

I16

KEE FIELD

Kee Field is located in Pineville and is a general aviation (GA) facility serving the surrounding region and community. 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 made to feel welcome. The airport has even been known to provide an impromptu taxi service with their own personal vehicle if they know a visitor needs a ride into town or nearby. The airport sees a healthy amount of interstate traffic for its size due to its friendly service and low rates.

City: Pineville
(I16 is approximately 2 miles NW)

County: Wyoming

Tourism Region:
New River-Greenbrier Valley

Ownership: Public

Primary Runway 08/26:
3,701' x 60'



AIRPORT ACTIVITIES



Corporate/Business Activity



Hunting/Fishing



Sightseeing



Aerial Inspections



Police/Law Enforcement

AIRPORT CLASSIFICATION

Kee Field is one of 17 GA facilities in West Virginia's aviation system. GA airports serve as integral gateways to communities across the state and accommodate activities such as emergency medical operations, business and recreational operations, mail and cargo transportation, remote access, and many more. The airport is classified by the Federal Aviation Administration (FAA) as a Nonprimary – Unclassified 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

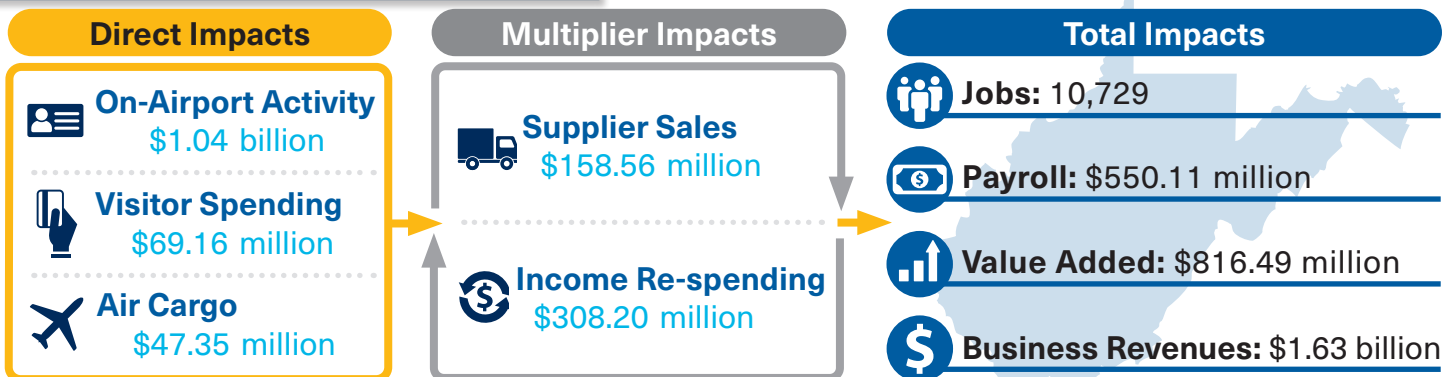
 **Jobs:** The number of employed people

 **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



Kee Field's Economic Impacts

	 Jobs	 Payroll	 Value Added	 Business Revenues
On-Airport Activity	1	\$43,000	\$53,000	\$75,000
Visitor Spending	-	\$2,000	\$3,000	\$5,000
Total Direct Impacts	1	\$44,000	\$55,000	\$80,000
Supplier Sales	-	\$11,000	\$16,000	\$31,000
Income Re-spending	-	\$9,000	\$14,000	\$29,000
Total Multiplier Impacts	-	\$20,000	\$29,000	\$60,000
Total	2	\$64,000	\$85,000	\$141,000

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. Where the table indicates no jobs but also includes estimates for payroll, value added, and business revenues, individuals worked less than half-time on airport-related activities. Sources: WV AEIS Airport Manager 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.