

CRW

YEAGER AIRPORT

Yeager Airport is the busiest commercial service airport in West Virginia and is located in the state capital of Charleston. Yeager Airport has 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. Yeager Airport also has a full-service fixed-base operator (FBO) for general aviation (GA) users and is considered one of West Virginia's home bases for military flight training operations. The airport is home to the Woody Williams Military Operations Center that provides a variety of amenities, including a flight planning room and a 12,000-square-foot heated hangar with direct access to the ramp. The airport also hosts the McLaughlin Air National Guard Base, 130th Airlift Wing. In addition to the strong military presence, the airport partners with the Bill Noe Flight School at Marshall University to support multiple degree programs in aviation. The Bill Noe Flight School will be opening a new Federal Aviation Administration (FAA)-certified Part 141 flight school at the airport in 2021. Currently, there are only two other Part 141 flight school in West Virginia. The airport is committed to remaining a major gateway connecting West Virginia residents to far-reaching destinations well into the future and is dedicated to strategic and innovative practices that enhance their positive impact on the community.

AIRPORT ACTIVITIES



**Military Exercises/
Training**



**Corporate/
Business Activity**



**Career Training/
Flight Instruction**



Aerial Inspections



**Medical Transport/
Evacuation**

City: Charleston
(CRW is approximately 3 miles east)

County: Kanawha

Tourism Region: Metro Valley

Ownership: Public

Primary Runway 06/23:
6,715' x 150'



AIRPORT CLASSIFICATION

Yeager 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 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

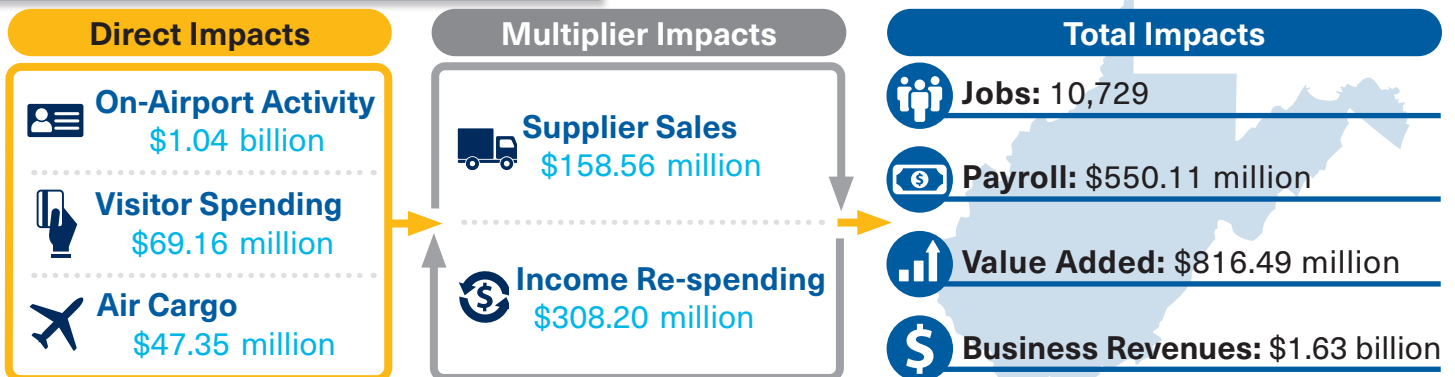
 **Jobs:** The number of employed people

 **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



Yeager Airport's Economic Impacts

	 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. Metrics (jobs, payroll, value added, and business revenues) represent various components of an airport's economic impact and are not additive. 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.