

CKB

NORTH CENTRAL WEST VIRGINIA AIRPORT

North Central West Virginia Airport is the fastest growing commercial service airport in West Virginia, known for its convenience and award-winning customer service. United Airlines offers daily jet service with connections in Chicago and Washington, D.C., and low-cost carrier, Allegiant, offers seasonal service to Orlando, Destin, Myrtle Beach, and Chicago. The airport's fixed-base operator (FBO), V1 Aviation, accommodates general and corporate aviation traffic on a 7,800' runway with a Federal Aviation Administration (FAA) air traffic control tower. The Mid-Atlantic Aerospace Complex (MAAC) is located on the airport and is comprised of aviation and aerospace industry leaders, including Fortune 500 companies that provide first-class innovation, development, maintenance, and other services for the aerospace industry. The aerospace cluster at North Central West Virginia Airport also includes the niche training needed in the aerospace industry, including FAA-certified Part 147 Aviation Maintenance Technician School through Pierpont Community & Technical College and FAA-certified Part 141 Professional Flight programs through Fairmont State University. The airport's support of a growing technology and aviation industry contributes to the region being consistently rated amongst USA Today's best cities to live in.

AIRPORT ACTIVITIES



**Aerospace
Manufacturing**



**Aerospace Technology
Research**



**Corporate/
Business Activity**



**Military Exercises/
Training**



**Career Training/
Flight Instruction**

City: Clarksburg
(CKB is approximately 1 mile NE)

County: Harrison

Tourism Region:
Mountaineer Country

Ownership: Public

Primary Runway 03/21: 7,800' x 150'



AIRPORT CLASSIFICATION

North Central West Virginia Airport is one of seven commercial service airports in West Virginia's aviation system. Commercial service airports offer scheduled air carrier services and are critical access points to larger metropolitan areas in the state. These airports often facilitate travel between domestic and international destinations and accommodate a larger variety of users and services, including general aviation (GA). The airport is classified by the FAA as a Primary – Nonhub airport and is eligible for federal aviation funding through the Airport Improvement Program (AIP).



AVIATION'S ECONOMIC IMPACT

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. This generates quantitative economic value in the form of jobs, payroll, value added, and business revenues, but airports also enhance the quality of life for West Virginians by supporting air ambulance operations, remote access and evacuation, just-in-time deliveries of freight, aerial firefighting, 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 are also 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 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). In addition, direct impacts for on-airport activities and visitor spending also generate \$75.5 million in tax impacts annually.

Economic Impact Indicators

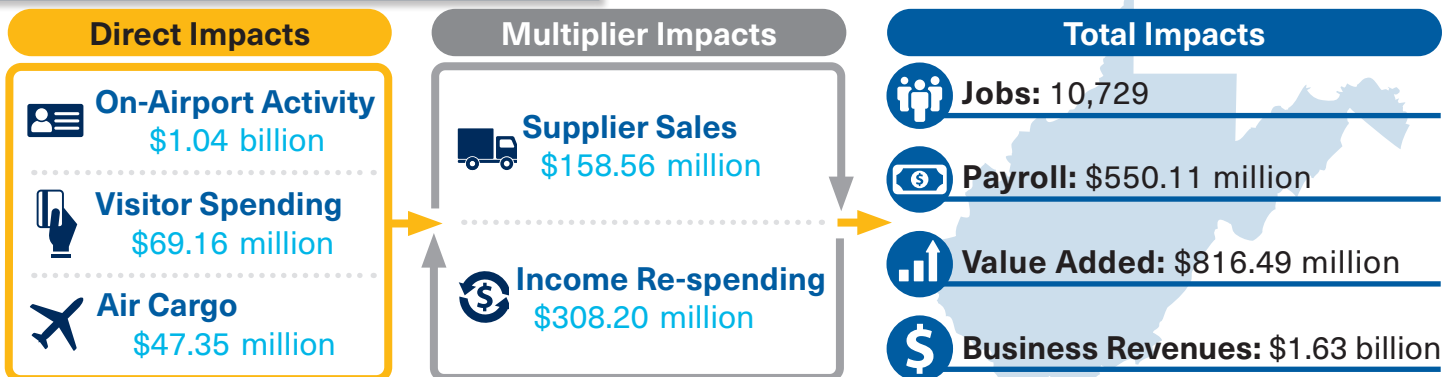
 **Jobs:** The number of employed people

 **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



North Central West Virginia Airport's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1,267	\$118,077,000	\$220,049,000	\$621,192,000
Visitor Spending	58	\$1,489,000	\$2,468,000	\$4,917,000
Total Direct Impacts	1,325	\$119,566,000	\$222,517,000	\$626,109,000
Supplier Sales	308	\$18,292,000	\$27,809,000	\$54,595,000
Income Re-spending	712	\$30,320,000	\$45,378,000	\$94,744,000
Total Multiplier Impacts	1,020	\$48,612,000	\$73,188,000	\$149,338,000
Total	2,345	\$168,177,000	\$295,704,000	\$775,448,000

Notes: Totals may not add due to rounding. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. CKB's "2019 Economic Activity Analysis" accounted for off-airport employment which is not reflected in this study to maintain consistency among study airports. 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.