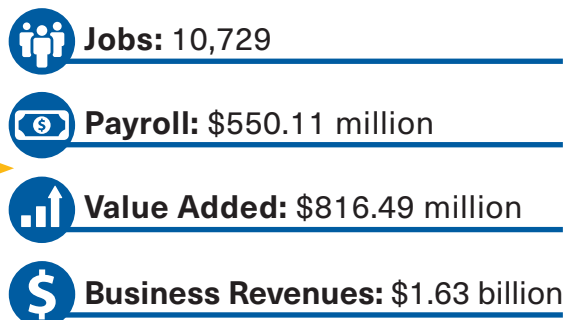
Direct Impacts







Multiplier Impacts



Total Impacts



ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 7

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 7 is home to one airport highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.



Logan County Airport (6L4) is a GA facility located in Logan and has a 3,605' runway. The airport serves the surrounding business community, recreational flyers, and the Air National Guard that relies on the airport to conduct various trainings. The airport hosts an annual Veteran Reunion Fly-in where "Miss Fit," the historic Vietnam War UH-1B helicopter, is on display and is occasionally used to offer rides to visitors of the event. The historic helicopter is owned by Marpat Aviation, a Federal Administration Aviation (FAA) Part 145 repair station located at the airport. Other activities supported by the airport include:

- ▲ Medical Transport/Evacuation
- ▲ Career Training/Flight Instruction
- ▲ Aerial Inspections

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 7 supports almost 30 jobs, generating over \$1 million in payroll each year. Additionally, the airport supports almost \$2 million in value added and more than \$3.5 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	20	\$851,000	\$1,240,000	\$2,397,000
Visitor Spending	1	\$12,000	\$19,000	\$41,000
Total Direct Impacts	21	\$863,000	\$1,260,000	\$2,438,000
Supplier Sales	4	\$173,000	\$289,000	\$582,000
Income Re-spending	5	\$194,000	\$290,000	\$630,000
Total Multiplier Impacts	9	\$368,000	\$579,000	\$1,212,000
Total	29	\$1,231,000	\$1,839,000	\$3,650,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate Districts 8 and 17

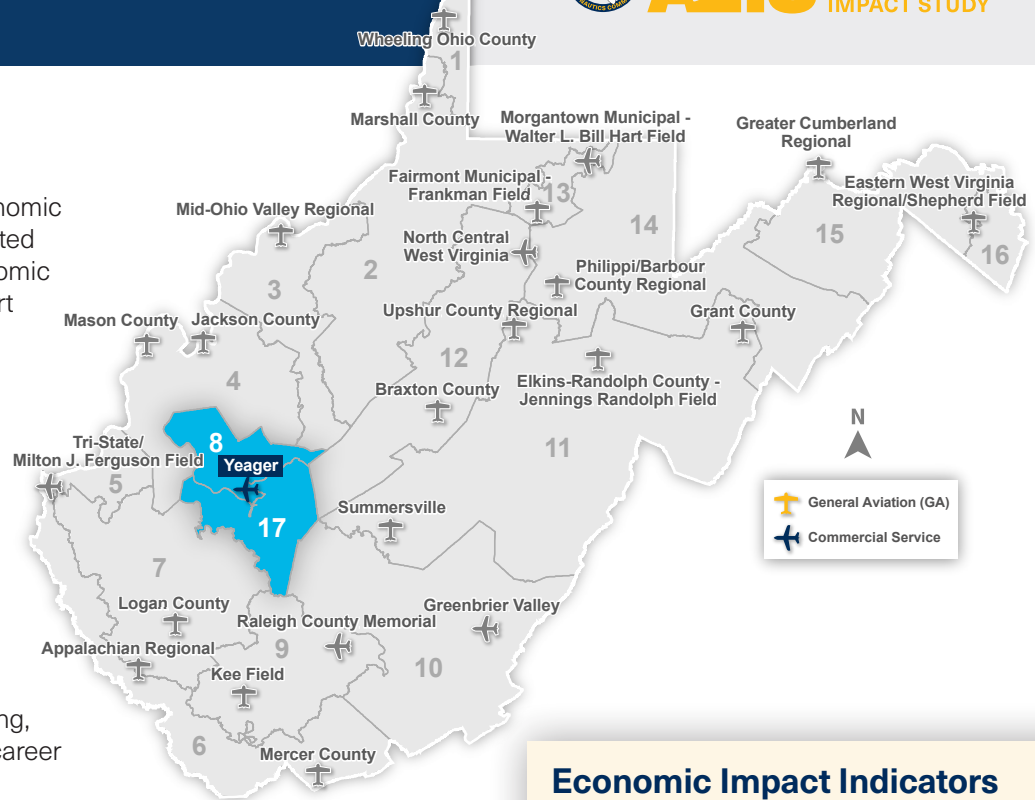
STUDY OVERVIEW

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This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million





Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICTS 8 AND 17

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. Districts 8 and 17 are adjacent to one another and between them sits the busiest commercial service airport in the state – Yeager Airport (CRW). The airport is physically located in District 8, however its catchment and service area extend much further, including into District 17. As such, it is important to recognize that the economic impact of this airport can be seen in both District 8 and District 17. The impacts of CRW are highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.



Yeager Airport (CRW) is located in the state capital of Charleston with a 6,715' runway and scheduled air service provided by American Airlines, Delta Air Lines, United Airlines, and Spirit Airlines with nonstop service to Charlotte, Washington D.C., Philadelphia, Chicago, Atlanta, Orlando, and seasonally to Myrtle Beach. There is also a full-service fixed-base operator (FBO) on the field to support GA activities. The airport is considered one of the state's home bases for military training operations, with the Woody Williams Military Operations Center and the McLaughlin Air National Guard Base, 130th Airlift Wing on-site. Additionally, the airport partnered with Marshall University's Bill Noe Flight School to establish a new Federal Aviation Administration (FAA)-certified Part 141 flight school at the airport that will open in 2021. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Aerial Inspections
- ▲ Medical Transport/Evacuation

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at CRW supports almost 3,000 jobs, generating over \$100 million in payroll each year. Additionally, the airport supports roughly \$147 million in value added and \$225 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1,982	\$67,535,000	\$86,395,000	\$107,062,000
Visitor Spending	381	\$10,826,000	\$18,170,000	\$35,033,000
Total Direct Impacts	2,363	\$78,361,000	\$104,565,000	\$142,095,000
Supplier Sales	158	\$8,714,000	\$13,728,000	\$25,518,000
Income Re-spending	418	\$19,075,000	\$28,578,000	\$57,692,000
Total Multiplier Impacts	576	\$27,789,000	\$42,306,000	\$83,211,000
Total	2,940	\$106,150,000	\$146,871,000	\$225,306,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 9

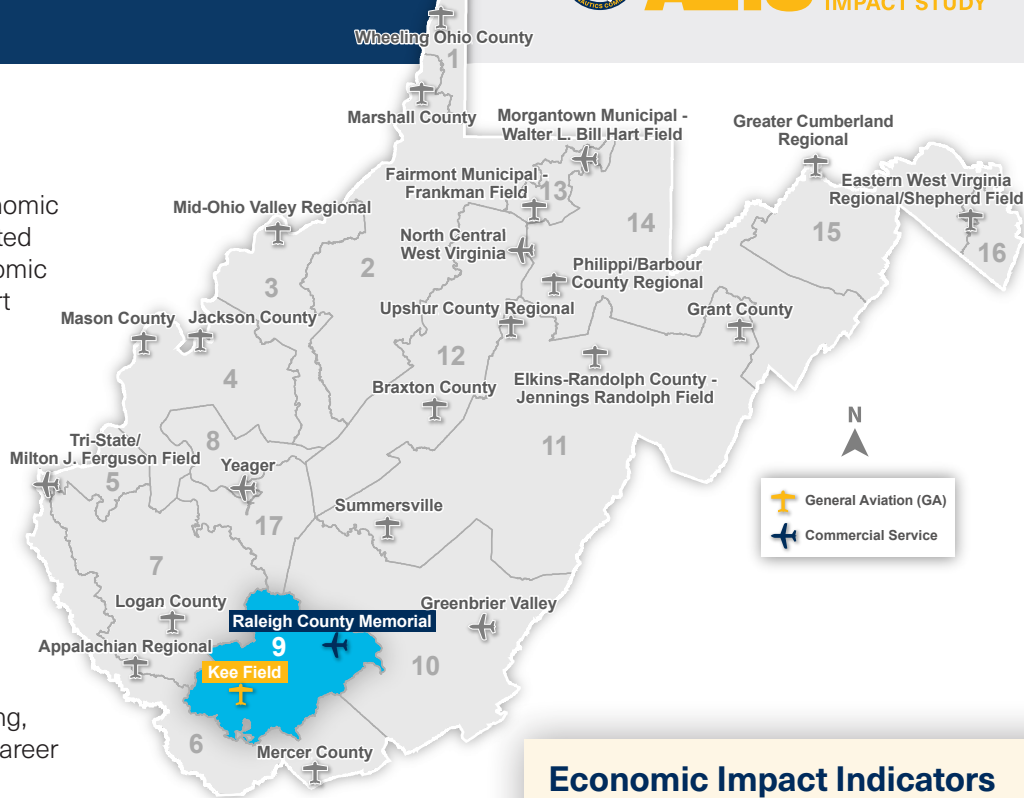
STUDY OVERVIEW

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Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

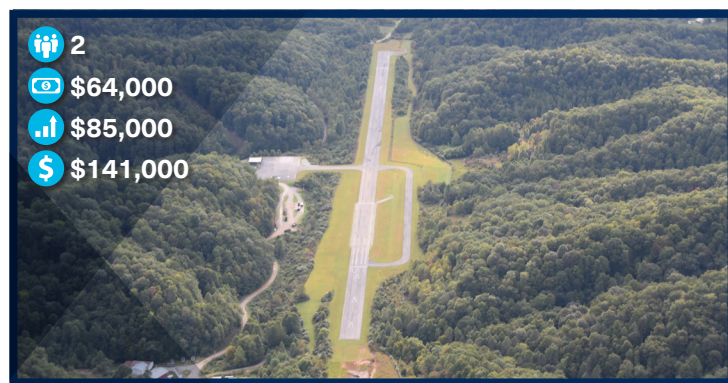
ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 9

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 9 is home to two airports highlighted below, including the jobs, payroll, value added, and business revenues generated by each.



Raleigh County Memorial Airport (BKW) is a commercial service airport located in Beckley with a 6,750' runway. The airport provides daily non-stop flights to Parkersburg and Charlotte, North Carolina, through Contour Airlines, and supports the business aviation and GA communities through the full-service fixed-base operator (FBO), Albatross Air. The airport and FBO conduct K-12 outreach to educate students about careers in aviation and even offer scholarships to high school students interested in flight training. New expansions are underway at the airport to support the aerospace industry, including runway access site development and partnership agreements with New River Community Technical College for an Federal Aviation Administration (FAA)-certified Part 147 Aviation Maintenance and Technician School. Other activities supported at the airport include:

- ▲ Aircraft Flight Testing
- ▲ Career Training/Flight Instruction
- ▲ Medical Transportation/Evacuation



Kee Field (I16) is a GA airport located in Pineville with a 3,701' runway. The airport is well maintained and favored by pilots who know that when they fly into Kee Field they will always be met with a smile and excellent service. The airport makes visitors feel welcome and sees a notable amount of interstate traffic for its size because the service is excellent and charge rates are low. The airport is most frequented by recreational flyers seeking some adventure in the surrounding community. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Aerial Inspections
- ▲ Police/Law Enforcement

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at the airports in Senate District 9 support 143 jobs, generating more than \$6.5 million in payroll each year. Additionally, the two airports support nearly \$9.5 million in value added and over \$18 million in business revenues annually.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	75	\$3,817,000	\$5,268,000	\$9,674,000
Visitor Spending	16	\$451,000	\$755,000	\$1,442,000
Total Direct Impacts	91	\$4,268,000	\$6,021,000	\$11,116,000
Supplier Sales	21	\$1,086,000	\$1,682,000	\$3,336,000
Income Re-spending	29	\$1,162,000	\$1,734,000	\$3,721,000
Total Multiplier Impacts	50	\$2,248,000	\$3,415,000	\$7,057,000
Total	143	\$6,516,000	\$9,437,000	\$18,174,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 10

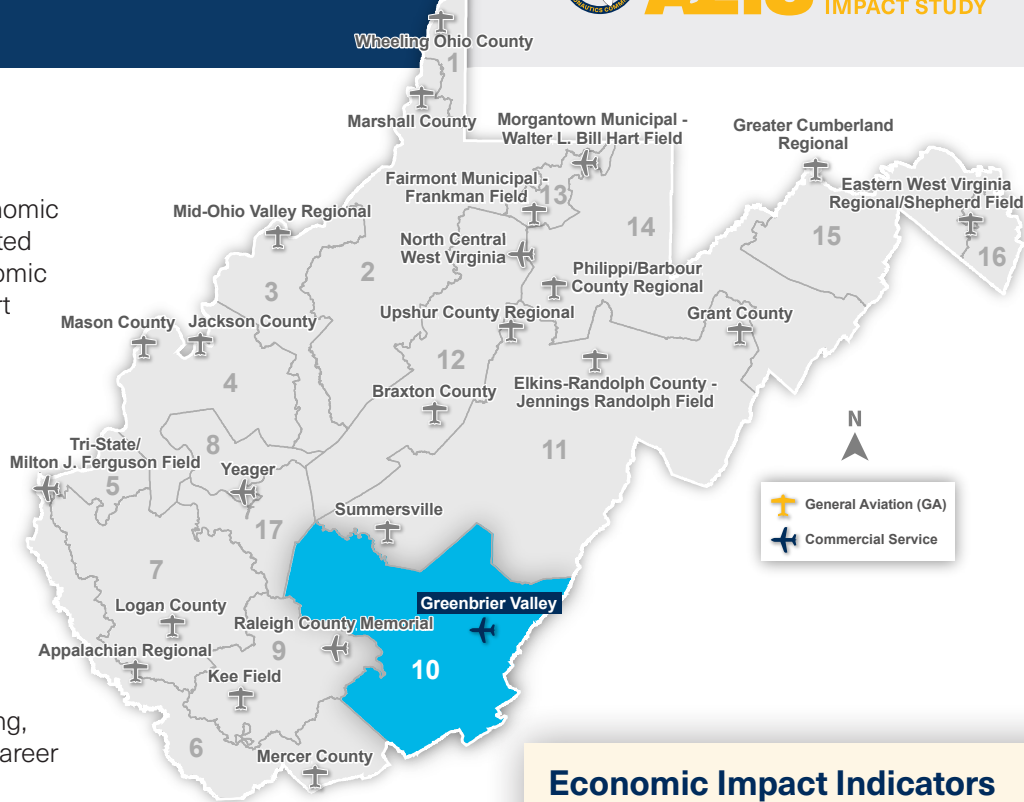
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Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million





Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 10

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 10 is home to one airport highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.





Greenbrier Valley Airport (LWB) is a commercial service airport located in Lewisburg with a 7,003' runway. The airport is located in the heart of the beautiful Greenbrier Valley and offers scheduled airline service on United Airlines to Chicago, Illinois, and Washington, D.C. The airport also supports the GA community through a full-service fixed-base operator (FBO). The airport's close proximity to the Lewisburg community is essential for business and leisure travelers arriving by commercial service or private aircraft. The airport also sees significant passenger activity traveling to the airport to reach The Greenbrier, a world-famous resort, located just 12 miles from the airport. The resort brings crowds of visitors to the region year-round. Other activities supported by the airport include:

- ▲ Medical Transport/Evacuation
- ▲ Police/Law Enforcement
- ▲ Career Training/Flight Instruction

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 10 supports 365 jobs, generating over \$15 million in payroll each year. Additionally, the airport supports more than \$26.5 million in value added and roughly \$50.5 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	100	\$5,720,000	\$11,319,000	\$20,384,000
Visitor Spending	136	\$3,795,000	\$6,400,000	\$11,779,000
Total Direct Impacts	236	\$9,515,000	\$17,719,000	\$32,163,000
Supplier Sales	64	\$3,095,000	\$4,983,000	\$9,858,000
Income Re-spending	66	\$2,650,000	\$3,951,000	\$8,484,000
Total Multiplier Impacts	130	\$5,744,000	\$8,934,000	\$18,342,000
Total	365	\$15,260,000	\$26,652,000	\$50,505,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 11

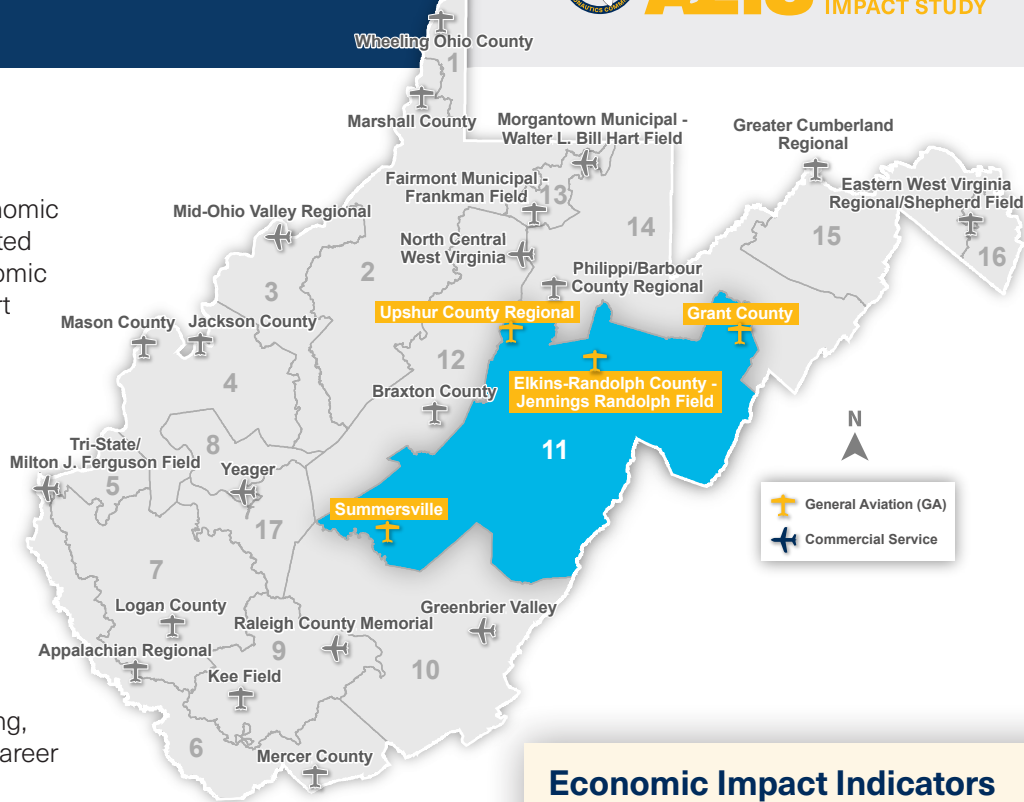
STUDY OVERVIEW

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Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

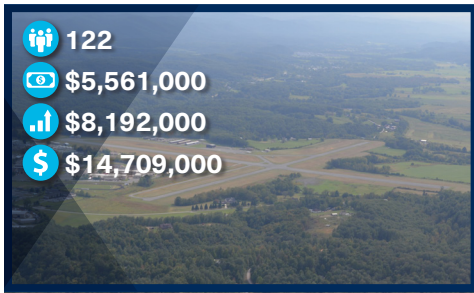
	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 11

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 11 is home to four GA airports highlighted below, including the jobs, payroll, value added, and business revenues generated by each.



Elkins-Randolph County - Jennings Randolph Field (EKN) is a GA facility located in Elkins with a 4,501' runway. The airport serves users accessing recreational activities and supports military operations, medical transport, power and gas line inspection, as well as:

- ▲ Career Training/Flight Instruction
- ▲ Police/Law Enforcement
- ▲ Corporate/Business Activity



Grant County Airport (W99) is a GA facility located in Petersburg with a 5,000' runway. The airport is home to one of the few glider flying and training operations in the state. W99 also maintains a "Fly and Tie" campsite so visitors arriving via private aircraft can camp on the airport-maintained campground. The airport also supports activities such as:

- ▲ Search & Rescue/Civil Air Patrol
- ▲ Aircraft Flight Testing
- ▲ Military Exercises



Summersville Airport (SXL) is a GA facility located in Summersville with a 3,015' runway. The airport is a gateway to some of the popular outdoor recreational opportunities in the state, particularly due to its proximity to Gauley River and Summersville Lake. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Mountaineering
- ▲ Sightseeing



Upshur County Regional Airport (W22) is a GA facility located in Buckhannon with a 4,201' runway. W22 is a regional hub for emergency medical flights and supports operations related to aerial sawing and environmental protection. Additionally, it serves activities such as:

- ▲ Sightseeing
- ▲ Corporate/Business Activity
- ▲ Police/Law Enforcement

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at these four airports in Senate District 11 support almost 200 jobs, generating nearly \$9 million in payroll each year. Additionally, the four airports support approximately \$13 million in value added and more than \$24 million in business revenues annually.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	107	\$5,826,000	\$8,205,000	\$14,310,000
Visitor Spending	12	\$265,000	\$433,000	\$877,000
Total Direct Impacts	112	\$6,091,000	\$8,638,000	\$15,188,000
Supplier Sales	27	\$1,134,000	\$1,816,000	\$3,872,000
Income Re-spending	41	\$1,559,000	\$2,334,000	\$5,169,000
Total Multiplier Impacts	68	\$2,692,000	\$4,150,000	\$9,042,000
Total	187	\$8,784,000	\$12,786,000	\$24,230,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 12

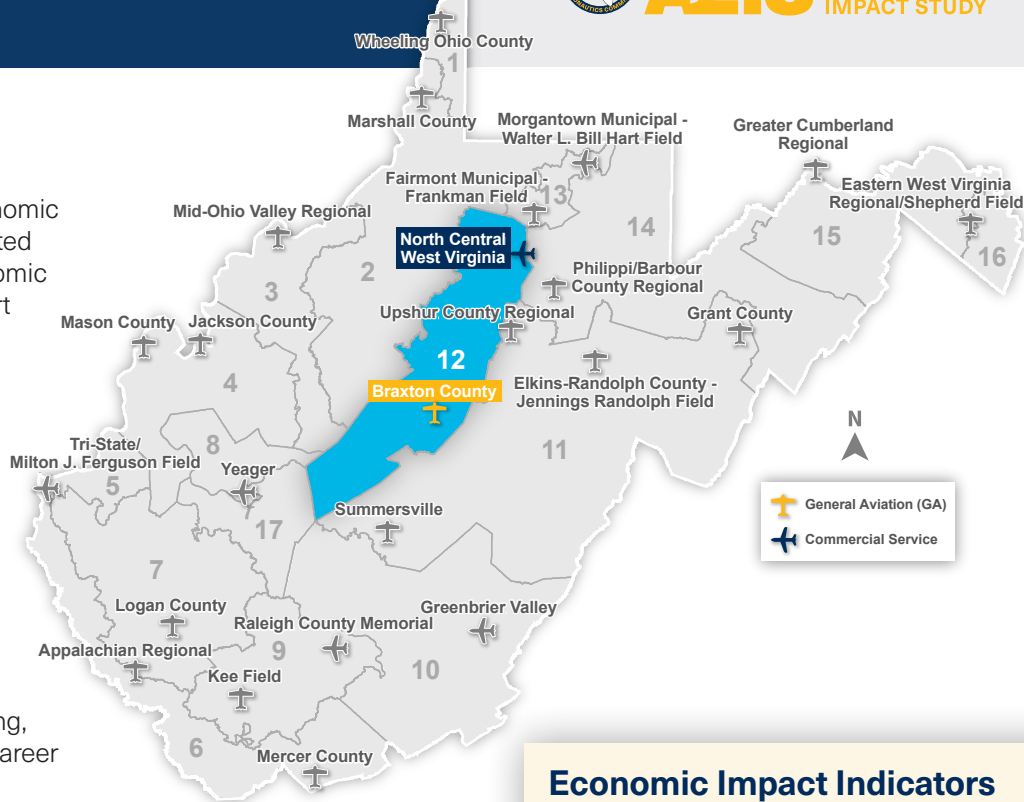
STUDY OVERVIEW

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Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million





Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 12

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 12 is home to two airports highlighted below, including the  jobs,  payroll,  value added, and  business revenues generated by each.



Braxton County Airport (48I) is a GA facility in Sutton with a 3,995' runway. The airport serves business and recreation users in the surrounding region and sees a high percentage of transient (out of state) operations due its unique geographic location in the center of the state, easily accessible to intra- and interstate markets. The airport is growing to meet nearby corporate demand by expanding covered aircraft storage facilities. Other activities supported by the airport include:

- ▲ Medical Transport/Evacuation
- ▲ Aerial Photography/Surveying
- ▲ Aerial Inspections




North Central West Virginia (CKB) is a commercial service airport in Clarksburg with a 7,800' runway. CKB offers daily service to Chicago and Washington, D.C., via United Airlines, and seasonal service to Orlando, Destin, and Myrtle Beach via Allegiant Airlines. The airport's fixed-base operator (FBO), V1 Aviation, accommodates GA and corporate aviation traffic. The Mid-Atlantic Aerospace Complex (MAAC) is located at the airport and is comprised of aviation and aerospace industry leaders. The MAAC supports essential training programs, including a Federal Aviation Administration (FAA)-certified Part 147 Aviation Maintenance and Technician School, and FAA-certified Part 141 Professional Flight Training program. Other activities supported by the airport include:

- ▲ Aerospace Manufacturing
- ▲ Corporate/Business Activity
- ▲ Military Exercises/Training

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at the airports in Senate District 12 support over 2,000 jobs, generating almost \$170 million in payroll each year. Additionally, the two airports support almost \$300 million in value added and over \$775 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1,270	\$118,096,000	\$220,073,000	\$621,310,000
Visitor Spending	58	\$1,497,000	\$2,480,000	\$4,943,000
Total Direct Impacts	1,328	\$119,593,000	\$222,553,000	\$626,253,000
Supplier Sales	308	\$18,310,000	\$27,836,000	\$54,652,000
Income Re-spending	712	\$30,336,000	\$45,402,000	\$94,796,000
Total Multiplier Impacts	1,020	\$48,646,000	\$73,239,000	\$149,447,000
Total	2,349	\$168,238,000	\$295,791,000	\$775,701,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. CKB's "2019 Economic Activity Analysis" accounted for off-airport impacts which are not reflected in this study. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 13

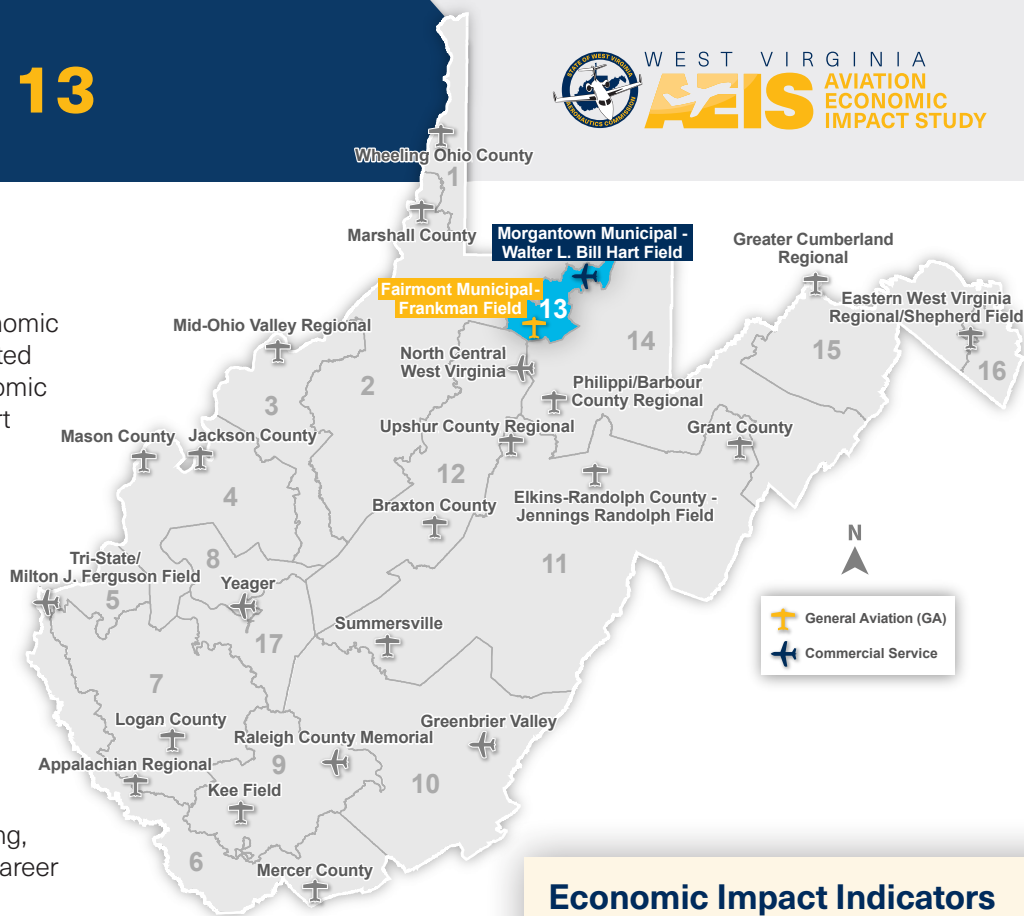
STUDY OVERVIEW

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Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 13

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 13 is home to two airports highlighted below, including the jobs, payroll, value added, and business revenues generated by each.



Fairmont Municipal – Frankman Field (4G7) is a GA airport in Fairmont with a 2,965' runway. The airport serves business and recreational users and the airport's close proximity to numerous highway and interstate corridors, nearby accommodations, and restaurants make it an ideal airport for transient visitors. The airport hosts a number of community events, including a monthly Experimental Aircraft Association (EAA) meeting and a popular annual Aviation Day event. Other activities supported by the airport include:

- ▲ Military Exercises/Training
- ▲ Police/Law Enforcement
- ▲ Career Training/Flight Instruction



Morgantown Municipal – Walter L. Bill Hart Field (MGW) is a commercial service airport in Morgantown with a 5,199' runway. The airport offers daily flights to Baltimore, Maryland, and Pittsburgh, Pennsylvania, via Southern Airways Express. The airport also supports GA activity and experiences a significant increase in traffic during the collegiate level Big 12 sport season. The airport recently broke ground on a 1,001' runway extension to improve runway safety and better accommodate all airport users. Other activities supported by the airport include:

- ▲ Medical Transport/Evacuation
- ▲ Career Training/Flight Instruction
- ▲ Aircraft Flight Testing

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at the airports in Senate District 13 support over 300 jobs, generating nearly \$14 million in payroll each year. Additionally, the two airports support more than \$21 million in value added and over \$44 million in business revenues annually.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	137	\$7,089,000	\$10,785,000	\$23,297,000
Visitor Spending	56	\$1,400,000	\$2,272,000	\$4,440,000
Total Direct Impacts	193	\$8,490,000	\$13,057,000	\$27,738,000
Supplier Sales	52	\$2,612,000	\$4,158,000	\$8,271,000
Income Re-spending	62	\$2,631,000	\$3,935,000	\$8,220,000
Total Multiplier Impacts	114	\$5,244,000	\$8,093,000	\$16,491,000
Total	306	\$13,733,000	\$21,150,000	\$44,229,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Commercial Air Passenger Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 14

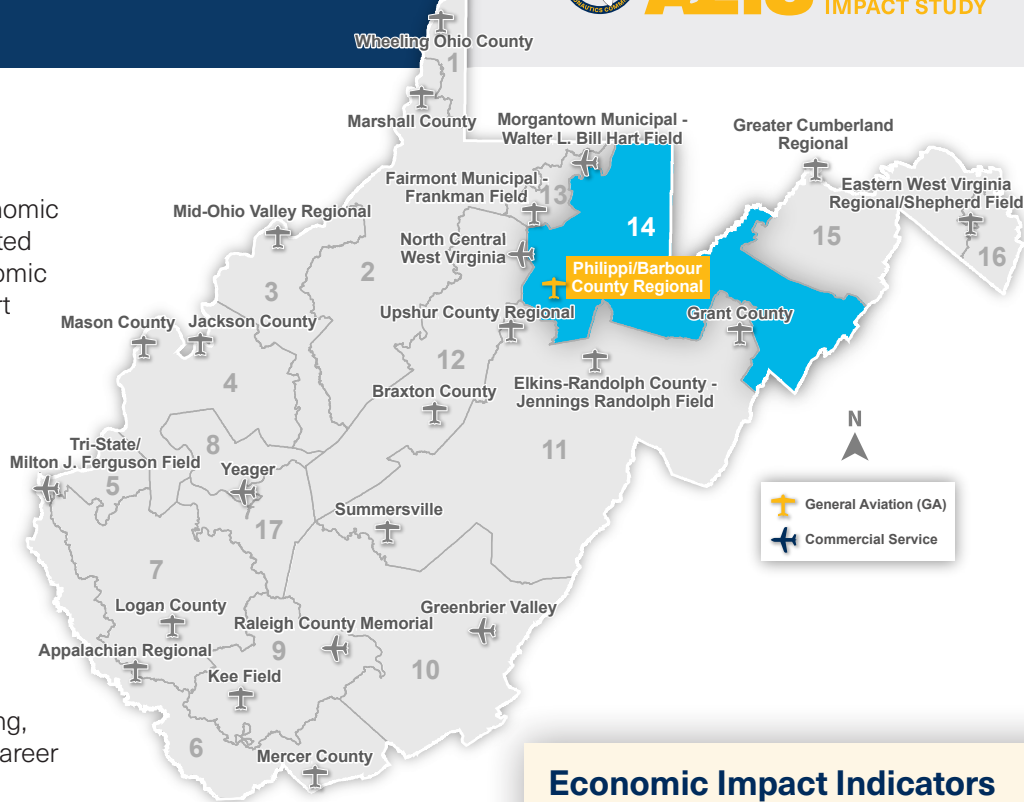
STUDY OVERVIEW

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Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

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Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million





Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 14

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 14 is home to one airport highlighted below, including the  jobs,  payroll,  value added, and  business revenues supported by the facility.



Philippi/Barbour County Regional Airport (79D) is GA facility located in Philippi with a 3,275' runway. The airport supports a variety of aerial inspection operations from law enforcement agencies, wildlife management agencies, natural resource management organizations, and the local Civil Air Patrol squadron. The airport also experiences increased operations during the collegiate sport seasons because of the nearby Alderson Broaddus University, attracting alumni, parents, and other supporters attending the college sporting events. Other activities supported by this airport include:

- ▲ Corporative/Business Activity
- ▲ Search & Rescue/Civil Air Patrol
- ▲ Medical Transport/Evacuation

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport in Senate District 14 supports 9 jobs, generating over \$400,000 in payroll each year. Additionally, the airport supports more than \$500,000 in value added and close to \$1 million in business revenues annually.

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	6	\$270,000	\$329,000	\$432,000
Visitor Spending	-	\$3,000	\$5,000	\$10,000
Total Direct Impacts	6	\$273,000	\$334,000	\$442,000
Supplier Sales	1	\$28,000	\$49,000	\$96,000
Income Re-spending	3	\$106,000	\$159,000	\$338,000
Total Multiplier Impacts	4	\$134,000	\$208,000	\$434,000
Total	9	\$408,000	\$542,000	\$876,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. Where the table indicates no jobs but includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 15

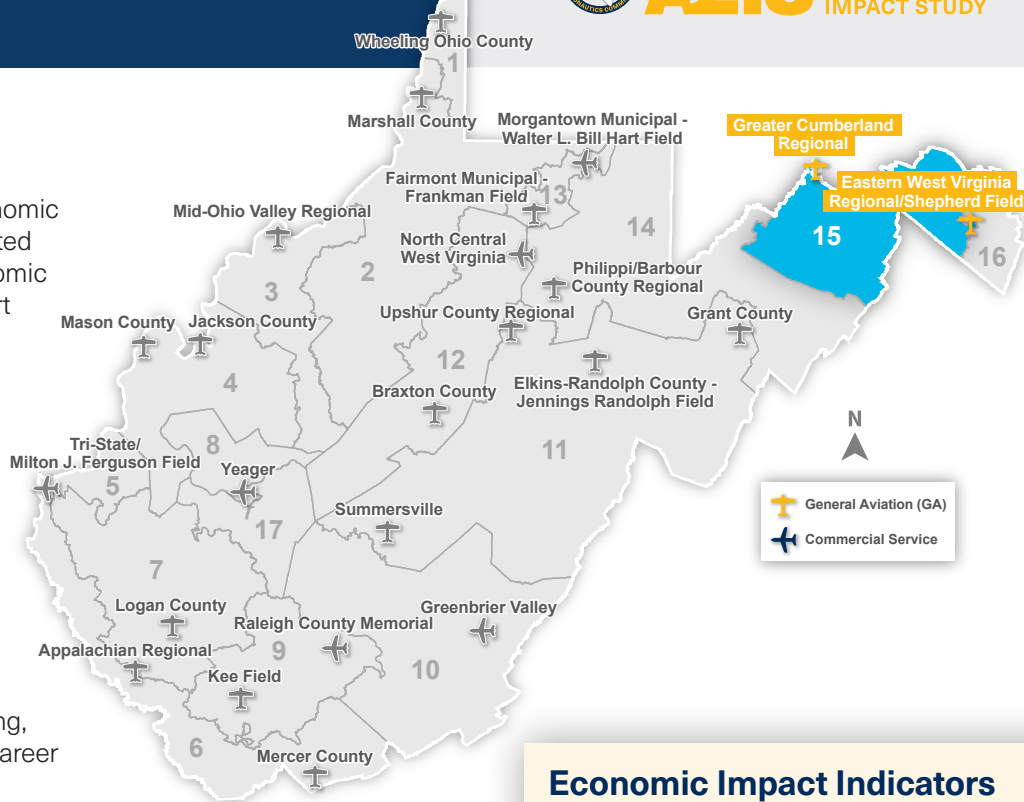
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Economic Impact Indicators

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Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 15

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. District 15 is home to two airports highlighted below, including the jobs, payroll, value added, and business revenues generated by each.



Eastern West Virginia Regional/Shepherd Field (MRB) is a busy GA airport located in Martinsburg with an 8,815' runway. The airport has more based aircraft than any other airport in the state, offers a Federal Aviation Administration (FAA)-certified Part 135 charter service under the name "MRB Aviation," and provides a full-service fixed-base operator (FBO). MRB has the longest and widest runway in the state, meaning it can accommodate some of the world's largest aircraft and frequently supports military training visits. MRB is the only airport in the state with an on-airport Foreign Trade Zone, and is home to two flight training companies, one of which is FAA-certified Part 141. Additionally, the airport hosts the 167th Airlift Wing, the largest Air National Guard base in the state. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Medical Transport/Evacuation
- ▲ Location of Community Facilities



Greater Cumberland Regional Airport (CBE) is a GA facility located in Cumberland with a 5,047' runway. The airport not only serves the surrounding region in West Virginia, but because of its location, also serves nearby areas in Maryland and Pennsylvania. The airport's competitive facility rates and designation as a non-profit 501c (3) organization makes it a highly desirable location to base aircraft according to airport users in the tri-state area. The airport maintains a commercial-sized box hangar capable of housing several large itinerant and based aircraft. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Gliders/Soaring
- ▲ Career Training/Flight Instruction

Aerial airport photos courtesy of the Civil Air Patrol



When combined, activity occurring at the airports in Senate District 15 supports more than 2,000 jobs, generating over \$93.5 million in payroll each year. Additionally, the two airports support almost \$115 million in value added and more than \$160 million in business revenues annually.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	1,744	\$74,106,000	\$85,189,000	\$100,110,000
Visitor Spending	10	\$258,000	\$413,000	\$781,000
Total Direct Impacts	1,754	\$74,365,000	\$85,603,000	\$100,891,000
Supplier Sales	61	\$2,815,000	\$4,520,000	\$9,326,000
Income Re-spending	408	\$16,422,000	\$24,497,000	\$52,588,000
Total Multiplier Impacts	469	\$19,237,000	\$29,018,000	\$61,914,000
Total	2,223	\$93,601,000	\$114,620,000	\$162,805,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.

Senate District 16

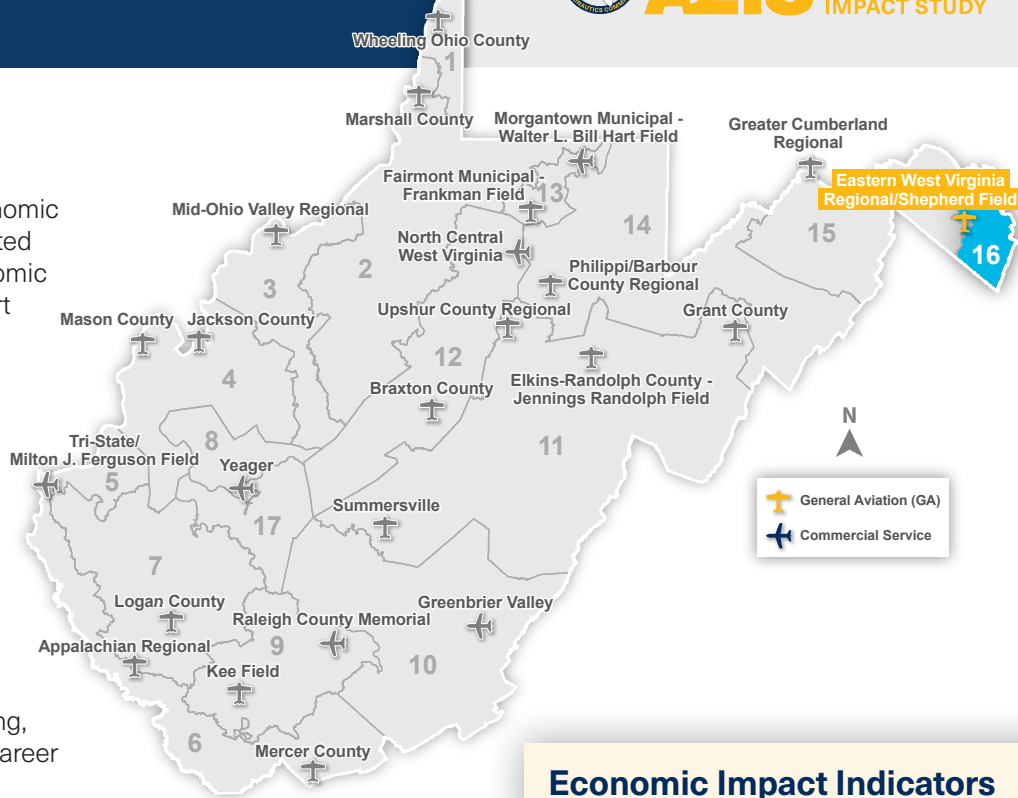
STUDY OVERVIEW

The 2020 West Virginia Aviation Economic Impact Study (WV AEIS) was conducted using 2019 data to quantify the economic contributions of West Virginia's airport system to the state's economy. The 24 publicly owned airports in the state support the transportation of people, goods, and services to, from, and within the Mountain State. Not only does this generate quantitative economic impacts through job creation and business operation, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries, aerial firefighting, law enforcement, research, aviation career opportunities, and much more.

Economic benefits are generated by on-airport activities including employment (e.g., airport administration and tenants) and capital improvements (e.g., construction). Economic impacts also are generated off-airport when money is spent by out-of-state visitors traveling to West Virginia via the state's seven commercial service airports and 17 general aviation (GA) airports, and when air cargo transported via the state's airports supports the operation of off-airport businesses.

This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These "multiplier" effects result when a portion of direct business revenues are used to purchase goods and services in West Virginia (called supplier sales) and payroll is re-spent within the state (called income re-spending).

Direct impacts of aviation in West Virginia total \$1.16 billion annually. When combined with the impacts from supplier sales and income re-spending, the state's 24 airports support nearly 11,000 jobs, over \$550 million in payroll, \$816 million in value added, and \$1.63 billion in business revenues each year. In addition, direct impacts from on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.



Economic Impact Indicators

Jobs: The number of employed people

Payroll: The sum of compensation to workers (salaries, wages, and benefits) and proprietor income

Value Added: The value contributed to a product or service provided by a firm or group of firms. Value added is aviation's contribution to West Virginia's Gross State Product (GSP)

Business Revenues: An airport's total aviation-supported output including the sum of business sales and budget expenditures

Statewide Economic Impacts

Direct Impacts

	On-Airport Activity
	\$1.04 billion
	Visitor Spending
	\$69.16 million
	Air Cargo
	\$47.35 million

Multiplier Impacts

	Supplier Sales
	\$158.56 million
	Income Re-spending
	\$308.20 million

Total Impacts

	Jobs: 10,729
	Payroll: \$550.11 million
	Value Added: \$816.49 million
	Business Revenues: \$1.63 billion

ECONOMIC IMPACT OF AVIATION IN WEST VIRGINIA'S SENATE DISTRICT 16

The economic contribution of aviation in West Virginia can be seen in each of the state's 17 Senate Districts. The airports within each district are unique and serve different types of users and experience varying levels of activity. Senate District 16 does not technically have a West Virginia system airport within its boundaries. However, the proximity of a busy GA airport in District 15 warrants consideration of the airport's economic impact flowing into District 16. The airport impacting the economy of District 16 is highlighted here, including the jobs, payroll, value added, and business revenues supported by the facility.



Eastern West Virginia Regional/Shepherd Field (MRB) is a busy GA airport located in Martinsburg with an 8,815' runway. The airport has more based aircraft than any other airport in the state, offers a Federal Aviation Administration (FAA)-certified Part 135 charter service under the named "MRB Aviation" and provides a full-service fixed-base operator (FBO). MRB has the longest and widest runway in the state, meaning it can accommodate some of the world's largest aircraft and frequently supports military training visits. MRB is the only airport in the state with an on-airport Foreign Trade Zone, and is home to two flight training companies, one which is FAA-certified Part 141. Additionally, the airport hosts 167th Airlift Wing, the largest Air National Guard base in the state. Other activities supported by the airport include:

- ▲ Corporate/Business Activity
- ▲ Medical Transport/Evacuation
- ▲ Location of Community Facilities

Aerial airport photo courtesy of the Civil Air Patrol



Activity occurring at the airport impacting District 16 supports more than 2,000 jobs, generating over \$90.5 million in payroll each year. Additionally, the airport supports roughly \$110 million in value added and more than \$153.5 million in business revenues annually. The impacts reported for MRB in District 16 are the same impacts reported for MRB in District 15.

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	1,688	\$72,125,000	\$82,345,000	\$94,495,000
Visitor Spending	9	\$236,000	\$378,000	\$706,000
Total Direct Impacts	1,697	\$72,362,000	\$82,723,000	\$95,201,000
Supplier Sales	53	\$2,432,000	\$3,877,000	\$7,982,000
Income Re-spending	392	\$15,830,000	\$23,611,000	\$50,626,000
Total Multiplier Impacts	445	\$18,262,000	\$27,488,000	\$58,608,000
Total	2,142	\$90,623,000	\$110,211,000	\$153,809,000

Notes: Totals may not add due to rounding. The impacts shown are statewide impacts of the airport(s) in the district. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. To maintain consistency among airports in this study, activity considered "on-airport" is defined by what is on/at each airport and does not account for off-airport businesses. Sources: WV AEIS Airport Manager Survey; Airport Tenant Survey; Transient GA Pilot & Passenger Survey, 2020; FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc., 2019; Longwoods International, 2018; Calculations by EBP US using IMPLAN V.3 2018, 2021.