

MPG

MARSHALL COUNTY AIRPORT

Marshall County Airport is a general aviation (GA) facility located in the northern panhandle of the state. As an “uncontrolled” airfield (meaning its airspace is less restrictive), simple radio or visual communication is all that is needed to take off or land. This makes Marshall County Airport an ideal location for helicopter operations and recreational aircraft operations. Because of the advantages its location offers, West Virginia’s largest medical helicopter service established a base in 2018 that houses a helicopter and flight crew 24/7 to serve the surrounding communities. In recent years, the airport has proven an invaluable asset as a helicopter staging area for contractors in oil and gas development. Whatever the activity, 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.

AIRPORT ACTIVITIES



**Military
Exercises/Training**



Aerial Inspections



**Aircraft Flight
Testing**



**Aerial Photography/
Surveying**



**Medical Transport/
Evacuation**

City: Moundsville
(MPG is approximately 3 miles south)

County: Marshall

Tourism Region:
Northern Panhandle

Ownership: Public

Primary Runway 06/24: 3,301' x 60'



AIRPORT CLASSIFICATION

Marshall County Airport 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 – Local 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

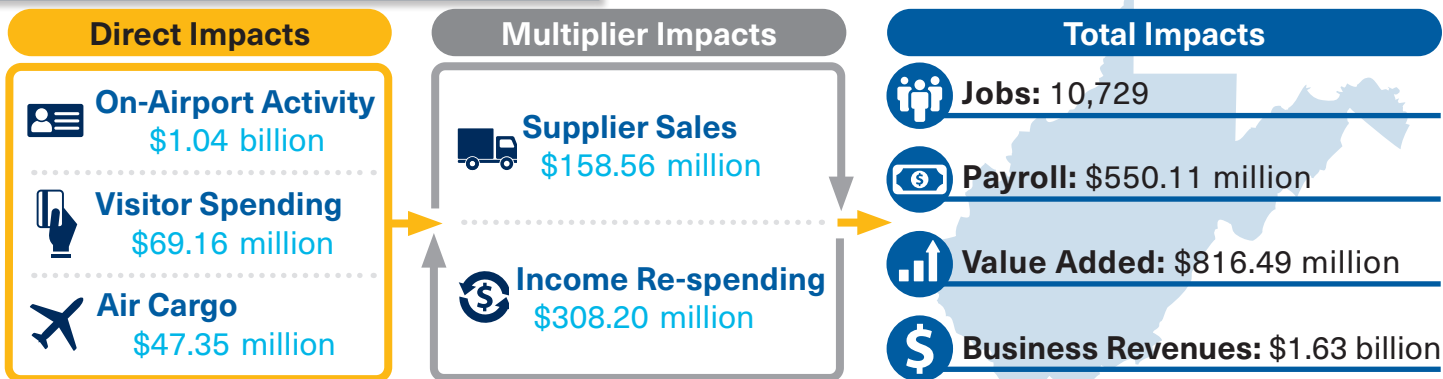
Jobs: The number of employed people

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



Marshall County Airport's Economic Impacts

	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. 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; 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.