

BLF

MERCER COUNTY AIRPORT

Mercer County Airport is a bustling general aviation (GA) facility located between Princeton and Bluefield that serves southern West Virginia and surrounding communities. The airport opened in 1954 and provided scheduled airline service until 2007. The airport works diligently to support business aviation by forming strong community and business partnerships with local agencies and the general public. In addition to an airport-managed fixed-base operator (FBO), the airport is home to Helicopter Powerline Services, a Federal Aviation Administration (FAA)-certified Part 133 operation that provides services for powerline construction, aerial sawing, and right-of-way management. The airport also attracts many visitors to the area for nearby recreational activities, including the ATV Hatfield & McCoy Trail System. An annual Coal Show brings international crowds to the area, and the aircraft parking apron fills up with visiting transient aircraft. The airport also hosts its own Annual Airshow, a six-year-running tradition that attracts visitors from surrounding communities and both entertains and educates them on the value of aviation. Airport staff are also active in educating students, and they visit local schools across the county by helicopter.



City: Bluefield
 (BLF is approximately 3 miles NE)

County: Mercer

Tourism Region:
 New River-Greenbrier Valley

Ownership: Public

Primary Runway 05/23:
 4,743' x 100'

AIRPORT ACTIVITIES



**Corporate/
 Business Activity**



Aerial Inspections



**Medical Transport/
 Evacuation**



**Career Training/
 Flight Instruction**



**Police/Law
 Enforcement**

AIRPORT CLASSIFICATION

Mercer 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 FAA as a Nonprimary – Regional 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

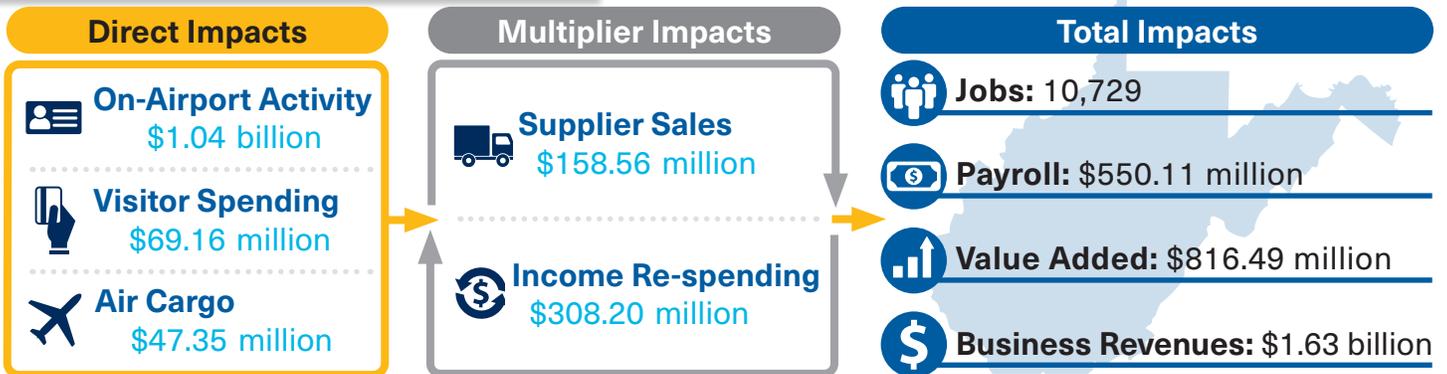
Jobs: The number of employed people

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



Mercer County Airport's Economic Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	29	\$1,047,000	\$1,562,000	\$2,731,000
Visitor Spending	21	\$483,000	\$763,000	\$1,563,000
Total Direct Impacts	50	\$1,530,000	\$2,325,000	\$4,294,000
Supplier Sales	7	\$334,000	\$541,000	\$1,088,000
Income Re-spending	17	\$681,000	\$1,015,000	\$2,182,000
Total Multiplier Impacts	24	\$1,015,000	\$1,556,000	\$3,270,000
Total	74	\$2,545,000	\$3,881,000	\$7,564,000

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.