MARYLAND

ECONOMIC IMPACT OF AIRPORTS

FINAL REPORT 2013

Prepared for the Maryland Aviation Administration

Landrum & Brown, Incorporated | Martin Associates

Maryland Aviation Administration

ECONOMIC IMPACT OF AIRPORTS

Final Report 2013

Prepared by

Landrum & Brown, Incorporated/Martin Associates

The preparation of this document has been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (FAA) thru AIP Grant 3-24-0000-002 (2012) as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

EXECUTIVE SUMMARY

The Maryland Aviation Administration conducted a study funded partially under a grant by the Federal Aviation Administration to estimate the economic impacts of the Maryland airport system. The first phase analyzed the Baltimore/Washington International Thurgood Marshall Airport (BWI) and Martin State Airport (MTN). Phase II estimates the economic impacts of the entire statewide aviation system, which consists of 35 general aviation (including MTN) and scheduled commercial service airports as well as BWI. The purpose of the study is to quantify the economic impacts generated by passenger and air cargo activity at BWI and to quantify the economic impacts generated by the 35 general aviation and scheduled commercial service airports. The impacts are quantified in terms of:

- Jobs
- Employee earnings
- Business revenue
- State and local taxes
- Federal airport-specific taxes

The impacts are estimated for passenger and air cargo activity for calendar year 2011 for BWI and Martin State Airport and 2012 for the other 34 public use airports. In addition to the baseline impacts, an economic impact model has been developed for BWI as well as for the 35 general aviation/scheduled commercial service airports, which can be used to estimate the impacts associated with capital construction and expansion projects. Furthermore, since a baseline exists, the model can be used for future annual updates of the impacts as well as to test the sensitivity of impacts to changes in:

- Passenger levels
- Domestic versus international passengers
- Passenger trip purpose
- Peak hour flight levels and mix of aircraft
- Labor productivity and work rules
- Freight level
- General aviation operations

This analysis is an update to a study that was conducted in 2005 to measure the economic impacts generated by passenger and air cargo activity at BWI and the general aviation airports. The same methodology has been used to quantify the 2011/2012 impacts so that direct comparisons can be made between the current impacts and those generated by passenger and air cargo activity in the previous period.

Table 1 shows the economic impact of the state-wide aviation activity in calendar year 2011/2012.

Table 1
ECONOMIC IMPACT OF THE MARYLAND STATEWIDE AVIATION INDUSTRY, 2011/2012

CATEGORY	BWI Airport Generated	BWI Visitor Generated	General Aviation On-Site Generated	General Aviation Visitor Generated	Total Economic Impacts
Jobs					
Direct Jobs	11,962	39,668	3,282	1,316	56,228
Induced Jobs	5,153	11,160	1,331	373	18,017
Indirect Jobs	4,040	21,808	1,661	720	28,230
Total Jobs	**21,155**	**72,636**	**6,274**	**2,409**	**102,474**
Personal Income (1,000)					
Direct	$587,165	$785,294	$146,389	$26,893	$1,545,741
Induced	$523,517	$677,709	$133,734	$23,209	$1,358,168
Indirect	$187,676	$799,300	$78,412	$33,793	$1,099,181
Total	**$1,298,358**	**$2,262,303**	**$358,535**	**$83,895**	**$4,003,091**
Business Revenue (1,000)	**$2,272,511**	**$3,297,909**	**$550,716**	**$114,532**	**$6,235,669**
Local Purchases (1,000)	**$362,088**	**$1,634,894**	**$168,173**	**$54,000**	**$2,219,156**
State and Local Taxes (1,000)	**$129,836**	**$396,665**	**$35,854**	**$8,389**	**$570,744**
Federal Aviation Taxes (1,000)	**$195,468**	**NA**	**NA**	**NA**	**$195,468**

In the year 2011/2012, it is estimated that aviation activity in the State of Maryland created approximately:

- 102,474 direct, induced, and indirect jobs
- $4.0 billion of personal wages and salaries
- $6.2 billion of business revenue
- $0.5 billion of state and local taxes
- $2.2 billion of local purchases for supplies and services

Activity at BWI created the majority of the economic impacts. In calendar year 2011, 21.9 million passengers used BWI, and 225.7 million pounds of air cargo moved via the Airport. This activity resulted in approximately:

- 21,155 direct, induced and indirect jobs were generated for residents of the Baltimore area. Of the 21,155jobs, 11,962 were direct jobs, while 5,153 jobs were induced throughout the region to support the purchase of goods and services by the 11,962 directly dependent employees. An additional 4,040 indirect jobs were generated in the local economy due to $362.1 million of local purchases by firms directly dependent on Airport activity.
- $1.3 billion of direct, indirect and induced personal income and consumption expenditures were generated in the Baltimore area as a result of the Airport activity in 2011.
- $2.3 billion of business sales were generated by Airport activity.
- The Federal Government received $195.5 million in Airport-specific taxes from activity at BWI.
- State and local governments received $129.8 million in tax revenues from airport activity.

In addition to these direct, induced, and indirect impacts, it is estimated that nearly 72,636 direct, induced, and indirect jobs were generated in the Baltimore area visitor industry due to expenditures by 5.35 million visitors to the region who arrived via BWI. The impacts of the visitors are estimated from the results of a one-week passenger survey conducted as part of this study. These visitors, who include both domestic as well as international travelers, spent about $3.3 billion on area hotels, restaurants, retail stores, and entertainment establishments, which in turn generated the jobs in the Baltimore area visitor industry. As a result of visitors arriving via the Airport, $396.7 million of state and local tax revenues were generated.

Activity at the 35 General Aviation/Scheduled Commercial Service airports in 2011/2012 also created (as illustrated in Table 1):

- 8,683 direct, induced and indirect jobs were generated for residents of the State of Maryland. Of the 8,683 jobs, 4,598 were direct jobs, while 1,704 jobs were induced throughout the region to support the purchase of goods and services by the 4,598 directly dependent employees. An additional 2,382 indirect jobs were generated in the local economy due to $222.2 million of local purchases by firms directly dependent on GA/Scheduled Commercial Service airport activity.
- $442.4 million of direct, indirect and induced personal income and consumption expenditures were generated in the State of Maryland area as a result of the GA/Scheduled Commercial Service airport activity in 2011/2012.
- $665.2 million of business sales were generated by Airport activity.
- State and local governments received $44.2 million in tax revenues from Airport activity.

TABLE OF CONTENTS

Page

SECTION 1: INTRODUCTION, OVERVIEW AND SUMMARY OF RESULTS..1
1. IMPACT STRUCTURE 2
1.1 REVENUE IMPACT 3
1.2 EMPLOYMENT IMPACT 4
1.3 INCOME IMPACT 4
1.4 TAX IMPACT 4
2. ECONOMIC IMPACT SECTORS METHODOLOGY 4
2.1 DIRECT IMPACTS 5
2.1.1 DIRECT EMPLOYMENT IMPACTS 5
2.1.2 DIRECT INCOME IMPACTS 5
2.1.3 DIRECT REVENUE IMPACT 5
2.2. INDUCED IMPACTS 5
2.3 INDIRECT IMPACTS 6
2.4 TAX IMPACTS 6
3. DATA COLLECTION 6
4. SUMMARY OF FINDINGS 7
SECTION 2: ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORT ACTIVITY 10
SECTION 3: VISITOR INDUSTRY IMPACTS CREATED BY PUBLIC USE GA PASSENGER ACTIVITY 12
SECTION 4: COMPARISON WITH 2006 ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORTS 15
APPENDIX A: SUMMARY OF GA AIRPORT ECONOMIC IMPACTS BY AIRPORT 17

SECTION 1
INTRODUCTION, OVERVIEW AND SUMMARY OF RESULTS

The Maryland Aviation Administration (MAA) retained the services of Landrum & Brown and Martin Associates to measure the economic impact of airport activity generated by the 36 public-use landing facilities located throughout the State of Maryland. The economic impacts of the MAA-operated facilities Baltimore-Washington International Thurgood Marshall Airport (BWI) and Martin State Airport (MTN) were completed as part of a separate analysis in 2011. These results are presented in a separate report. This analysis focused on the remaining 34 airports in the Maryland Aviation System. The base year for the balance of general aviation and scheduled commercial service airports covered in this report is 2012. For the purposes of comparison to previous study periods, the MTN results have been included as well, such that impacts are presented for 35 of the State's airports in this report. The economic impacts created by the statewide aviation system are measured in terms of jobs, personal income, state and local taxes, and revenue generated directly by airport activity.

The State of Maryland's Aviation System consists of 36 public use airport facilities (including BWI and MTN). This report focuses on the 35 airports (including MTN) whose activity ranges from limited general aviation activity to scheduled air service at Salisbury-Ocean City: Wicomico Airport and Hagerstown Regional Airport. Furthermore, corporate general aviation tenants at Easton Airport, Carroll County Airport and Frederick Municipal Airport use these airports to serve local industries. Other users of these airports include private, recreational pilots with aircraft based at the individual airports as well as military and police operations.

The activity at these 35 airports generates jobs and personal income to those employed by the airport tenants as well as to local visitor industry firms, such as hotels and restaurants serving scheduled commercial service passengers using Hagerstown Regional and Salisbury-Ocean City airports. Business revenue is received by the firms providing the services to the commercial airlines as well as to the general aviation aircraft, military aircraft and to the flight schools. These firms providing the service and the individuals employed by these firms also pay state, local and federal taxes.

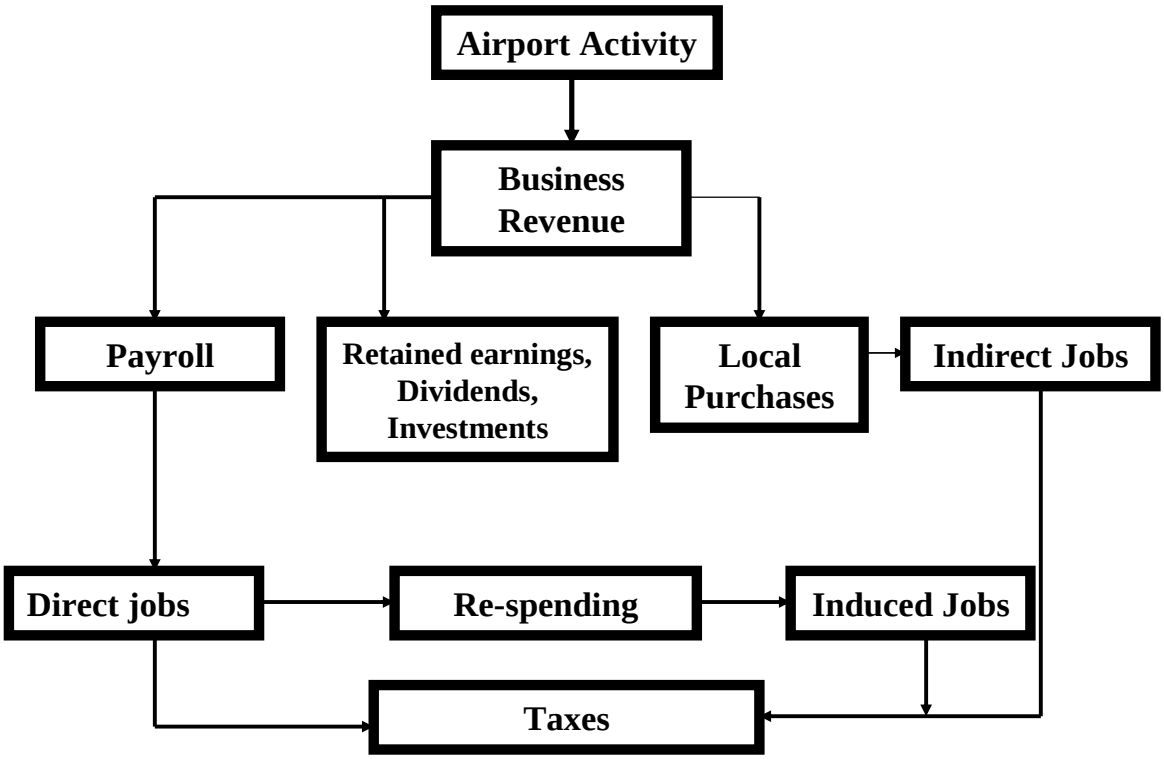
A total of 385 companies were contacted and interviews were conducted which represent a 99% level of coverage. Tenant sectors interviewed include, but were not limited to FBOs, flight schools, maintenance and avionics providers, charter and commercial air carriers, freight airlines, rental cars, corporate aviation departments and government agencies such as Maryland Air National Guard, Transportation Security Administration (TSA), city, county and state police departments. Also included in the interview process were aviation related firms located at the airfields such as pilots' organizations and aviation insurance providers. Interviews were conducted with airport managers and the tenants located at the other 34 general aviation and commercial service airports in calendar year 2012 (MTN was conducted in 2011). The balance of the methodology is consistent with the BWI & MTN impact analysis.

In order to measure the impacts in the most defensible manner possible, the methodology utilized is based on interviews, local economic data, and airport statistics. Operational models of the 35 GA/scheduled commercial service airports were developed to use in updating the impacts on a short term basis, and to measure the incremental changes in airport-generated impacts due to changes in such factors as changes in the number of flight operations or changes in aircraft mix (single-engine versus jet) and tenant mix. Also, the model can be used to test the economic impacts of various capital investment and airport expansion projects including runway extensions, terminal expansions and new hangar construction.

1. IMPACT STRUCTURE

Activity at a general aviation and scheduled commercial service airport contributes to the local and state economy by generating business revenue to local, regional and national firms providing passenger service, freight service and support services to the airport and its tenants. The firms providing these services include FBO's, maintenance/avionics providers, airline/charter operators, corporate flight departments, flight schools, military operations and state/local law enforcement operations. These firms, in turn, provide employment and income to individuals who pay taxes to state and local governments**. Exhibit 1** shows how air traffic activity at these airports generates impacts throughout the local, state and national economy. As this exhibit indicates, the impact of an airport on a local, state or national economy cannot be reduced to a single number, but instead, airport activity creates several impacts. These are the revenue impact, employment impact, personal income impact, and tax impact. These impacts are not additive. For example, the income impact is a part of the revenue impact, and adding these impacts together would result in double counting.

Exhibit 1
FLOW OF ECONOMIC IMPACTS GENERATED BY GENERAL AVIATION AIRPORT ACTIVITY



1.1 REVENUE IMPACT

At the outset, activity at the airport generates business revenue for firms which provide air passenger service, freight service and ground support services for general and corporate aviation activity. This business revenue impact is dispersed throughout the economy in several ways. It is used to hire people to provide the services, to purchase goods and services, to pay for the use of airports and to make federal, state and local tax payments. The remainder is used to pay stockholders, retire debt, make investments, or is held as retained earnings. It is to be emphasized that the only portions of the revenue impact that can be definitely identified as remaining in the state are those portions paid out in salaries to direct employees, in state and local taxes, in local purchases, and in payments to the airport itself. Fuel flowage fees and terminal rents paid by tenants provide for some of the costs of operation of the airport and capital costs of new construction.

1.2 EMPLOYMENT IMPACT

The employment impact of aviation activity consists of three levels of job impacts.

- Direct employment impact - jobs directly generated by airport activity, which would vanish if activity at the airports were to cease
- Induced employment impact - jobs created throughout the regional economy because individuals directly employed due to airport activity spend their wages locally on goods and services such as food and housing
- Indirect employment impact - jobs generated due to the purchase of goods and services by firms dependent upon airport activity

1.3 INCOME IMPACT

The income impact is the measure of personal wages and salaries received by individuals directly employed due to airport activity. This direct personal income is re-spent throughout the region by those that are directly employed. This re-spending effect in turn generates additional jobs – the induced employment impact. This re-spending throughout the region is estimated using a regional personal income multiplier, which reflects the percentage of purchases that are made within a region. The re-spending effect varies by region: a larger re-spending effect occurs in regions that produce a relatively large proportion of the goods and services consumed by residents, while lower re-spending effects are associated with areas that import a relatively large share of consumer goods and services (since personal income "leaks out" of the region for these purchases).

1.4 TAX IMPACT

State and local tax impacts are tax payments to the state and local governments by both firms and individuals involved in providing services in support of airport activity. State and local tax impacts include tax revenue from all types of state and local taxes.

The four types of impacts outlined above are estimated for 2012 activity at the 35 general aviation and scheduled commercial service airports in the State of Maryland.

2. ECONOMIC IMPACT SECTORS METHODOLOGY

As described in the previous section, economic impacts presented in this report are quantified in terms of jobs, personal income, business revenue and state and local taxes. Furthermore, direct, induced and indirect impacts are estimated. The following describes the methodology used to estimate these impacts for 2012 activity at Maryland's 35 public use GA/scheduled commercial service airports.

2.1 DIRECT IMPACTS

Direct impacts are those impacts that would cease to exist if activity at the airport ceased.

The direct impacts to be estimated include:

- Job impacts
- Personal income impacts
- Revenue impacts
- State and local tax impacts

2.1.1 Direct Employment Impacts

The direct job impacts by each employer (FBO, corporate flight, airport service category, passenger ground transportation category, etc.) are estimated. These job impacts are estimated based on a direct count of the airport category employees obtained from the interview results of 354 companies.

2.1.2 Direct Income Impacts

The direct income impacts are estimated by multiplying the average annual salaries (adjusted for typical overtime hours and salaries where applicable) for each of direct number of jobs. The direct income by category is obtained directly from the interviews.

A re-spending effect is then estimated using an income multiplier for the Baltimore/Washington Metropolitan Area, estimated by the Bureau of Economic Analysis. Based on data provided by the Bureau of Economic Analysis, for every one dollar earned by individuals in the Baltimore area, another $.89 is spent in the region. Hence, the personal income multiplier for the Baltimore regional economy is 1.89.

2.1.3 Direct Revenue Impact

The revenue impact by economic impact sector is estimated directly from the interviews with airport operators/managers and airport service providers.

2.2. INDUCED IMPACTS

Much of the personal income that is directly generated by activity at the airports and received by individuals employed due to airport activity is spent and respent throughout the local, regional and national economies. As a result of the purchases of goods and services with this personal income, additional jobs in the local, regional, state and national economies will be generated. That fraction of the income impact used to purchase goods and services produced in Maryland is isolated and the resulting induced employment generated for residents.

To estimate this induced employment impact, the following steps were undertaken:

- The percentage of income spent by Baltimore/Washington (Maryland) area residents on various expenditure categories of the economy (i.e., manufacturing, housing, services, food, etc.) are estimated from the Consumer Expenditure Survey
- The ratio of employment to sales in each of the expenditure categories for both wholesale and retail purchases are calculated for the Baltimore-Washington Metropolitan Statistical Area, from data published by the U.S. Bureau of the Census
- The airport-induced consumption impacts are allocated to the various expenditure categories based on the Bureau of Labor Statistics breakdown for a typical consumer in the Baltimore/Washington (Maryland) Metropolitan Area
- The personal consumption impact allocated to each expenditure category is then multiplied by the ratio of employment to sales in that category to estimate the number of induced jobs for regional residents

It should be emphasized that an input/output model is not used to estimate induced jobs. Instead of using a regionalized input/output model, respending categories based on area specific data, and data specific to the region in which employees dependent upon each of the airports reside are developed.

2.3 INDIRECT IMPACTS

Indirect impacts are generated by the local purchases of the firms directly dependent upon airport activity. These impacts are estimated based on local purchase patterns, as developed during the interview process. The local and in-state purchases by the firms providing direct services to the airport facilities are then combined with jobs-to-sales coefficients and income and output vectors derived from the Bureau of Economic Analysis, Regional Input-Output Modeling System (RIMS II), which was prepared for the State of Maryland.

2.4 TAX IMPACTS

Per employee tax burdens as well as data from the Tax Foundation (will allows the development of taxes as a percent of per capita income) are used to estimate the tax impacts resulting from activity at the public use GA/scheduled commercial service airports. These state and local tax burdens include tax revenues from all sources. The tax impacts are estimated for direct, induced and indirect impacts.

3. DATA COLLECTION

Impacts were estimated on the basis of interviews with firms in the five economic impact categories described above. A total of 385 firms were contacted, representing a nearly 99% coverage of tenants and firms providing services at the 35 public use facilities.

In addition to the 385 surveys, operational and financial data was requested and obtained from the airport operators/managers and was used in this analysis. This data includes:

- Number of employees (full time and part time) and average salary (or total payroll less benefits)
- Number of aircraft operations
- Detailed list of airport revenues (e.g. landing fees, rent, user fees, concessions) and expenditures (e.g. office supplies, M/R, fuel, communications, insurance, contracted services)
- Capital expenditures for 2012
- In addition, data from Federal Aviation Administration (FAA) ATADS reports and 5010 reports were used supplement aircraft operations and based aircraft figures supplied by individual airport managers

4. SUMMARY OF FINDINGS

The key economic impacts generated by the 35 public use landing facilities are presented in **Table 1**.

Table 1
ECONOMIC IMPACTS OF GENERAL AVIATION AND COMMERCIAL SERVICE ACTIVITY IN THE STATE OF MARYLAND, 2012

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	3,282	1,316	4,598
Induced Jobs	1,331	373	1,704
Indirect Jobs	1,661	720	2,382
Total Jobs	**6,274**	**2,409**	**8,683**
Personal Income ($1,000)			
Direct	$146,389	$26,893	$173,282
Induced	$133,734	$23,209	$156,943
Indirect	$78,412	$33,793	$112,205
Total	**$358,535**	**$83,895**	**$442,430**
Business Revenue ($1,000)	**$550,716**	**$114,532**	**$665,249**
Local Purchases ($1,000)	**$168,173**	**$54,000**	**$222,174**
State and Local Taxes ($1,000)	**$35,854**	**$8,389**	**$44,243**

Totals may not add due to rounding

In 2012, the 35 public use general aviation and scheduled commercial service airports in the State of Maryland created the following impacts:

- 8,683 total jobs, of which:
  - 4,598 were directly created by airport and visitor activity at these airports
  - 1,704 jobs were supported in local economic sectors due to the purchases for goods and services by those 4,598 directly employed workers
  - 2,382 indirect jobs were supported by $222.2 million of local purchases by airport tenants.
- $442.4 million dollars of personal wage and salary income was created in the State of Maryland by the activity at these airports. This income consists of:
  - $173.3 of direct wages and salaries earned by the 4,589 direct job holders
  - $156.9 induced income and local consumption expenditures
  - $112.2 million of indirect income which was earned by the 2,382 indirect job holders
- $665.3 million of business revenue created from airport tenants and services performed for of the general aviation and scheduled commercial service aircraft using the 35 airports
- $44.2 million of state and local taxes were generated

Table 2 summarizes the total impacts by airport.

Table 2
SUMMARY OF IMPACTS GENERATED BY MARYLAND'S PUBLIC USE AIRPORTS, 2012

Total Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	S/L Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	95	29	52	176	$2,399	$2,100	$2,480	$6,979	$9,015	$4,137	$698
Bennett Airport	3	1	1	5	$122	$108	$53	$283	$360	$78	$28
Cambridge-Dorchester Airport	90	27	43	160	$2,054	$1,791	$2,090	$5,935	$9,818	$3,512	$593
Carroll County Regional Airport	114	42	80	237	$4,289	$3,801	$4,009	$12,100	$14,752	$7,365	$1,210
Cecil County Airport	16	6	6	27	$539	$477	$287	$1,303	$945	$478	$130
Clearview Airport	4	1	1	7	$141	$124	$64	$329	$327	$152	$33
College Park Airport	28	10	6	45	$1,004	$893	$310	$2,207	$1,197	$627	$221
Crisfield-Somerset Airport	5	2	2	8	$155	$135	$94	$384	$351	$181	$38
Davis Airport	3	1	2	6	$116	$103	$111	$330	$200	$180	$33
Easton Airport	211	70	132	413	$6,277	$5,546	$6,531	$18,355	$22,507	$12,232	$1,836
Essex Skypark	2	1	1	4	$140	$125	$32	$297	$128	$71	$30
Fallston Airport	3	1	1	5	$127	$113	$41	$281	$143	$90	$28
Frederick Municipal Airport	566	237	483	1,286	$26,450	$23,515	$23,325	$73,291	$110,822	$50,501	$7,329
Freeway Airport	30	10	10	50	$935	$831	$543	$2,309	$1,923	$915	$231
Garrett County Airport	24	7	11	42	$564	$490	$536	$1,590	$1,960	$878	$159
Greater Cumberland Regional Airport	27	12	11	51	$1,422	$1,263	$481	$3,166	$1,740	$1,375	$317
Hagerstown Regional Airport	790	312	237	1,338	$33,230	$29,561	$11,644	$74,435	$109,643	$22,711	$7,444
Harford County Airport	31	12	11	54	$1,208	$1,068	$486	$2,762	$2,224	$1,024	$276
Havre de Grace Seaplane Base				1	$18	$16	$1	$34	$66	$1	$3
Kentmorr Airpark				1	$18	$16	$2	$35	$66	$10	$3
Lee Airport	25	8	8	41	$736	$652	$413	$1,800	$3,149	$890	$180
Martin State Airport	1,078	401	492	1,971	$45,775	$40,711	$21,418	$107,904	$224,485	$52,415	$10,790
Maryland Airport	125	70	25	220	$6,149	$8,377	$1,302	$15,828	$9,276	$2,407	$1,583
Massey Aerodrome				3	$70	$62	$1	$133	$265	$1	$13
Mexico Farms Airport				2	$53	$47	$7	$106	$199	$17	$11
Montgomery County Airpark	115	37	57	210	$3,107	$2,731	$2,822	$8,660	$12,025	$4,670	$866
Ocean City Municipal Airport	193	59	92	344	$4,814	$4,213	$4,409	$13,436	$18,386	$7,347	$1,344
Pier 7 Heliport	21	8	9	39	$707	$808	$426	$1,941	$2,163	$742	$194
Potomac Airfield	33	12	19	63	$1,221	$1,082	$908	$3,211	$4,902	$1,719	$321
Ridgely Airpark	10	3	2	15	$250	$223	$240	$713	$639	$495	$71
Salisbury-Ocean City Wicomico Regional Airpo	638	220	369	1,227	$20,541	$18,192	$16,574	$55,307	$64,285	$26,480	$5,531
St. Mary's County Regional Airport	149	45	71	265	$3,533	$3,112	$3,298	$9,942	$14,544	$6,102	$994
Suburban Airpark				2	$30	$27	$17	$74	$132	$33	$7
Tipton Airport	156	56	133	345	$5,552	$4,890	$6,666	$17,108	$20,821	$11,298	$1,711
Washington Executive Airport/Hyde Field	9	4	8	21	$345	$435	$398	$1,177	$1,772	$742	$118
TOTAL	**4,598**	**1,704**	**2,382**	**8,683**	**$173,282**	**$156,943**	**$112,205**	**$442,430**	**$665,249**	**$222,174**	**$44,243**

SECTION 2
ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORT ACTIVITY

This section presents the impacts generated by the on-site activity of airport tenants and flight operations at the public use GA facilities in 2012. This is a subset of total impacts that is determined by the operations of the tenants and aviation-related services performed for users both local GA and itinerant GA operations. **Table 3** summarizes the on-site impacts by airport.

In 2012, the public use general aviation and scheduled commercial service airports in the State of Maryland created the following on-site impacts:

- 6,274 total jobs, of which:
  - 3,282 were directly created by tenant and airport activity at these airports
  - 1,331 jobs were supported in local economic sectors due to the purchases for goods and services by those 3,282 directly employed workers
  - 1,661 indirect jobs were supported by $168.2 million of local purchases by airport tenants
- $358.5 million dollars of personal wage and salary income was created in the State of Maryland by the on-site activity at these airports. This income consists of:
  - $146.4 of direct wages and salaries earned by the 3,282 direct job holders
  - $133.7 induced income and local consumption expenditures
  - $78.4 million of indirect income which was earned by the 1,661 indirect job holders
- $550.7 million of business revenue created from airport tenants and services performed for of the general aviation and scheduled commercial service aircraft using the 35 airports
- $35.9 million of state and local taxes were generated

Table 3
ON-SITE IMPACTS OF GENERAL AVIATION AND SCHEDULED COMMERCIAL SERVICE ACTIVITY IN THE STATE OF MARYLAND, 2012

On-site Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	29	11	16	56	$1,034	$922	$812	$2,769	$3,337	$1,472	$277
Bennett Airport	3	1	1	5	$122	$108	$53	$283	$360	$78	$28
Cambridge-Dorchester Airport	23	8	7	38	$656	$585	$380	$1,621	$4,000	$780	$162
Carroll County Regional Airport	77	32	60	168	$3,492	$3,113	$3,055	$9,661	$11,494	$5,840	$966
Cecil County Airport	12	4	4	19	$419	$374	$186	$978	$576	$316	$98
Clearview Airport	3	1	1	4	$73	$65	$27	$165	$177	$94	$16
College Park Airport	25	9	5	38	$899	$802	$228	$1,929	$891	$495	$193
Crisfield-Somerset Airport	2	1	1	3	$70	$62	$37	$170	$132	$90	$17
Davis Airport	3	1	2	6	$116	$103	$111	$330	$200	$180	$33
Easton Airport	126	46	86	258	$4,514	$4,025	$4,362	$12,901	$15,131	$8,765	$1,290
Essex Skypark	2	1	1	4	$140	$125	$32	$297	$128	$71	$30
Fallston Airport	3	1	1	5	$127	$113	$41	$281	$143	$90	$28
Frederick Municipal Airport	452	204	421	1,077	$24,092	$21,480	$20,407	$65,978	$100,907	$45,837	$6,598
Freeway Airport	27	9	9	45	$844	$752	$477	$2,073	$1,675	$810	$207
Garrett County Airport	5	2	1	7	$140	$125	$53	$318	$296	$105	$32
Greater Cumberland Regional Airport	20	10	7	38	$1,245	$1,110	$308	$2,663	$1,128	$1,099	$266
Hagerstown Regional Airport	675	279	175	1,129	$30,867	$27,521	$8,719	$67,106	$99,706	$18,036	$6,711
Harford County Airport	19	8	4	31	$921	$821	$175	$1,916	$1,143	$526	$192
Havre de Grace Seaplane Base				1	$18	$16	$1	$34	$66	$1	$3
Kentmorr Airpark				1	$18	$16	$2	$35	$66	$10	$3
Lee Airport	19	6	5	31	$587	$523	$276	$1,386	$2,660	$671	$139
Martin State Airport	904	352	397	1,653	$42,197	$37,623	$16,966	$96,786	$209,374	$45,301	$9,679
Maryland Airport	122	69	24	215	$6,056	$8,297	$1,236	$15,589	$9,026	$2,302	$1,559
Massey Aerodrome				3	$70	$62	$1	$133	$265	$1	$13
Mexico Farms Airport				2	$53	$47	$7	$106	$199	$17	$11
Montgomery County Airpark	49	18	21	88	$1,715	$1,529	$1,119	$4,364	$6,230	$1,949	$436
Ocean City Municipal Airport	60	21	19	100	$2,061	$1,838	$996	$4,895	$6,796	$1,894	$490
Pier 7 Heliport	8	4	2	14	$391	$536	$80	$1,007	$964	$189	$101
Potomac Airfield	24	10	14	48	$1,014	$904	$699	$2,617	$4,168	$1,385	$262
Ridgely Airpark	10	3	2	15	$250	$223	$240	$713	$639	$495	$71
Salisbury-Ocean City Wicomico Regional Airpo	429	161	255	844	$16,242	$14,481	$11,215	$41,939	$46,100	$17,916	$4,194
St. Mary's County Regional Airport	86	27	36	149	$2,198	$1,960	$1,669	$5,826	$8,999	$3,499	$583
Suburban Airpark				2	$30	$27	$17	$74	$132	$33	$7
Tipton Airport	55	27	78	160	$3,452	$3,077	$4,074	$10,603	$12,011	$7,156	$1,060
Washington Executive Airport/Hyde Field	7	3	7	17	$269	$369	$353	$991	$1,594	$670	$99
TOTAL	**3,282**	**1,331**	**1,661**	**6,274**	**$146,389**	**$133,734**	**$78,412**	**$358,535**	**$550,716**	**$168,173**	**$35,854**

SECTION 3
VISITOR INDUSTRY IMPACTS CREATED BY PUBLIC USE GA PASSENGER ACTIVITY

The impact of visitors using the public use GA airports on the local and regional economy is measured in terms of jobs, income, revenue, and taxes generated by expenditures for hotels, retail, entertainment activities, and transportation service firms.

Visitors purchase hotel rooms, pay for meals and entertainment, and make retail purchases while in Maryland. These purchases of goods and services stimulate the local economy, in turn generating jobs with hotels, restaurants, retail outlets, and local entertainment establishments. Those individuals employed in Maryland's visitor industry due to visitors' purchases receive income. This income is re-spent in the local economy generating induced jobs in the regional economy.

To estimate the economic impact of visitors arriving via the 35 public use facilities, data was gathered from a number of sources including:

- Interviews with FBOs located at each of the airports
- Data supplied by the airport operators/managers
- FAA Form 5010 reports
- FAA ATADS reports (for towered airports)
- Supplemental data from results of a 900-passenger in-terminal intercept survey of enplaning passengers at BWI (June 7th, 2011) that was used to develop passenger characteristics of visiting passengers

Visiting passengers at each public use airport were estimated by first identifying the estimated number of transient/itinerant aircraft operations based on FAA Form 5010 reports. FAA ATADS reports were used for towered airports including Easton, Frederick, Hagerstown, Martin State and Salisbury. The percentage of itinerants carrying visiting passengers (both corporate and pleasure travelers) was then estimated by interviews with individual airport managers and FBOs operating at each airport. The interviews with FBOs were also used to estimate the number of visitors per aircraft (average of 3) and length of stay (average of 2.2 days) while in Maryland. These estimate of transient/itinerant flights and passengers was applied the average expenditure of a visiting passenger derived from the BWI passenger survey to identify the amount spent in Maryland.

In 2012, it is estimated that approximately 350,000 passengers used the 35 public use GA airports in Maryland. It is the travel and spending characteristics of these 350,000 visitors that will contribute to the local and state economy through lodging, retail purchases, eating in restaurants, and local transportation services.

A summary of visitor impacts are presented in the following **Table 4**.

Table 4
VISITOR IMPACTS OF GENERAL AVIATION AND COMMERCIAL SERVICE ACTIVITY IN THE STATE OF MARYLAND, 2012

Visitor Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	65	19	36	119	$1,365	$1,178	$1,668	$4,211	$5,678	$2,666	$421
Bennett Airport	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Cambridge-Dorchester Airport	67	19	36	122	$1,398	$1,206	$1,709	$4,313	$5,818	$2,732	$431
Carroll County Regional Airport	37	11	20	69	$797	$688	$954	$2,439	$3,258	$1,524	$244
Cecil County Airport	4	1	2	8	$120	$103	$101	$325	$369	$162	$32
Clearview Airport	2	1	1	3	$68	$59	$37	$164	$150	$59	$16
College Park Airport	4	1	2	6	$105	$91	$83	$278	$306	$132	$28
Crisfield-Somerset Airport	3	1	1	5	$85	$73	$57	$215	$219	$91	$21
Davis Airport	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Easton Airport	85	24	46	155	$1,763	$1,522	$2,169	$5,454	$7,376	$3,466	$545
Essex Skypark	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Fallston Airport	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Frederick Municipal Airport	114	32	62	209	$2,358	$2,035	$2,919	$7,312	$9,915	$4,664	$731
Freeway Airport	3	1	1	5	$92	$79	$66	$236	$248	$105	$24
Garrett County Airport	19	6	10	35	$424	$366	$484	$1,273	$1,664	$773	$127
Greater Cumberland Regional Airport	7	2	4	13	$177	$153	$173	$502	$612	$277	$50
Hagerstown Regional Airport	114	33	62	209	$2,364	$2,040	$2,925	$7,329	$9,937	$4,674	$733
Harford County Airport	12	4	7	23	$287	$247	$311	$846	$1,081	$498	$85
Havre de Grace Seaplane Base	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Kentmorr Airpark	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Lee Airport	6	2	3	10	$149	$129	$137	$414	$489	$218	$41
Martin State Airport	174	49	95	318	$3,578	$3,088	$4,452	$11,118	$15,111	$7,114	$1,112
Maryland Airport	3	1	1	5	$93	$80	$66	$239	$250	$105	$24
Massey Aerodrome	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Mexico Farms Airport	NA	0	0	0	$0	$0	$0	$0	$0	$0	$0
Montgomery County Airpark	67	19	36	122	$1,392	$1,202	$1,703	$4,297	$5,795	$2,721	$430
Ocean City Municipal Airport	133	38	73	244	$2,752	$2,375	$3,413	$8,541	$11,590	$5,454	$854
Pier 7 Heliport	14	4	7	25	$316	$272	$346	$934	$1,199	$553	$93
Potomac Airfield	8	3	4	15	$206	$178	$209	$593	$734	$334	$59
Ridgely Airpark	0	0	0	0	$0	$0	$0	$0	$0	$0	$0
Salisbury-Ocean City Wicomico Regional Airpo	209	59	114	383	$4,299	$3,710	$5,359	$13,368	$18,185	$8,564	$1,337
St. Mary's County Regional Airport	64	18	35	117	$1,335	$1,152	$1,629	$4,116	$5,546	$2,603	$412
Suburban Airpark	NA			0	$0	$0	$0	$0	$0	$0	$0
Tipton Airport	101	29	55	185	$2,100	$1,813	$2,592	$6,505	$8,810	$4,142	$651
Washington Executive Airport/Hyde Field	2	1	1	4	$76	$66	$45	$187	$178	$72	$19
TOTAL	**1,316**	**373**	**720**	**2,409**	**$26,893**	**$23,208**	**$33,793**	**$83,895**	**$114,533**	**$54,000**	**$8,389**

In 2012, the business and pleasure visitor activity at public use general aviation and scheduled commercial airports in the State of Maryland created the following on-site impacts:

- 2,409 total jobs, of which:
  - 1,316 were directly created by visitor activity at these airports
  - 373 jobs were supported in local economic sectors due to the purchases for goods and services by those 1,316 directly employed workers
  - 720 indirect jobs were supported by $54 million of local purchases by firms in the tourism and hospitality industry
- $83.9 million dollars of personal wage and salary income was created in the State of Maryland by the visitor activity at these 35 airports. This income consists of:
  - $26.9 of direct wages and salaries earned by the 1,316 direct job holders
  - $23.2 induced income and local consumption expenditures
  - $33.8 million of indirect income which was earned by the 720 indirect job holders
- $114.5 million of business revenue created from services performed for of the general aviation and commercial service aircraft
- $8.4 million of state and local taxes were generated

SECTION 4
COMPARISON WITH 2006 ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORTS

The on-site impacts presented in this study followed the same methodology used in the previous 2006 study, and as a result, direct comparisons can be made between the two. Between 2006 and 2012, total annual operations and based aircraft operations fell by 31.3% and 12.1% respectively (See **Table 5**).

Table 5
COMPARISON OF ANNUAL AIRCRAFT OPERATIONS AND BASED AIRCRAFT 2006-2012

Airport	2006 Estimated Operations	2012 Estimated Operations	Operations Difference	2006 Based Aircraft	2012 Based Aircraft	Based Difference
Bay Bridge Airport	38,100	67,100	29,000	69	76	7
Bennett Airport	1,976	2,137	161	10	6	(4)
Cambridge-Dorchester Airport	25,698	28,760	3,062	42	37	(5)
Carroll County Regional Airport	153,690	36,090	(117,600)	131	93	(38)
Cecil County Airport	13,662	15,193	1,531	47	57	10
Clearview Airport	15,300	15,300	0	32	27	(5)
College Park Airport	2,775	3,650	875	46	43	(3)
Crisfield-Somerset Airport	3,040	2,180	(860)	6	9	3
Davis Airport	5,096	5,100	4	33	19	(14)
Easton Airport	160,000	49,689	(110,311)	160	137	(23)
Essex Skypark	8,584	8,584	0	36	43	7
Fallston Airport	8,189	5,104	(3,085)	31	23	(8)
Frederick Municipal Airport	156,000	119,179	(36,821)	299	228	(71)
Freeway Airport	49,165	24,115	(25,050)	56	76	20
Garrett County Airport	17,800	14,600	(3,200)	11	22	11
Greater Cumberland Regional Airport	14,235	14,300	65	69	60	(9)
Hagerstown Regional Airport	52,766	51,350	(1,416)	197	160	(37)
Harford County Airport	35,529	17,840	(17,689)	61	52	(9)
Havre de Grace Seaplane Base	240	30	(210)	3	0	(3)
Kentmorr Airpark	500	950	450	15	11	(4)
Lee Airport	31,638	15,526	(16,112)	102	84	(18)
Martin State Airport	104,390	74,548	(29,842)	295	221	(74)
Maryland Airport	17,000	17,020	20	70	62	(8)
Massey Aerodrome	3,588	5,150	1,562	15	22	7
Mexico Farms Airport	1,261	1,261	0	12	14	2
Montgomery County Airpark	95,000	51,097	(43,903)	186	160	(26)
Ocean City Municipal Airport	37,000	37,000	0	46	43	(3)
Pier 7 Heliport	na	3,700	3,700	na	3	3
Potomac Airfield	11,750	11,999	249	91	87	(4)
Ridgely Airpark	36,870	24,205	(12,665)	34	37	3
Salisbury-Ocean City Wicomico Regional Airport	53,380	47,675	(5,705)	152	123	(29)
St. Mary's County Regional Airport	52,618	38,002	(14,616)	100	146	46
Suburban Airpark	1,750	2,600	850	40	20	(20)
Tipton Airport	48,000	49,225	1,225	121	105	(16)
Washington Executive Airport/Hyde Field	4,212	5,605	1,393	54	46	(8)
			0			0
TOTALS	**1,260,802**	**865,864**	(394,938)	**2,672**	**2,352**	(320)
			-31.3%			**-12.0%**

Despite the decline in operations and based aircraft at the 35 public use GA airports in Maryland, the total jobs, business revenue and local purchases increased over the 2006-2012 period, as demonstrated in **Table 6**.

Table 6
COMPARISON OF ON-SITE GENERATED ECONOMIC IMPACTS 2006-2012

Impact Summary (On-site)	2006	2012	Difference	Percent
Jobs				
Direct Jobs	3,218	3,282	64	1.98%
Induced Jobs	1,737	1,331	(406)	-23.38%
Indirect Jobs	1,299	1,661	363	27.92%
Total Jobs	**6,254**	**6,274**	**20**	**0.32%**
Personal Income ($1,000)				
Direct	$136,639	$146,389	$9,750	7.14%
Induced	$187,192	$133,734	($53,458)	-28.56%
Indirect	$58,887	$78,412	$19,525	33.16%
Total	**$382,718**	**$358,535**	**($24,183)**	**-6.32%**
Business Revenue ($1,000)	**$479,126**	**$550,716**	**$71,590**	**14.94%**
Local Purchases ($1,000)	**$128,527**	**$168,173**	**$39,647**	**30.85%**
State and Local Taxes ($1,000)	**$39,419**	**$35,854**	**($3,565)**	**-9.04%**

Totals may not add due to rounding

With respect to the economic impacts generated directly by the airport, direct jobs increased by 64, primarily reflecting an increase in tenant employment.

Induced jobs fell by 406 jobs, reflecting a significant lower income multiplier for the Maryland regional economy, as reported by the U.S. Bureau of Economic Analysis, RIMS II, which reflects the economic recession and subsequent recovery.

Indirect jobs increase by 363 jobs, reflecting an increase in local purchases of about $40 million. This increase is still maintained in spite of an increase in productivity in the service, retail, and manufacturing sectors of the economy since 2006; the growth in productivity in supplying industries has resulted in lower job to sales ratios. This again parallels the current economic downturn.

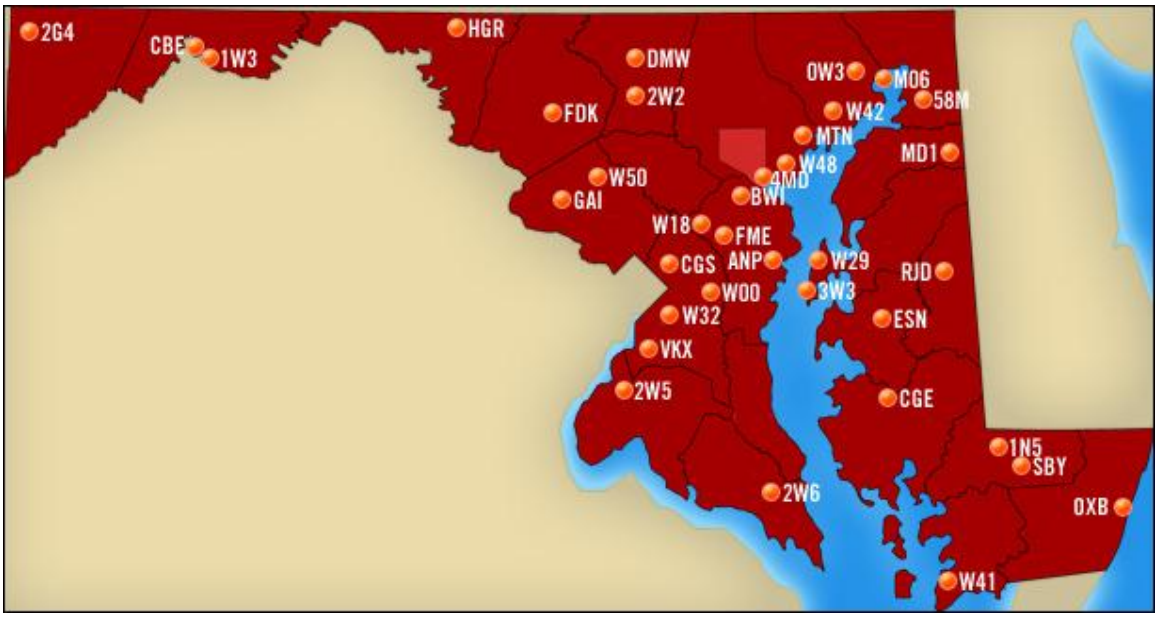
The direct personal wage and salary income increased by $9.8 million reflecting the growth in average income per direct job and the overall growth in direct jobs. The induced income and consumption impact fell by $53.5 million, reflecting a lower personal income multiplier as estimated by the Bureau of Economic Analysis for the region. Indirect income increased by $19.5 million, again reflecting an increase in local expenditures by airport-dependent firms. In total, personal income fell by 6.3%.

Business revenue grew by $71.6 million (15%), primarily reflecting an increase tenant operations as well as the addition of new airport-related tenant at key airports. State and local taxes fell by $3.6 million paralleling the decline in personal income.

APPENDIX A
SUMMARY OF GA AIRPORT ECONOMIC IMPACTS BY AIRPORT

Appendix A summarizes the economic impacts of each of the 35 airports. Exhibit 2 shows the location of each of the airports within the State of Maryland.

Exhibit 2
LOCATION OF PUBLIC USE GENERAL AVIATION AIRPORTS IN MARYLAND



Source: MAA

BWI	Baltimore-Washington International Thurgood Marshall Airport
W29	Bay Bridge Airport
1N5	Bennett Airport
CGE	Cambridge-Dorchester Airport
DMW	Carroll County Regional/Jack B. Poage Field
58M	Cecil County Airport
2W2	Clearview Airport
CGS	College Park Airport
W41	Crisfield-Somerset Airport
W50	Davis Airport
ESN	Easton Airport/Newnam Field
W48	Essex Skypark
W42	Fallston Airport
FDK	Frederick Municipal Airport
W00	Freeway Airport
2G4	Garrett County Airport
CBE	Greater Cumberland Regional Airport
HGR	Hagerstown Regional Airport - Richard
0W3	Harford County Airport
M06	Havre de Grace Seaplane Base
3W3	Kentmorr Airpark
ANP	Lee Airport
MTN	Martin State Airport
2W5	Maryland Airport
MD1	Massey Aerodrome
1W3	Mexico Farms Airport
GAI	Montgomery County Airpark
OXB	Ocean City Municipal Airport
4MD	Pier 7 Heliport
VKX	Potomac Airfield
RJD	Ridgely Airpark
2W6	Saint Mary's County Regional Airport
SBY	Salisbury-Ocean City: Wicomico Regional Airport
W18	Suburban Airpark
FME	Tipton Airport
W32	Washington Executive/Hyde Field

A. Henson Field

Bay Bridge Airport (W29)

Bay Bridge Airport is a general aviation airport owned by Queen Anne's County and is open for public use. The airport is located on Kent Island approximately 1 mile west of Stevensville, MD. The airport has 1 asphalt runway available for use (2,910 x 60 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- T-hangars and paved tiedowns

Aviation activity at Bay Bridge Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	61
Multi-Engine	12
Helicopters	3
Totals	**76**

Annual Aircraft Operations	
Local GA	22,000
Transient GA	44,800
Military/Air Taxi	300
Total Operations	**67,100**

Bay Bridge Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	29	65	95
Induced Jobs	11	19	29
Indirect Jobs	16	36	52
Total Jobs	56	119	176
Personal Income ($1,000)			
Direct	$1,034	$1,365	$2,399
Induced	$922	$1,178	$2,100
Indirect	$812	$1,668	$2,480
Total	$2,769	$4,211	$6,979
Business Revenue ($1,000)	$3,337	$5,678	$9,015
Local Purchases ($1,000)	$1,472	$2,666	$4,137
State and Local Taxes ($1,000)	$277	$421	$698

Bennett Airport (1N5)

Bennett Airport is a small, privately owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula about 4 miles northwest of Salisbury, MD. The airport has 2 turf runways available for use (2,300 x 95 ft. and 3,150 x 95 ft.) and provides the following services:

- Minor power plant service
- Agricultural operations (Aerial spraying)
- T-hangars and turf tiedowns

Aviation activity at Bennett Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	6
Multi-Engine	0
Totals	**6**

Annual Aircraft Operations	
Local GA	1,837
Transient	300
Total Operations	**2,137**

Bennett Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	3	NA	3
Induced Jobs	1		1
Indirect Jobs	1		1
Total Jobs	5		5
Personal Income ($1,000)			
Direct	$122		122
Induced	$108		108
Indirect	$53		53
Total	$283		283
Business Revenue ($1,000)	$360		360
Local Purchases ($1,000)	$78		78
State and Local Taxes ($1,000)	$28		28

Cambridge-Dorchester Airport (CGE)

Cambridge-Dorchester Airport is a publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately 3 miles southeast of Cambridge, MD. The airport has 1 asphalt/grooved runway available for use (4,477 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- Agricultural operations (Aerial Spraying)
- T-hangars and paved tiedowns

Aviation activity at Cambridge-Dorchester Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	34
Multi-Engine	2
Jet	1
Totals	**42**

Annual Aircraft Operations	
Local GA	4,598
Transient GA	23,772
Military	390
Total Operations	**28,760**

Cambridge-Dorchester Airport generated the following impacts:

Impact Summary	**On-site**	**Visitor**	**Total**
JOBS			
Direct Jobs	23	67	90
Induced Jobs	8	19	27
Indirect Jobs	7	36	43
Total Jobs	38	122	160
Personal Income ($1,000)			
Direct	$656	$1,398	$2,054
Induced	$585	$1,206	$1,791
Indirect	$380	$1,709	$2,090
Total	$1,621	$4,313	$5,935
Business Revenue ($1,000)	$4,000	$5,818	$9,818
Local Purchases ($1,000)	$780	$2,732	$3,512
State and Local Taxes ($1,000)	$162	$431	$593

Carroll County Regional Airport (DMW)

Carroll County Regional Airport is owned by Carroll County and is open for public use. The airport is located approximately 3 miles north of Westminster, MD. The airport has 1 asphalt/grooved runway available for use (5,100 x 100 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental and sales
- Charter flights
- T-hangars and paved tiedowns

Aviation activity at Carroll County Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	75
Multi-Engine	12
Helicopter	2
Jet	4
Totals	**93**

Annual Aircraft Operations	
Local GA	26,625
Transient GA	8,895
Military	90
Air Taxi	500
Total Operations	**36,090**

Carroll County Regional Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	77	37	114
Induced Jobs	32	11	42
Indirect Jobs	60	20	80
Total Jobs	168	69	237
Personal Income ($1,000)			
Direct	$3,492	$797	$4,289
Induced	$3,113	$688	$3,801
Indirect	$3,055	$954	$4,009
Total	$9,661	$2,439	$12,100
Business Revenue ($1,000)	$11,494	$3,258	$14,752
Local Purchases ($1,000)	$5,840	$1,524	$7,365
State and Local Taxes ($1,000)	$966	$244	$1,210

Cecil County Airport (58M)

Cecil County Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in the northeastern corner of Maryland approximately 3 miles southwest of Elkton, MD. The airport has 1 asphalt runway available for use (3,000 x 70 ft.) and provides the following services:

- Fuel Sales (100LL and MOGAS)
- Minor airframe service
- Minor power plant service
- Flight instruction
- T-hangars and turf tiedowns

Aviation activity at Cecil County Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	48
Multi-Engine	7
Glider	
Ultralight	2
Totals	**57**

Annual Aircraft Operations	
Local GA	11,541
Transient GA	2,840
Air Taxi	89
Military	300
Total Operations	**14,770**

Cecil County Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	12	4	16
Induced Jobs	4	1	6
Indirect Jobs	4	2	6
Total Jobs	19	8	27
Personal Income ($1,000)			
Direct	$419	$120	$539
Induced	$374	$103	$477
Indirect	$186	$101	$287
Total	$978	$325	$1,303
Business Revenue ($1,000)	$576	$369	$945
Local Purchases ($1,000)	$316	$162	$478
State and Local Taxes ($1,000)	$98	$32	$130

Clearview Airport (1W2)

Clearview Airport is a privately owned general aviation airport that is open for public use. The airport is located in Carroll County and approximately 7 miles south of Westminster, MD. The airport has 1 asphalt runway available for use (1,840 x 30 ft.) and provides the following services:

- Fuel Sales (100LL)
- T-hangars and paved & turf tiedowns

Aviation activity at Clearview Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	27
Ultralight	1
Totals	**28**

Annual Aircraft Operations	
Local GA	13,770
Transient GA	1,530
Total Operations	**15,300**

Clearview Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	3	2	4
Induced Jobs	1	1	1
Indirect Jobs	1	1	1
Total Jobs	4	3	7
Personal Income ($1,000)			
Direct	$73	$68	$141
Induced	$65	$59	$124
Indirect	$27	$37	$64
Total	$165	$164	$329
Business Revenue ($1,000)	$177	$150	$327
Local Purchases ($1,000)	$94	$59	$152
State and Local Taxes ($1,000)	$16	$16	$33

College Park Airport (CGS)

College Park Airport is a small airport owned by the Maryland National Capital Park and Planning Commission and is available for public use. The airport is located approximately 1 mile east of College Park, MD and the University of Maryland College Park campus. The airport has 1 asphalt runway available for use (2,610 x 60 ft.) and provides the following services:

- Fuel Sales (100LL)
- Restaurant
- Paved and turf tiedowns

Aviation activity at College Park Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	37
Multi-Engine	4
Helicopter	2
Totals	**43**

Annual Aircraft Operations	
Local GA	2,100
Transient GA	1,200
Charter	50
Military	300
Total Operations	**3,650**

College Park Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	25	4	28
Induced Jobs	9	1	10
Indirect Jobs	5	2	6
Total Jobs	38	6	45
Personal Income ($1,000)			
Direct	$899	$105	$1,004
Induced	$802	$91	$893
Indirect	$228	$83	$310
Total	$1,929	$278	$2,207
Business Revenue ($1,000)	$891	$306	$1,197
Local Purchases ($1,000)	$495	$132	$627
State and Local Taxes ($1,000)	$193	$28	$221

Crisfield-Somerset County Airport (W41)

Crisfield-Somerset County Airport is a small, publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately 3 miles northeast of Crisfield, MD. The airport has 1 asphalt runway available for use (2,490 x 75 ft.) and 1 turf runway (3,280 x 165 ft.). The following services are available at this airport:

- Fuel Sales (100LL)
- Paved and turf tiedowns

Aviation activity at Crisfield-Somerset County Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	8
Ultralight	1
Totals	**9**

Annual Aircraft Operations	
Local GA	1,286
Transient GA	894
Total Operations	**2,180**

Crisfield-Somerset County Airport generated the following impacts:

Impact Summary	**On-site**	**Visitor**	**Total**
JOBS			
Direct Jobs	2	3	5
Induced Jobs	1	1	2
Indirect Jobs	1	1	2
Total Jobs	3	5	8
Personal Income ($1,000)			
Direct	$70	$85	$155
Induced	$62	$73	$135
Indirect	$37	$57	$94
Total	$170	$215	$384
Business Revenue ($1,000)	$132	$219	$351
Local Purchases ($1,000)	$90	$91	$181
State and Local Taxes ($1,000)	$17	$21	$38

Davis Airport (1W2)

Davis Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in Central Maryland approximately 3 miles north of Laytonsville, MD. The airport has 1 turf/asphalt runway available for use (2,005 x 25 ft.) and provides the following services:

- Minor airframe service
- Minor power plant service
- Paved and turf tiedowns

Aviation activity at Davis Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	19
Totals	**19**

Annual Aircraft Operations	
Local GA	5,000
Transient GA	100
Total Operations	**5,100**

Davis Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	3	NA	3
Induced Jobs	1		1
Indirect Jobs	2		2
Total Jobs	6		6
Personal Income ($1,000)			
Direct	$116		$116
Induced	$103		$103
Indirect	$111		$111
Total	$330		$330
Business Revenue ($1,000)	$200		$200
Local Purchases ($1,000)	$180		$180
State and Local Taxes ($1,000)	$33		$33

Easton Airport/Newnam Field (ESN)

Easton Airport is a publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately 2 miles north of Easton, MD. The airport has 2 asphalt runways available for use (4,003 x 100 ft. and 5,500 x 100 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe/power plant service
- Flight instruction
- Aircraft rental and sales
- Aerial photography
- Avionics service
- Charter flights/corporate flight departments
- Automobile rentals
- Airport restaurant
- T-hangars and paved tiedowns

Aviation activity at Easton Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	102
Multi-Engine	15
Jet	17
Helicopter	3
Totals	**137**

Annual Aircraft Operations	
Local GA	26,482
Transient GA	20,395
Military	1,641
Air Taxi	1,171
Total Operations	**49,689**

Easton Airport generated the following impacts:

Impact Summary	**On-site**	**Visitor**	**Total**
Jobs			
Direct Jobs	126	85	211
Induced Jobs	46	24	70
Indirect Jobs	86	46	132
Total Jobs	258	155	413
Personal Income ($1,000)			
Direct	$4,514	$1,763	$6,277
Induced	$4,025	$1,522	$5,546
Indirect	$4,362	$2,169	$6,531
Total	$12,901	$5,454	$18,355
Business Revenue ($1,000)	$15,131	$7,376	$22,507
Local Purchases ($1,000)	$8,765	$3,466	$12,232
State and Local Taxes ($1,000)	$1,290	$545	$1,836

Essex Skypark (W48)

Essex Skypark is a small, publicly owned general aviation airport that is open for public use. The airport is located on the Back River approximately 3 miles southeast of Baltimore, MD. The airport has 1 asphalt runway available for use (2,084 x 28 ft.) and 1 water runway (3,000 x 300 ft.), which is primarily used by ultralight seaplanes. The following services are available at this airport:

- T-hangars and turf tiedowns

Aviation activity at Essex Skypark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	41
Multi-Engine	1
Totals	**42**

Annual Aircraft Operations	
Local GA	8,000
Transient GA	584
Total Operations	**8,584**

Essex Skypark generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	1		1
Total Jobs	4		4
Personal Income ($1,000)			
Direct	$140		$140
Induced	$125		$125
Indirect	$32		$32
Total	$297		$297
Business Revenue ($1,000)	$128		$128
Local Purchases ($1,000)	$71		$71
State and Local Taxes ($1,000)	$30		$30

Fallston Airport (W42)

Fallston Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 1 mile south of Fallston, MD. The airport has 1 asphalt runway available for use (2,200 x 50 ft.) and provides the following services:

- Fuel Sales (100LL)
- Flight instruction
- Aircraft rental
- T-hangars and turf tiedowns

Aviation activity at Fallston Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	23
Totals	**23**

Annual Aircraft Operations	
Local GA	3,753
Transient GA	1,251
Military	100
Total Operations	**5,104**

Fallston Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	3		3
Induced Jobs	1		1
Indirect Jobs	1		1
Total Jobs	5		5
Personal Income ($1,000)			
Direct	$127		$127
Induced	$113		$113
Indirect	$41		$41
Total	$281		$281
Business Revenue ($1,000)	$143		$143
Local Purchases ($1,000)	$90		$90
State and Local Taxes ($1,000)	$28		$28

Frederick Municipal Airport (FDK)

Frederick Municipal Airport is a publicly owned general aviation airport that is open for public use. The airport is located in Frederick County at the junction of I-70 and I-270. The airport has 2 asphalt runways available for use (5,220 x 100 ft. and 3,600 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental and sales
- Avionics service
- Charter flights
- Glider operations
- T-hangars and paved tiedowns

Aviation activity at Frederick Municipal Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-engine	159
Multi-engine	18
Jet	5
Helicopters	13
Gliders/Ultralights	33
Totals	**228**

Annual Aircraft Operations	
Local GA	83,712
Transient GA	29,374
Air Taxi	4,120
Military	2,000
Total Operations	**119,206**

Frederick Municipal Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	452	114	566
Induced Jobs	204	32	237
Indirect Jobs	421	62	483
Total Jobs	1,077	209	1,286
Personal Income ($1,000)			
Direct	$24,092	$2,358	$26,450
Induced	$21,480	$2,035	$23,515
Indirect	$20,407	$2,919	$23,325
Total	$65,978	$7,312	$73,291
Business Revenue ($1,000)	$100,907	$9,915	$110,822
Local Purchases ($1,000)	$45,837	$4,664	$50,501
State and Local Taxes ($1,000)	$6,598	$731	$7,329

Freeway Airport (W00)

Freeway Airport is a small, privately owned general aviation airport that is open for public use. The airport is located 2 miles northwest of Mitchellville, MD and approximately 15 miles east of downtown Washington, D.C. The airport has 1 asphalt runway available for use (2,425 x 30 ft.) and provides the following services:

- Fuel Sales (100LL)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- Paved and turf tiedowns

Aviation activity at Freeway Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	73
Multi-Engine	2
Ultralight	1
Totals	**76**

Annual Aircraft Operations	
Local GA	23,000
Transient GA	1,000
Military	100
Air Taxi	15
Total Operations	**24,115**

Freeway Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	27	3	30
Induced Jobs	9	1	10
Indirect Jobs	9	1	10
Total Jobs	45	5	50
Personal Income ($1,000)			
Direct	$844	$92	$935
Induced	$752	$79	$831
Indirect	$477	$66	$543
Total	$2,073	$236	$2,309
Business Revenue ($1,000)	$1,675	$248	$1,923
Local Purchases ($1,000)	$810	$105	$915
State and Local Taxes ($1,000)	$207	$24	$231

Garrett County Airport (2G4)

Garrett County Airport is publicly owned by Garrett County and is available for public use. The airport is located approximately 13 miles northeast of Oakland, MD. The airport has 1 asphalt runway available for use (5,000 x 75 ft.) and provides the following services:

- Fuel Sales (Jet A, 100LL and 80oct)
- Flight instruction
- Aircraft rental
- Charter flights
- T-hangars and paved tiedowns

Aviation activity at Garrett County Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	17
Multi-Engine	2
Helicopter	3
Totals	**22**

Annual Aircraft Operations	
Local GA	7,500
Transient GA	6,500
Military	300
Air Taxi	300
Total Operations	**14,600**

Garrett County Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	5	19	24
Induced Jobs	2	6	7
Indirect Jobs	1	10	11
Total Jobs	7	35	42
Personal Income ($1,000)			
Direct	$140	$424	$564
Induced	$125	$366	$490
Indirect	$53	$484	$536
Total	$318	$1,273	$1,590
Business Revenue ($1,000)	$296	$1,664	$1,960
Local Purchases ($1,000)	$105	$773	$878
State and Local Taxes ($1,000)	$32	$127	$159

Greater Cumberland Regional Airport (CBE)

Although the Greater Cumberland Regional Airport is located 3 miles south of Cumberland, MD in West Virginia, the airport is part of Maryland's aviation system and is owned by the Potomac Highlands Airport Authority. The Greater Cumberland Regional Airport has 2 asphalt runways available for use, (5,048 x 150 ft. and 2,442 x 150 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Glider operations
- T-hangars and paved tiedowns

Aviation activity at Greater Cumberland Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	47
Multi-Engine	5
Jet	2
Helicopters	1
Gliders	5
Totals	**60**

Annual Aircraft Operations	
Local GA	11,500
Transient GA	2,500
Military	300
Total Operations	**14,300**

Greater Cumberland Regional Airport generated the following impacts (on-site and visitor):

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	20	7	27
Induced Jobs	10	2	12
Indirect Jobs	7	4	11
Total Jobs	38	13	51
Personal Income ($1,000)			
Direct	$1,245	$177	$1,422
Induced	$1,110	$153	$1,263
Indirect	$308	$173	$481
Total	$2,663	$502	$3,166
Business Revenue ($1,000)	$1,128	$612	$1,740
Local Purchases ($1,000)	$1,099	$277	$1,375
State and Local Taxes ($1,000)	$266	$50	$317

Hagerstown Regional Airport – Richard A. Henson Field (HGR)

Hagerstown Regional Airport is located 4 miles north of Hagerstown, MD. The Hagerstown Regional Airport has 2 asphalt runways available for use, (7,000 x 150 ft. and 3,160 x 100 ft. grooved) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service/major power plant service
- Flight instruction
- Aircraft rental and sales
- Commercial service air passenger service/Charter flights
- Avionics service
- Air cargo
- Automobile rentals
- Corporate flight departments
- Tower
- T-hangars and paved tiedowns

Aviation activity at Hagerstown Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	119
Multi-Engine	27
Jets	7
Ultralights	3
Helicopters	4
Totals	**160**

Annual Aircraft Operations	
Local GA	17,904
Transient GA	20,829
Military	7,962
Air Taxi/Commercial	4,655
Total Operations	**51,350**

Hagerstown Regional Airport generated the following impacts (on-site and visitor):

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	675	114	790
Induced Jobs	279	33	312
Indirect Jobs	175	62	237
Total Jobs	1,129	209	1,338
Personal Income ($1,000)			
Direct	$30,867	$2,364	$33,230
Induced	$27,521	$2,040	$29,561
Indirect	$8,719	$2,925	$11,644
Total	$67,106	$7,329	$74,435
Business Revenue ($1,000)	$99,706	$9,937	$109,643
Local Purchases ($1,000)	$18,036	$4,674	$22,711
State and Local Taxes ($1,000)	$6,711	$733	$7,444

Harford County Airport (0W3)

Harford County Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 3 miles east of Churchville, MD in Harford County. The airport offers 1 asphalt runway (2,000 x 40 ft.) and 2 turf runway (2,000 x 75, 1,600 x 75 ft.). The following services are provided at this airport:

- Fuel Sales (100LL)
- Major airframe service
- Major power plant service
- Flight instruction
- T-hangars and paved tiedowns

Aviation activity at Harford County Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	47
Gliders/Ultralight	5
Totals	**52**

Annual Aircraft Operations	
Local GA	13,249
Transient GA	4,416
Military	175
Total Operations	**17,840**

Harford County Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	19	12	31
Induced Jobs	8	4	12
Indirect Jobs	4	7	11
Total Jobs	31	23	54
Personal Income ($1,000)			
Direct	$921	$287	$1,208
Induced	$821	$247	$1,068
Indirect	$175	$311	$486
Total	$1,916	$846	$2,762
Business Revenue ($1,000)	$1,143	$1,081	$2,224
Local Purchases ($1,000)	$526	$498	$1,024
State and Local Taxes ($1,000)	$192	$85	$276

Havre de Grace Seaplane Base (M06)

Havre de Grace Seaplane Base is a small, privately owned general aviation airport that is open for public use. The primary use of the airport is with ultralights. The airport is located approximately 1 mile east of Havre de Grace, MD. The airport has 2 water runways available for use (8,000 x 200 ft.).

Aviation activity at Havre de Grace Seaplane Base represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Totals	**0**

Annual Aircraft Operations	
Local GA	30
Total Operations	**30**

Havre de Grace Seaplane Base generated the following impacts:

Impact Summary	**On-site**
JOBS	
Direct Jobs	1
Induced Jobs	0
Indirect Jobs	0
Total Jobs	1
Personal Income ($1,000)	
Direct	$18
Induced	$16
Indirect	$1
Total	$34
Business Revenue ($1,000)	$66
Local Purchases ($1,000)	$1
State and Local Taxes ($1,000)	$3

Kentmorr Airpark (3W3)

Kentmorr Airpark is a small, privately owned general aviation airport that is open for public use. The airpark was established as a residential airpark and is owned and operated by the local homeowners association. The airpark is located on Kent Island, approximately 5 miles southwest of Stevensville, MD and provides convenient access to a marina, restaurant and golf course. The airpark has 1 turf runway available for use (2,400 x 75 ft.) and provides turf aircraft parking.

Aviation activity at Kentmorr Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	11
Totals	**11**

Annual Aircraft Operations	
Local GA	350
Transient GA	560
Military	40
Total Operations	**950**

Kentmorr Airpark generated the following impacts:

Impact Summary	**On-site**
JOBS	
Direct Jobs	1
Induced Jobs	0
Indirect Jobs	0
Total Jobs	1
Personal Income ($1,000)	
Direct	$18
Induced	$16
Indirect	$2
Total	$35
Business Revenue ($1,000)	$66
Local Purchases ($1,000)	$10
State and Local Taxes ($1,000)	$3

Lee Airport (ANP)

Lee Airport is a family-run general aviation airport that is open for public use. The airport is located approximately 5 miles southwest of Annapolis, MD. The airport has one asphalt runway available for use (2,505 x 48 ft.) and provides the following aviation related services:

- Fuel Sales (100LL)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- T-hangars and turf tiedowns

Aviation activity at Lee Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	83
Multi-Engine	1
Totals	**84**

Annual Aircraft Operations	
Local GA	13,026
Transient GA	2,000
Military	500
Total Operations	**15,526**

Lee Airport generated the following impacts:

Impact Summary	**On-site**	**Visitor**	**Total**
JOBS			
Direct Jobs	19	6	25
Induced Jobs	6	2	8
Indirect Jobs	5	3	8
Total Jobs	31	10	41
Personal Income ($1,000)			
Direct	$587	$149	$736
Induced	$523	$129	$652
Indirect	$276	$137	$413
Total	$1,386	$414	$1,800
Business Revenue ($1,000)	$2,660	$489	$3,149
Local Purchases ($1,000)	$671	$218	$890
State and Local Taxes ($1,000)	$139	$41	$180

Martin State Airport (MTN)

Martin State Airport is a general aviation airport owned and operated by the Maryland Aviation Administration and is open for public use. The airport is located approximately 9 miles east of Baltimore, MD. The airport has 1 concrete runway available for use (6,996 x 180 ft.) and 1 helipad (65 x 65 ft.). The following aviation-related services are provided at Martin State Airport:

- Fuel Sales (100LL and Jet A)
- Major airframe service/major power plant service
- Flight instruction
- Aircraft rental and sales
- Air ambulance
- Avionics service
- Control tower
- Corporate flight departments
- Community and T-hangars
- Paved and turf tiedowns

Aviation activity at Martin State Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	149
Multi-Engine	26
Jet	15
Helicopters	7
Military	24
Totals	**221**

Annual Aircraft Operations	
Local GA	23,084
Transient GA	45,120
Military	4,602
Corporate	1,741
Total Operations	**74,547**

Martin State Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	904	174	1078
Induced Jobs	352	49	401
Indirect Jobs	397	95	492
Total Jobs	1,653	318	1971
Personal Income ($1,000)			
Direct	$42,197	$3,578	$45,775
Induced	$37,623	$3,088	$40,711
Indirect	$16,966	$4,452	$21,418
Total	$96,786	$11,118	$107,904
Business Revenue ($1,000)	$209,374	$15,111	$224,485
Local Purchases ($1,000)	$45,301	$7,114	$52,415
State and Local Taxes ($1,000)	$9,679	$1,112	$10,790

Maryland Airport (2W5)

Maryland Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 4 miles east of Indian Head, MD. The airport has 1 asphalt runway (2,836 x 50 ft.) and 1 turf runway (1,860 x 100 ft.) and provides the following aviation related services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft sales
- Avionics services
- Charter flights
- Corporate flight departments
- T-hangars and paved tiedowns

Aviation activity at Maryland Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	60
Multi-Engine	2
Totals	**62**

Annual Aircraft Operations	
Local GA	15,000
Transient GA	1,000
Military	1,000
Total Operations	**17,000**

Maryland Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	122	3	125
Induced Jobs	69	1	70
Indirect Jobs	24	1	25
Total Jobs	215	5	220
Personal Income ($1,000)			
Direct	$6,056	$93	$6,149
Induced	$8,297	$80	$8,377
Indirect	$1,236	$66	$1,302
Total	$15,589	$239	$15,828
Business Revenue ($1,000)	$9,026	$250	$9,276
Local Purchases ($1,000)	$2,302	$105	$2,407
State and Local Taxes ($1,000)	$1,559	$24	$1,583

Massey Aerodrome (MD1)

Massey Aerodrome is a small, privately owned general aviation airport/restoration museum that is open for public use. The airport is located in Western Maryland approximately 2 miles east of Massey, MD. The airport has 1 turf runway available for use (3,000 x 100 ft.) but does not provide any services. The airport is operated by volunteers, and hence does not have a quantifiable economic impact.

Aviation activity at Massey Aerodrome represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	22
Totals	**22**

Annual Aircraft Operations	
Local GA	3,600
Transient GA	1,200
Military	350
Total Operations	**5,150**

Massey Aerodrome generated the following impacts:

Impact Summary	**On-site**
JOBS	
Direct Jobs	2
Induced Jobs	1
Indirect Jobs	0
Total Jobs	3
Personal Income ($1,000)	
Direct	$70
Induced	$62
Indirect	$1
Total	$133
Business Revenue ($1,000)	$265
Local Purchases ($1,000)	$1
State and Local Taxes ($1,000)	$13

Mexico Farms Airport (1W3)

Mexico Farms Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in Western Maryland approximately 3 miles south of Cumberland, MD. The airport has 2 turf runways available for use (2,120 x 190 ft. and 2,100 x 195 ft.) but does not provide any services.

Aviation activity at Mexico Farms Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	8
Ultralights	6
Totals	**14**

Annual Aircraft Operations	
Local GA	825
Transient GA	436
Total Operations	**1,261**

Mexico Farms Airport generated the following impacts:

Impact Summary	On-site
JOBS	
Direct Jobs	2
Induced Jobs	1
Indirect Jobs	0
Total Jobs	2
Personal Income ($1,000)	
Direct	$53
Induced	$47
Indirect	$7
Total	$106
Business Revenue ($1,000)	$199
Local Purchases ($1,000)	$17
State and Local Taxes ($1,000)	$11

Montgomery County Airpark (GAI)

Montgomery County Airpark is a publicly owned general aviation airport that is open for public use. The airport is located 3 miles northeast of Gaithersburg, MD. The airport has 1 asphalt runway available for use (4,200 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Minor airframe service
- Major power plant service
- Flight instruction
- Aircraft rental and sales
- Charter flights
- Corporate flight departments
- Airport restaurant
- T-hangars and paved tiedowns

Aviation activity at Montgomery County Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	136
Multi-Engine	19
Jet	3
Helicopter	2
Totals	**160**

Annual Aircraft Operations	
Local GA	27,418
Transient GA	15,329
Air Taxi	8,350
Total Operations	**51,097**

Montgomery County Airpark generated the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	49	67	115
Induced Jobs	18	19	37
Indirect Jobs	21	36	57
Total Jobs	88	122	210
Personal Income ($1,000)			
Direct	$1,715	$1,392	$3,107
Induced	$1,529	$1,202	$2,731
Indirect	$1,119	$1,703	$2,822
Total	$4,364	$4,297	$8,660
Business Revenue ($1,000)	$6,230	$5,795	$12,025
Local Purchases ($1,000)	$1,949	$2,721	$4,670
State and Local Taxes ($1,000)	$436	$430	$866

Ocean City Municipal Airport (OXB)

Ocean City Municipal Airport is owned by the Town of Ocean City and is open for public use. The airport is located approximately 2 miles southwest of Ocean City, MD. The airport has 2 asphalt/concrete runways available for use (3,201 x 75 ft. and 4,072 x 75 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- Charter service
- Skydiving
- Sightseeing Packages
- T-hangars and paved tiedowns

Aviation activity at Ocean City Municipal Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	38
Multi-Engine	3
Helicopter	2
Totals	**43**

Annual Aircraft Operations	
Local GA	7,500
Transient GA	29,600
Total Operations	**37,100**

Ocean City Municipal Airport generated the following impacts:

Impact Summary	**On-site**	**Visitor**	**Total**
JOBS			
Direct Jobs	60	133	193
Induced Jobs	21	38	59
Indirect Jobs	19	73	92
Total Jobs	100	244	344
Personal Income ($1,000)			
Direct	$2,061	$2,752	$4,814
Induced	$1,838	$2,375	$4,213
Indirect	$996	$3,413	$4,409
Total	$4,895	$8,541	$13,436
Business Revenue ($1,000)	$6,796	$11,590	$18,386
Local Purchases ($1,000)	$1,894	$5,454	$7,347
State and Local Taxes ($1,000)	$490	$854	$1,344

Pier 7 Heliport (4MD)

Pier 7 Heliport is a privately owned helipad that is open for public use. The heliport is located in Baltimore. The heliport has 1 helipad available for use (45 x 45 ft.).

Aviation activity at Pier 7 Heliport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Helicopter	3
Totals	**3**

Annual Aircraft Operations	
Local GA	650
Transient GA	3,000
Charter	50
Total Operations	**3,700**

Pier 7 Heliport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	8	14	21
Induced Jobs	4	4	8
Indirect Jobs	2	7	9
Total Jobs	14	25	39
Personal Income ($1,000)			
Direct	$391	$316	$707
Induced	$536	$272	$808
Indirect	$80	$346	$426
Total	$1,007	$934	$1,941
Business Revenue ($1,000)	$964	$1,199	$2,163
Local Purchases ($1,000)	$189	$553	$742
State and Local Taxes ($1,000)	$101	$93	$194

Potomac Airfield (VKX)

Potomac Airfield is a small, publicly owned general aviation airport that is open for public use. The airport is located in close proximity to Washington, DC in Prince George's County. The airport has 1 asphalt runway available for use (2,665 x 40 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and 80oct)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- Charter flights
- T-hangars and turf tiedowns

Aviation activity at Potomac Airfield represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	84
Multi-Engine	3
Totals	**87**

Annual Aircraft Operations	
Local GA	10,000
Transient GA	1,999
Total Operations	**11,999**

Potomac Airfield generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	24	8	33
Induced Jobs	10	3	12
Indirect Jobs	14	4	19
Total Jobs	48	15	63
Personal Income ($1,000)			
Direct	$1,014	$206	$1,221
Induced	$904	$178	$1,082
Indirect	$699	$209	$908
Total	$2,617	$593	$3,211
Business Revenue ($1,000)	$4,168	$734	$4,902
Local Purchases ($1,000)	$1,385	$334	$1,719
State and Local Taxes ($1,000)	$262	$59	$321

Ridgely Airpark (RJD)

Ridgely Airpark is a small, privately owned general aviation airport that is open for public use. The airport, formerly known as Ridgely-Pelican is located on the Delmarva Peninsula about 2 miles northeast of Ridgely, MD and 35 miles east of the Bay Bridge. The airport has 1 asphalt runway available for use (3,200 x 50 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A)
- Glider operations
- Flight instruction
- Aircraft rental
- Banner towing
- T-hangars and paved tiedowns

Aviation activity at Ridgely Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	13
Glider/Ultralight	24
Totals	**37**

Annual Aircraft Operations	
Local GA	12,700
Transient GA	11,500
Total Operations	**24,200**

Ridgely Airpark generated the following impacts:

Impact Summary	On-site
JOBS	
Direct Jobs	10
Induced Jobs	3
Indirect Jobs	2
Total Jobs	15
Personal Income ($1,000)	
Direct	$250
Induced	$223
Indirect	$240
Total	$713
Business Revenue ($1,000)	$639
Local Purchases ($1,000)	$495
State and Local Taxes ($1,000)	$71

Salisbury-Ocean City: Wicomico Regional Airport (SBY)

Salisbury-Ocean City: Wicomico Regional Airport is located 4 miles southeast of Salisbury, MD. Salisbury-Ocean City: Wicomico Regional Airport has 1 asphalt runway available for use (5,000 x 100 ft.) and 1 asphalt/concrete runway (6,400 x 100 ft.). The airport provides the following aviation-related services:

- Fuel Sales (100LL and Jet A)
- Major airframe service/major power plant service
- Commercial service passenger service
- Flight instruction
- Aircraft rental
- Control tower
- Corporate flight departments
- Air freight operations
- Automobile rentals
- T-hangars and paved tiedowns

Aviation activity at Salisbury-Ocean City: Wicomico Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	58
Multi-Engine	58
Jet	3
Helicopters	2
Ultralights	2
Totals	**123**

Annual Aircraft Operations	
Local GA	13,872
Transient GA	14,384
Military	12,840
Commercial	6,579
Total Operations	**47,675**

Salisbury-Ocean City: Wicomico Regional Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	429	209	638
Induced Jobs	161	59	220
Indirect Jobs	255	114	369
Total Jobs	844	383	1,227
Personal Income ($1,000)			
Direct	$16,242	$4,298	$20,540
Induced	$14,481	$3,709	$18,191
Indirect	$11,215	$5,359	$16,574
Total	$41,939	$13,367	$55,305
Business Revenue ($1,000)	$46,100	$18,185	$64,285
Local Purchases ($1,000)	$17,916	$8,564	$26,480
State and Local Taxes ($1,000)	$4,194	$1,337	$5,531

St. Mary's County Regional Airport (2W6)

St. Mary's County Regional Airport is owned by St. Mary's County and is open for public use. The airport is located approximately 4 miles northeast of Leonardtown, MD. The airport has 1 asphalt runway available for use (4,150 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental and sales
- Charter flights
- Air ambulance
- T-hangars and paved tiedowns

Aviation activity at the St. Mary's County Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	130
Multi-Engine	10
Helicopter	4
Jet	2
Totals	**146**

Annual Aircraft Operations	
Local GA	22,633
Transient GA	15,090
Air Taxi	279
Total Operations	**38,002**

St. Mary's County Regional Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	86	64	149
Induced Jobs	27	18	45
Indirect Jobs	36	35	71
Total Jobs	149	117	265
Personal Income ($1,000)			
Direct	$2,198	$1,335	$3,533
Induced	$1,960	$1,152	$3,112
Indirect	$1,669	$1,629	$3,298
Total	$5,826	$4,116	$9,942
Business Revenue ($1,000)	$8,999	$5,546	$14,544
Local Purchases ($1,000)	$3,499	$2,603	$6,102
State and Local Taxes ($1,000)	$583	$412	$994

Suburban Airpark (W18)

Suburban Airpark is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 2 miles southeast of Laurel, MD. The airport has 1 asphalt runway available for use (2,324 x 40 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL)
- Flight instruction
- T-hangars

Aviation activity at Suburban Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	19
Helicopter	1
Totals	**20**

Annual Aircraft Operations	
Local GA	2,500
Transient GA	100
Total Operations	**2,600**

Suburban Airpark generated the following impacts:

Impact Summary	On-site
JOBS	
Direct Jobs	1
Induced Jobs	0
Indirect Jobs	0
Total Jobs	2
Personal Income ($1,000)	
Direct	$30
Induced	$27
Indirect	$17
Total	$74
Business Revenue ($1,000)	$132
Local Purchases ($1,000)	$33
State and Local Taxes ($1,000)	$7

Tipton Airport (FME)

Tipton Airport is owned and operated by the Tipton Airport Authority and is open for public use. The airport is located about 1 mile southwest of Fort Meade (Odenton), MD. The airport has 1 asphalt runway available for use (3,000 x 75 ft.) and provides the following services:

- Fuel Sales (100LL)
- Hangars and paved tie downs
- Minor power plant service

Aviation activity at Tipton Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	90
Multi-Engine	8
Helicopters	7
Totals	**105**

Annual Aircraft Operations	
Local GA	12,000
Transient GA	36,000
Air Taxi	1,200
Total Operations	**49,200**

Tipton Airport generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	55	101	156
Induced Jobs	27	29	
Indirect Jobs	78	55	133
Total Jobs	160	185	345
Personal Income ($1,000)			
Direct	$3,452	$2,100	$5,552
Induced	$3,077	$1,813	$4,890
Indirect	$4,074	$2,592	$6,666
Total	$10,603	$6,505	$17,108
Business Revenue ($1,000)	$12,011	$8,810	$20,821
Local Purchases ($1,000)	$7,156	$4,142	$11,298
State and Local Taxes ($1,000)	$1,060	$651	$1,711

Washington Executive Airport/Hyde Field (W32)

Washington Executive/Hyde Field is a privately owned general aviation airport that is open for public use. The airport is located approximately 2 miles southwest of Clinton, MD. The airport has 1 asphalt runway available for use (3,000 x 60 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- Aircraft rental
- Charter flights
- T-hangars and paved tiedowns

Aviation activity at Washington Executive/Hyde Field represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft	
Single-Engine	42
Ultralight	4
Charter	19
Totals	**65**

Annual Aircraft Operations	
Local GA	4,910
Transient GA	291
Military	185
Total Operations	**5,386**

Washington Executive/Hyde Field generated the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	7	2	9
Induced Jobs	3	1	4
Indirect Jobs	7	1	8
Total Jobs	17	4	21
Personal Income ($1,000)			
Direct	$269	$76	$345
Induced	$369	$66	$435
Indirect	$353	$45	$398
Total	$991	$187	$1,177
Business Revenue ($1,000)	$1,594	$178	$1,772
Local Purchases ($1,000)	$670	$72	$742
State and Local Taxes ($1,000)	$99	$19	$118