

PKB

MID-OHIO VALLEY REGIONAL AIRPORT

Mid-Ohio Valley Regional Airport is a commercial service airport that provides scheduled airline service to Charlotte, North Carolina, through Contour Airlines. The airport also operates full-service general aviation (GA) facilities, including a recently remodeled pilot's lounge. The airport is equipped with a crosswind runway and supports all types of instrument approaches. This also makes the airport a popular training destination, as pilots-in-training can use the airport for all levels of licensure. The airport has goals to establish a full flight school at the facility and would convert the vacant former Army National Guard buildings on-site into classrooms and facilities. The Army National Guard is still on-site, employing over 200 people (some part-time), but recently moved to newer facilities. The airport builds strong community ties by hosting fly-ins, interacting with the Experimental Aircraft Association (EAA) Young Eagles, and offering a much-loved airport restaurant – Jerry's Fly Away Kitchen. It is not uncommon to have lines forming out the door on Sunday mornings for the freshly baked pies at the restaurant, which attracts aviation and non-aviation customers alike.



City: Parkersburg
 (PKB is approximately 6 miles northeast)

County: Wood

Tourism Region: Mid-Ohio Valley

Ownership: Public

Primary Runway 03/21: 7,240' x 150'

AIRPORT ACTIVITIES



**Career Training/
 Flight Instruction**



**Corporate/
 Business Activity**



**Police/Law
 Enforcement**



**Military Exercises/
 Training**



**Medical Transport/
 Evacuation**

AIRPORT CLASSIFICATION

Mid-Ohio Valley Regional Airport 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 Federal Aviation Administration (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

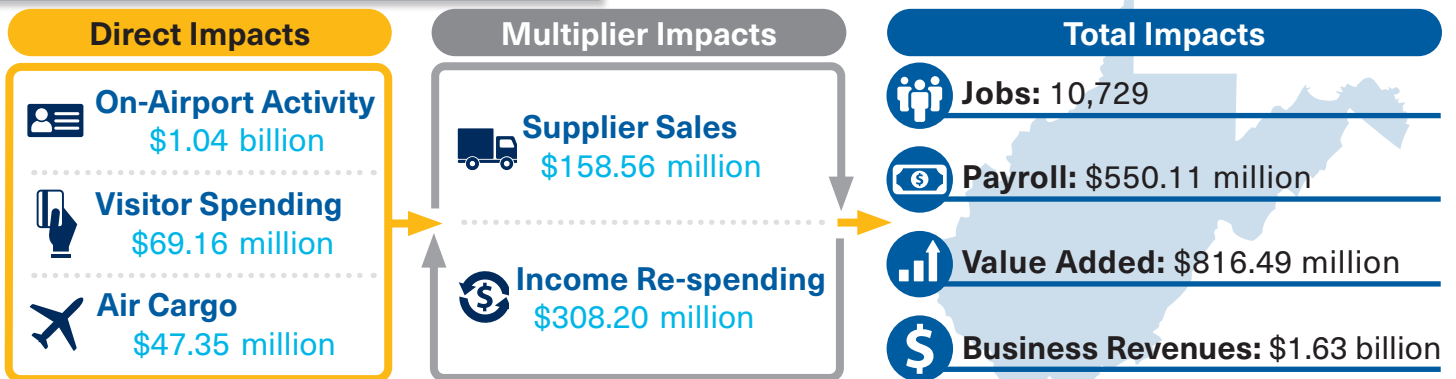
Jobs: The number of employed people

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



Mid-Ohio Valley Regional Airport's Economic Impacts

	Jobs	Payroll	Value Added	Business Revenues
On-Airport Activity	580	\$61,448,000	\$73,128,000	\$92,139,000
Visitor Spending	24	\$554,000	\$934,000	\$1,889,000
Total Direct Impacts	604	\$62,001,000	\$74,062,000	\$94,028,000
Supplier Sales	96	\$4,580,000	\$7,471,000	\$15,300,000
Income Re-spending	350	\$13,819,000	\$20,659,000	\$44,635,000
Total Multiplier Impacts	446	\$18,399,000	\$28,130,000	\$59,935,000
Total	1,050	\$80,400,000	\$102,191,000	\$153,963,000

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; 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.