

CBE

GREATER CUMBERLAND REGIONAL AIRPORT

Greater Cumberland Regional Airport is a general aviation (GA) facility that not only serves the surrounding region in West Virginia, but because of its location, also serves nearby areas of Maryland and Pennsylvania. Greater Cumberland Regional Airport's tri-state service area makes it a unique airport in West Virginia's system. Historically, the airport served as the manufacturing and distribution site for one of America's first tire companies, whose original commercial center is still located on the airfield and has been redeveloped as hangar storage and administration offices for potential tenants. The airport's competitive facility rates and designation as a non-profit 501c (3) organization makes it a highly desirable location to base aircraft according to airport users in the tri-state area and beyond. The airport maintains a commercial-sized box hangar capable of housing several large itinerant and based aircraft.

City: Cumberland
 (CBE is approximately 2 miles south)

County: Mineral

Tourism Region:
 Potomac Highlands

Ownership: Public

Primary Runway 05/23:
 5,047' x 150'



AIRPORT ACTIVITIES



Glider/Soaring



Corporate/
 Business Activity



Search and Rescue/
 Civil Air Patrol



Career Training/
 Flight Instruction



Hunting/Fishing

AIRPORT CLASSIFICATION

Greater Cumberland Regional 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 – Basic 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

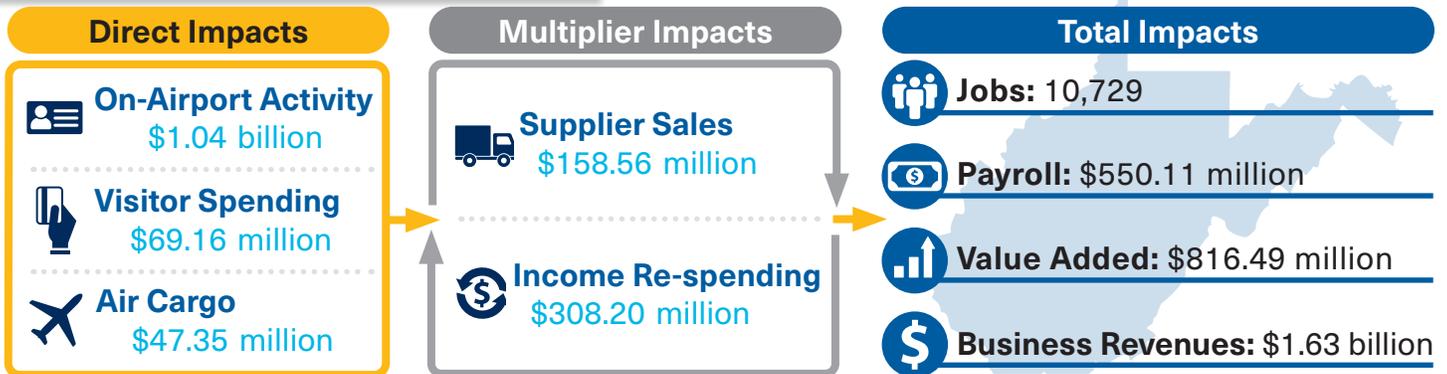
Jobs: The number of employed people

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



Greater Cumberland Regional Airport's Economic Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	56	\$1,981,000	\$2,844,000	\$5,615,000
Visitor Spending	1	\$22,000	\$35,000	\$75,000
Total Direct Impacts	57	\$2,003,000	\$2,880,000	\$5,690,000
Supplier Sales	8	\$383,000	\$643,000	\$1,344,000
Income Re-spending	16	\$592,000	\$886,000	\$1,962,000
Total Multiplier Impacts	24	\$975,000	\$1,530,000	\$3,306,000
Total	81	\$2,978,000	\$4,409,000	\$8,996,000

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.