

# HTS

## TRI-STATE/MILTON J. FERGUSON FIELD

Tri-State/Milton J. Ferguson Field is a commercial service airport that serves nearby communities from West Virginia, Kentucky, and Ohio. The airport offers regularly scheduled commercial service passenger flights on Allegiant Airlines to destinations in South Carolina and Florida, while American Airlines provides service to Charlotte, North Carolina. The airport also caters to the general aviation (GA) community through its fixed-based operator (FBO), Huntington Jet Center, which offers a modernized pilot's lounge, flight planning area, and other amenities. Tri-State/Milton J. Ferguson Field is home to both FedEx Freight and FedEx Express which facilitate the shipping and distribution of cargo freight and goods in the region. The airport is partnering with Marshall University's Bill Noe Flight School to establish a Federal Aviation Administration (FAA)-certified Part 147 Aircraft Maintenance and Technician School located at the airport.

### AIRPORT ACTIVITIES



**Corporate/  
Business Activity**



**Medical Transport/  
Evacuation**



**Military Exercises/  
Training**



**Career Training/  
Flight Instruction**



**Aerial Photography/  
Surveying**

**City:** Huntington  
(HTS is approximately 3 miles south)

**County:** Wayne

**Tourism Region:**  
Hatfield McCoy Mountains

**Ownership:** Public

**Primary Runway 12/30:**  
7,017' x 150'



### AIRPORT CLASSIFICATION

Tri-State/Milton J. Ferguson Field 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

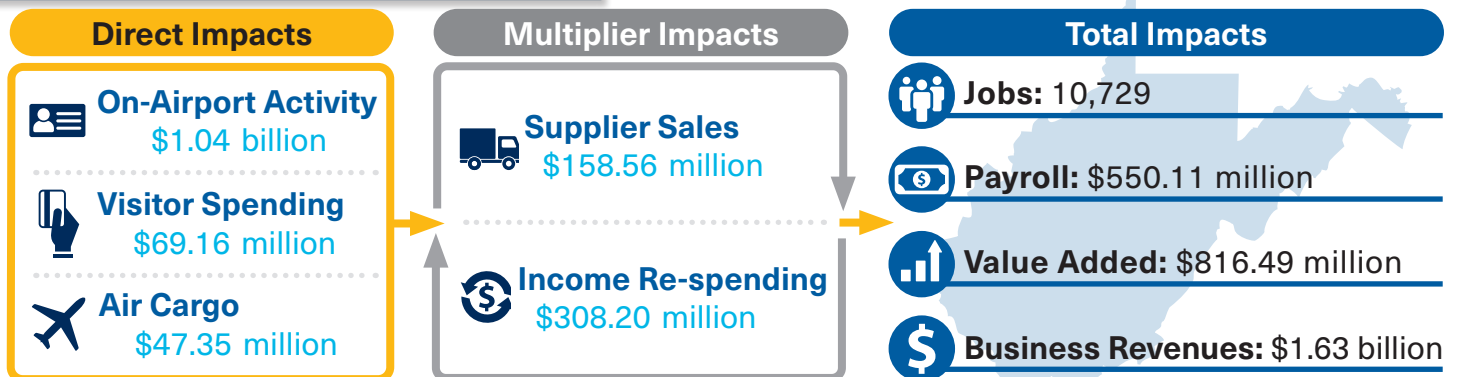
 **Jobs:** The number of employed people

 **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



## Tri-State/Milton J. Ferguson Field's Economic Impacts

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

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.