



The Economic Impact of Public Use Airports in Maryland

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Executive Summary

The state of Maryland's Aviation System consists of 35 public-use landing facilities, including Baltimore/Washington International Thurgood Marshall Airport. The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) conducted a study to measure the economic impact of airport activity generated by Maryland's 34 general aviation public-use landing facilities, excluding BWI. The Regional and Local Economic Impacts of Baltimore/Washington International Thurgood Marshall Airport were updated separately in 2016 (base year 2015) and a brochure was created to document these impacts in 2017.

The purpose of this 2018 study is to quantify the economic impacts generated by aircraft and passenger activity generated by the 34 public-use general aviation and scheduled commercial service airports. The impacts are quantified in terms of:

- Jobs;
- Employee earnings;
- Business revenue; and
- State and local taxes.

The impacts are estimated for aircraft and passenger activity for calendar year 2017. In addition to the 2017 baseline impacts, an economic impact sensitivity model has been developed for each of the 34 public-use airports, which can be used to estimate the impacts associated with capital construction and expansion projects. Furthermore, the model can be used for future annual updates of the impacts, as well as to test the sensitivity of impacts to changes in:

- General aviation aircraft operations;
- Mix of local versus transient operations;
- Passenger levels;
- Freight levels; and
- General aviation tenant operations.

This 2018 analysis (of 2017 baseline impacts) is an update to the "Maryland Economic Impacts of Public Use Airports in Maryland," completed in 2015 (base year 2014). Since the same methodology was used to quantify the 2014 and 2017 impacts, direct comparisons can be made between the current impacts and those generated in the previous period.

Table ES-1 shows the economic impact of the statewide public-use general aviation activity in calendar year 2017.

Table ES-1 Economic Impacts of Public-Use General Aviation and Commercial Service Activity in the State of Maryland, 2017

Total Impacts			
Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	3,519	1,459	4,978
Induced Jobs	1,841	500	2,341
Indirect Jobs	1,944	666	2,610
Total Jobs	7,304	2,625	9,929
Personal Income (\$1,000)			
Direct	\$200,459	\$36,612	\$237,071
Induced	\$197,612	\$28,556	\$226,168
Indirect	\$94,143	\$25,446	\$119,589
Total	\$492,214	\$90,614	\$582,828
Business Revenue (\$1,000)			
	\$717,986	\$149,137	\$867,122
Local Purchases (\$1,000)			
	\$217,036	\$54,628	\$271,664
State and Local Taxes (\$1,000)			
	\$109,860	\$21,516	\$131,377

Note: Totals may not add due to rounding.

In 2017, the 34 public-use general aviation and scheduled commuter commercial service airports in the state of Maryland created the following impacts:

- 9,929 total jobs, of which:
 - 4,978 were directly created by airport and visitor activity at these airports;
 - 2,341 jobs were supported in local economic sectors due to the purchases for goods and services by those 4,978 directly employed workers;
 - 2,610 indirect jobs were supported by \$271.7 million of local purchases.
- \$582.8 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:
 - \$237.1 million of direct wages and salaries earned by the 4,978 direct job holders;
 - \$226.2 million of induced income and local consumption expenditures;
 - \$119.6 million of indirect income, which was earned by the 2,610 indirect job holders.
- \$867.1 million of business revenue created from airport tenants, support services and visitor services performed for of the general aviation and scheduled commercial service aircraft and visitors using the 34 airports.
- \$131.4 million of state and local taxes were generated.

Table ES-2 summarizes the total impacts by airport.

Table ES-2 Summary of Impacts Generated by Maryland's Public-Use Airports, 2017

Total Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Bay Bridge Airport	65	23	26	115	\$1,819	\$1,513	\$1,053	\$4,385	\$6,789	\$2,217	\$1,011
Bennett Airport	0	0	0	1	\$0	\$0	\$0	\$54	\$63	\$22	\$11
Cambridge/Dorchester Regional Airport	84	32	44	161	\$2,653	\$2,369	\$1,714	\$6,737	\$6,432	\$3,583	\$1,224
Carroll County Regional Airport	134	54	73	261	\$4,659	\$4,196	\$3,425	\$12,280	\$77,167	\$7,494	\$7,629
Claremont Airport	13	5	1	19	\$451	\$443	\$49	\$942	\$798	\$123	\$163
Clearview Airpark	2	1	1	4	\$66	\$57	\$28	\$151	\$318	\$61	\$42
College Park Airport	32	15	7	53	\$1,424	\$1,381	\$347	\$3,152	\$4,318	\$738	\$680
Crisfield-Somerset County Airport	6	2	3	11	\$170	\$143	\$118	\$431	\$621	\$271	\$96
Davis Airport	13	6	1	20	\$571	\$563	\$57	\$1,191	\$108	\$105	\$131
Easton Airport	254	109	130	494	\$10,198	\$9,449	\$6,267	\$25,914	\$48,506	\$13,752	\$6,667
Essex Skypark	2	1	2	4	\$105	\$104	\$102	\$311	\$225	\$148	\$51
Fallston Airport	0	0	0	2	\$0	\$0	\$0	\$121	\$40	\$19	\$16
Frederick Municipal Airport	565	267	297	1,128	\$27,200	\$25,877	\$13,538	\$66,615	\$101,661	\$37,666	\$15,239
Freeway Airport	27	10	11	48	\$779	\$724	\$595	\$2,098	\$2,326	\$1,134	\$408
Garrett County Airport	34	12	14	60	\$932	\$768	\$529	\$2,230	\$3,272	\$1,146	\$499
Greater Cumberland Regional Airport	74	36	15	125	\$3,766	\$3,637	\$749	\$8,152	\$3,801	\$1,665	\$1,152
Hagerstown Regional Airport	842	406	516	1,763	\$41,816	\$40,335	\$22,164	\$104,316	\$130,104	\$50,804	\$21,463
Harford County Airport	43	17	11	71	\$1,343	\$1,231	\$453	\$3,028	\$2,253	\$1,195	\$497
Havre de Grace Seaplane Base	0	0	0	2	\$0	\$0	\$0	\$109	\$132	\$17	\$22
Kentmorr Airpark	0	0	0	1	\$0	\$0	\$0	\$70	\$180	\$1	\$18
Lee Airport	24	8	8	41	\$544	\$504	\$358	\$1,406	\$2,887	\$857	\$383
Martin State Airport	1,201	637	567	2,405	\$71,259	\$69,141	\$28,879	\$169,280	\$297,214	\$71,502	\$41,931
Maryland Airport	13	6	9	28	\$507	\$478	\$551	\$1,536	\$866	\$1,096	\$229
Massey Aerodrome	6	2	2	10	\$35	\$35	\$3	\$73	\$638	\$7	\$19

Table ES-2 Summary of Impacts Generated by Maryland's Public Use Airports, 2017 (Continued)

Total Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Mexico Farms Airport	0	1	1	2	\$0	\$0	\$0	\$111	\$217	\$17	\$26
Montgomery County Airpark	80	32	81	193	\$2,482	\$2,394	\$4,784	\$9,661	\$5,753	\$9,773	\$1,468
Ocean City Municipal Airport	188	69	75	332	\$5,548	\$4,693	\$3,017	\$13,258	\$21,188	\$6,473	\$3,112
Pier 7 Heliport	42	18	18	78	\$1,722	\$1,570	\$844	\$4,136	\$7,817	\$1,675	\$1,070
Potomac Airfield	29	13	39	81	\$1,170	\$1,143	\$1,842	\$4,155	\$1,916	\$3,522	\$585
Ridgely Airpark	8	3	3	14	\$25	\$25	\$13	\$63	\$757	\$32	\$11
Salisbury-Ocean City Wicomico Regional Airport	876	383	361	1,620	\$35,739	\$33,918	\$14,716	\$84,373	\$78,251	\$27,728	\$15,134
St. Mary's County Regional Airport	188	105	207	499	\$12,310	\$11,837	\$8,534	\$32,682	\$35,376	\$17,003	\$6,280
Tipton Airport	121	65	82	267	\$7,207	\$7,081	\$4,657	\$18,944	\$23,609	\$9,362	\$3,896
Washington Executive Airport/ Hyde Field	7	4	3	14	\$355	\$350	\$162	\$867	\$1,522	\$458	\$215
TOTAL	4,978	2,341	2,610	9,928	\$237,071	\$226,168	\$119,589	\$582,828	\$867,122	\$271,664	\$131,377

Note: Totals may not add due to rounding.

1 Introduction, Overview and Summary of Results

The Maryland Department of Transportation Maryland Aviation Administration (MDOT MAA) retained the services of Martin Associates to measure the economic impact of airport activity generated by the 34 general aviation public-use landing facilities located throughout the state of Maryland. The base year for the balance of general aviation (GA) and scheduled commercial service airports covered in this report is 2017. The Regional and Local Economic Impacts of Baltimore/Washington International Thurgood Marshall Airport were updated separately in 2016 (base year 2015) and a brochure was created to document these impacts in 2017.

This 2018 analysis (of 2017 baseline impacts) is an update to “The Economic Impacts of Public Use Airports in Maryland,” completed in 2015 (base year 2014). Since the same methodology was used to quantify the 2014 and 2017 impacts, direct comparisons can be made between the current impacts and those generated in the previous period. The economic impacts created by the airport and the statewide 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 35 public use landing facilities, including Baltimore/Washington International Thurgood Marshall Airport. This report will focus on the 34 airports whose activity ranges from limited general aviation activity to scheduled air service (at Salisbury-Ocean City Airport and Hagerstown Regional Airport). Furthermore, corporate general aviation tenants located 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 and Maryland Air National Guard operations (at Martin State Airport).

The activity at these 34 airports generates jobs and personal income for those employed by the airport tenants, as well as to local visitor industry firms, such as hotels and restaurants serving scheduled commuter commercial service passengers, which use 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 322 companies were contacted and interviews were conducted which represent a 98% level of coverage. Tenant sectors interviewed included, but were not limited to, Fixed Base Operators (FBOs), flight schools, maintenance and avionics providers, charter and commercial air carriers, freight airlines, rental cars, corporate aviation departments, and government agencies such as the 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 2017. The balance of the methodology is consistent with the BWI Marshall and MTN impact analysis described herein.

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 34 GA/scheduled commuter 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 the number of flight operations or aircraft fleet mix (single-engine versus jet) and tenant mix. In addition, 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.

1.1 Impact Structure

Activity at a general aviation and scheduled commuter 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 FBOs, 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 generate 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; adding these impacts together would result in double counting.

Exhibit 1 Flow of Economic Impacts Generated by General Aviation Airport Activity



1.1.1 Revenue Impact

At the outset, activity at the airport generates business revenue for firms that 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.

1.1.2 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

1.1.3 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).

1.1.4 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 2017 activity at the 34 general aviation and scheduled commuter commercial service airports in the state of Maryland.

1.2 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 2017 activity at Maryland's 34 public use GA/scheduled commercial service airports.

1.2.1 Direct Impacts

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

The direct impacts to be estimated include:

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

1.2.1.1 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 322 companies.

1.2.1.2 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 the 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 \$0.99 is spent in the region. Hence, the personal income multiplier for the Baltimore regional economy is \$1.99.

1.2.1.3 Direct Revenue Impact

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

1.2.2 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 re-spent 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 is 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, re-spending categories based on area specific data, and data specific to the region in which employees dependent upon each of the airports reside, are developed.

1.2.3 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.

1.2.4 Tax Impacts

Per employee tax burdens, as well as data from the Tax Foundation, are used to estimate the tax impacts resulting from activity at the public use GA/scheduled commuter 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.

1.3 Data Collection

Impacts were estimated based on interviews with firms in the four economic impact categories described above. A total of 322 firms were contacted, representing a 98% coverage of tenants and firms providing services at the 34 public use facilities.

In addition to the 322 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 study period

In addition, data from MDOT MAA, Federal Aviation Administration (FAA) ATADS reports, and FAA 5010 reports were used to supplement aircraft operations and based aircraft figures supplied by individual airport managers.

1.4 Summary of Findings

The key economic impacts generated by the 34 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, 2017

Total Impacts			
Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	3,519	1,459	4,978
Induced Jobs	1,841	500	2,341
Indirect Jobs	1,944	666	2,610
Total Jobs	7,304	2,625	9,929
Personal Income (\$1,000)			
Direct	\$200,459	\$36,612	\$237,071
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Indirect	\$94,143	\$25,446	\$119,589
Total	\$492,214	\$90,614	\$582,828
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$217,036	\$54,628	\$271,664
State and Local Taxes (\$1,000)	\$109,860	\$21,516	\$131,377

Note: Totals may not add due to rounding.

In 2017, the 34 public use general aviation and scheduled commuter commercial service airports in the State of Maryland created the following impacts:

- 9,929 total jobs, of which:
 - 4,978 were directly created by airport and visitor activity at these airports
 - 2,341 jobs were supported in local economic sectors due to the purchases for goods and services by those 4,978 directly employed workers
 - 2,610 indirect jobs were supported by \$271.7 million of local purchases
- \$582.8 million dollars of personal wage and salary income was created in the state of Maryland by the activity at these airports, consisting of:
 - \$237.1 million of direct wages and salaries earned by the 4,978 direct job holders
 - \$226.2 million of induced income and local consumption expenditures
 - \$119.6 million of indirect income, which was earned by the 2,610 indirect job holders
- \$867.1 million of business revenue created from airport tenants, support services, and visitor services performed for the general aviation and scheduled commercial service aircraft and visitors using the 34 airports
- \$131.4 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, 2017

Total Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Bay Bridge Airport	65	23	26	115	\$1,819	\$1,513	\$1,053	\$4,385	\$6,789	\$2,217	\$1,011
Bennett Airport	0	0	0	1	\$0	\$0	\$0	\$54	\$63	\$22	\$11
Cambridge/Dorchester Regional Airport	84	32	44	161	\$2,653	\$2,369	\$1,714	\$6,737	\$6,432	\$3,583	\$1,224
Carroll County Regional Airport	134	54	73	261	\$4,659	\$4,196	\$3,425	\$12,280	\$77,167	\$7,494	\$7,629
Claremont Airport	13	5	1	19	\$451	\$443	\$49	\$942	\$798	\$123	\$163
Clearview Airpark	2	1	1	4	\$66	\$57	\$28	\$151	\$318	\$61	\$42
College Park Airport	32	15	7	53	\$1,424	\$1,381	\$347	\$3,152	\$4,318	\$738	\$680
Crisfield-Somerset County Airport	6	2	3	11	\$170	\$143	\$118	\$431	\$621	\$271	\$96
Davis Airport	13	6	1	20	\$571	\$563	\$57	\$1,191	\$108	\$105	\$131
Easton Airport	254	109	130	494	\$10,198	\$9,449	\$6,267	\$25,914	\$48,506	\$13,752	\$6,667
Essex Skypark	2	1	2	4	\$105	\$104	\$102	\$311	\$225	\$148	\$51
Fallston Airport	0	0	0	2	\$0	\$0	\$0	\$121	\$40	\$19	\$16
Frederick Municipal Airport	565	267	297	1,128	\$27,200	\$25,877	\$13,538	\$66,615	\$101,661	\$37,666	\$15,239
Freeway Airport	27	10	11	48	\$779	\$724	\$595	\$2,098	\$2,326	\$1,134	\$408
Garrett County Airport	34	12	14	60	\$932	\$768	\$529	\$2,230	\$3,272	\$1,146	\$499
Greater Cumberland Regional Airport	74	36	15	125	\$3,766	\$3,637	\$749	\$8,152	\$3,801	\$1,665	\$1,152
Hagerstown Regional Airport	842	406	516	1,763	\$41,816	\$40,335	\$22,164	\$104,316	\$130,104	\$50,804	\$21,463
Harford County Airport	43	17	11	71	\$1,343	\$1,231	\$453	\$3,028	\$2,253	\$1,195	\$497
Havre de Grace Seaplane Base	0	0	0	2	\$0	\$0	\$0	\$109	\$132	\$17	\$22
Kentmorr Airpark	0	0	0	1	\$0	\$0	\$0	\$70	\$180	\$1	\$18
Lee Airport	24	8	8	41	\$544	\$504	\$358	\$1,406	\$2,887	\$857	\$383
Martin State Airport	1,201	637	567	2,405	\$71,259	\$69,141	\$28,879	\$169,280	\$297,214	\$71,502	\$41,931
Maryland Airport	13	6	9	28	\$507	\$478	\$551	\$1,536	\$866	\$1,096	\$229

Total Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Massey Aerodrome	6	2	2	10	\$35	\$35	\$3	\$73	\$638	\$7	\$19

Table 2 Summary of Impacts Generated by Maryland's Public Use Airports, 2017 (Continued)

Total Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Mexico Farms Airport	0	1	1	2	\$0	\$0	\$0	\$111	\$217	\$17	\$26
Montgomery County Airpark	80	32	81	193	\$2,482	\$2,394	\$4,784	\$9,661	\$5,753	\$9,773	\$1,468
Ocean City Municipal Airport	188	69	75	332	\$5,548	\$4,693	\$3,017	\$13,258	\$21,188	\$6,473	\$3,112
Pier 7 Heliport	42	18	18	78	\$1,722	\$1,570	\$844	\$4,136	\$7,817	\$1,675	\$1,070
Potomac Airfield	29	13	39	81	\$1,170	\$1,143	\$1,842	\$4,155	\$1,916	\$3,522	\$585
Ridgely Airpark	8	3	3	14	\$25	\$25	\$13	\$63	\$757	\$32	\$11
Salisbury-Ocean City Wicomico Regional Airport	876	383	361	1,620	\$35,739	\$33,918	\$14,716	\$84,373	\$78,251	\$27,728	\$15,134
St. Mary's County Regional Airport	188	105	207	499	\$12,310	\$11,837	\$8,534	\$32,682	\$35,376	\$17,003	\$6,280
Tipton Airport	121	65	82	267	\$7,207	\$7,081	\$4,657	\$18,944	\$23,609	\$9,362	\$3,896
Washington Executive Airport/ Hyde Field	7	4	3	14	\$355	\$350	\$162	\$867	\$1,522	\$458	\$215
TOTAL	4,978	2,341	2,610	9,928	\$237,071	\$226,168	\$119,589	\$582,828	\$867,122	\$271,664	\$131,377

Note: Totals may not add due to rounding.

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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 2017. This is a subset of total impacts, which 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 2017, the public use general aviation and scheduled commuter commercial service airports in the state of Maryland created the following on-site impacts:

- 7,304 total jobs, of which:
 - 3,519 were directly created by tenant and airport activity at these airports
 - 1,841 jobs were supported in local economic sectors due to the purchases for goods and services by those 3,519 directly employed workers
 - 1,944 indirect jobs were supported by \$217.1 million of local purchases by airport tenants
- \$492.2 million dollars of personal wage and salary income was created in the state of Maryland by the on-site activity at these airports, consisting of:
 - \$200.5 million of direct wages and salaries earned by the 3,519 direct job holders
 - \$197.6 million of induced income and local consumption expenditures
 - \$94.1 million of indirect income, which was earned by the 1,944 indirect job holders
- \$718 million of business revenue created from airport tenants and services performed for the general aviation and scheduled commuter and commercial service aircraft using the 34 airports
- \$109.9 million of state and local taxes were generated

Table 3 On-site Impacts of General Aviation and Scheduled Commuter Commercial Service Activity in the State of Maryland, 2017

On-site Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Bay Bridge Airport	11	5	2	18	\$458	\$452	\$107	\$1,017	\$1,295	\$187	\$211
Bennett Airport	1	0	0	1	\$15	\$15	\$8	\$38	\$38	\$13	\$7
Cambridge/Dorchester Regional Airport	37	16	23	76	\$1,457	\$1,436	\$883	\$3,777	\$1,602	\$1,799	\$521
Carroll County Regional Airport	58	28	38	124	\$2,732	\$2,694	\$2,086	\$7,512	\$69,389	\$4,620	\$6,497
Claremont Airport	13	5	1	19	\$443	\$436	\$44	\$923	\$767	\$111	\$158
Clearview Airpark	1	0	0	1	\$29	\$29	\$3	\$60	\$170	\$6	\$20
College Park Airport	27	13	5	45	\$1,311	\$1,293	\$269	\$2,873	\$3,863	\$570	\$614
Crisfield-Somerset County Airport	1	1	1	3	\$49	\$48	\$34	\$131	\$132	\$90	\$24
Davis Airport	13	6	1	20	\$571	\$563	\$57	\$1,191	\$99	\$105	\$131
Easton Airport	138	69	77	285	\$7,263	\$7,160	\$4,227	\$18,651	\$36,656	\$9,373	\$4,942
Essex Skypark	2	1	2	4	\$105	\$104	\$102	\$311	\$225	\$148	\$51
Fallston Airport	2	1	0	2	\$57	\$56	\$8	\$121	\$40	\$19	\$16
Frederick Municipal Airport	385	205	214	804	\$22,648	\$22,326	\$10,374	\$55,348	\$83,280	\$30,874	\$12,563
Freeway Airport	18	7	7	32	\$563	\$555	\$445	\$1,562	\$1,450	\$810	\$280
Garrett County Airport	5	2	0	8	\$200	\$197	\$20	\$417	\$315	\$53	\$69
Greater Cumberland Regional Airport	59	31	8	99	\$3,402	\$3,354	\$497	\$7,252	\$2,333	\$1,123	\$938
Hagerstown Regional Airport	671	347	438	1,456	\$37,505	\$36,972	\$19,168	\$93,645	\$112,694	\$44,370	\$18,929
Harford County Airport	26	11	3	39	\$893	\$880	\$140	\$1,912	\$432	\$523	\$232
Havre de Grace Seaplane Base	1	1	0	2	\$50	\$49	\$10	\$109	\$132	\$17	\$22
Kentmorr Airpark	1	0	0	1	\$35	\$35	\$1	\$70	\$132	\$1	\$18
Lee Airport	18	6	5	30	\$387	\$381	\$248	\$1,016	\$2,250	\$621	\$290
Martin State Airport	988	564	471	2,023	\$65,885	\$64,949	\$25,144	\$155,977	\$275,512	\$63,482	\$38,773
Maryland Airport	9	4	7	21	\$399	\$393	\$475	\$1,267	\$427	\$934	\$166

Table 3 On-site Impacts of General Aviation and Scheduled Commuter Commercial Service Activity in the State of Maryland, 2017 (Continued)

On-site Impacts	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Massey Aerodrome	1	0	0	1	\$35	\$35	\$3	\$73	\$135	\$7	\$19
Mexico Farms Airport	2	1	0	2	\$53	\$52	\$6	\$111	\$180	\$17	\$26
Montgomery County Airpark	70	28	76	174	\$2,226	\$2,194	\$4,606	\$9,026	\$4,716	\$9,390	\$1,317
Ocean City Municipal Airport	39	18	7	64	\$1,777	\$1,752	\$396	\$3,924	\$5,960	\$846	\$895
Pier 7 Heliport	17	10	7	34	\$1,102	\$1,086	\$413	\$2,601	\$5,313	\$750	\$706
Potomac Airfield	27	12	38	77	\$1,118	\$1,102	\$1,806	\$4,026	\$1,706	\$3,444	\$555
Ridgely Airpark	1	0	0	1	\$25	\$25	\$13	\$63	\$50	\$32	\$11
Salisbury-Ocean City Wicomico Regional Airport	624	296	246	1,167	\$29,360	\$28,943	\$10,283	\$68,585	\$52,494	\$18,210	\$11,385
St. Mary's County Regional Airport	131	85	181	397	\$10,863	\$10,709	\$7,529	\$29,102	\$29,536	\$14,845	\$5,430
Tipton Airport	116	63	80	259	\$7,091	\$6,990	\$4,576	\$18,657	\$23,141	\$9,189	\$3,828
Washington Executive Airport/Hyde Field	7	4	3	14	\$355	\$350	\$162	\$867	\$1,522	\$458	\$215
TOTAL	3,519	1,841	1,944	7,304	\$200,459	\$197,612	\$94,143	\$492,214	\$717,986	\$217,036	\$109,860

Note: Totals may not add due to rounding.

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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 34 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
- Data from BWI Marshall's quarterly passenger survey (1,400+ in-terminal intercept surveys) conducted by WBA Research, including:
 - Location of permanent residence
 - Primary purpose of stay
 - Number of nights stayed
 - Type of overnight accommodations (e.g., hotel, private home, etc.)
 - Amount of off-airport purchases and spending (e.g., lodging, rental car, food/beverage, retail purchases, entertainment, and in-town taxi cabs)
 - Method of arrival to the airport (e.g. private car, rental car, limo, shuttle, taxi, etc.)

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. 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 2.4 days) while in Maryland. These estimates of transient/itinerant flights and passengers was applied to the average expenditure of a visiting passenger derived from the BWI Marshall passenger survey to identify the amount spent in Maryland.

In 2017, it is estimated that approximately 302,000 visiting passengers used the 34 public use GA airports in Maryland. It is the travel and spending characteristics of these 302,000 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 is presented in **Table 4**.

Table 4 Visitor Impacts of General Aviation and Commercial Service Activity in the State of Maryland, 2017

Visitor Impacts Airport	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Bay Bridge Airport	54	18	25	97	\$1,361	\$1,061	\$946	\$3,368	\$5,494	\$2,030	\$800
Bennett Airport	NA	0	0	0	6	5	4	\$15	25	9	4
Cambridge/Dorchester Regional Airport	47	16	22	85	\$1,196	\$933	\$831	\$2,960	\$4,829	\$1,785	\$703
Carroll County Regional Airport	76	26	35	137	\$1,926	\$1,502	\$1,339	\$4,767	\$7,778	\$2,874	\$1,132
Claremont Airport	NA	0	0	0	\$8	\$6	\$5	\$19	\$31	\$12	\$5
Clearview Airpark	1	0	1	3	\$37	\$29	\$26	\$91	\$148	\$55	\$22
College Park Airport	4	2	2	8	\$113	\$88	\$78	\$279	\$455	\$168	\$66
Crisfield-Somerset County Airport	5	2	2	9	\$121	\$94	\$84	\$300	\$489	\$181	\$71
Davis Airport	NA	0	0	0	\$0	\$0	\$0	\$0	\$9	\$0	\$0
Easton Airport	116	40	53	209	\$2,935	\$2,289	\$2,040	\$7,263	\$11,850	\$4,379	\$1,725
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	180	62	82	324	\$4,552	\$3,551	\$3,164	\$11,267	\$18,381	\$6,792	\$2,675
Freeway Airport	9	3	4	15	\$217	\$169	\$151	\$537	\$876	\$324	\$127
Garrett County Airport	29	10	13	52	\$732	\$571	\$509	\$1,812	\$2,957	\$1,093	\$430
Greater Cumberland Regional Airport	14	5	7	26	\$364	\$284	\$253	\$900	\$1,468	\$542	\$214
Hagerstown Regional Airport	170	58	78	307	\$4,312	\$3,363	\$2,997	\$10,671	\$17,410	\$6,433	\$2,534
Harford County Airport	18	6	8	32	\$451	\$352	\$313	\$1,116	\$1,820	\$673	\$265
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	\$47	\$0	\$0
Lee Airport	6	2	3	11	\$158	\$123	\$110	\$390	\$637	\$235	\$93
Martin State Airport	213	73	97	382	\$5,375	\$4,192	\$3,735	\$13,302	\$21,702	\$8,019	\$3,159
Maryland Airport	4	1	2	8	\$109	\$85	\$76	\$269	\$439	\$162	\$64
Massey Aerodrome	5	2	2	9	\$0	\$0	\$0	\$0	\$503	\$0	\$0

Table 4 Visitor Impacts of General Aviation and Commercial Service Activity in the State of Maryland, 2017 (Continued)

Visitor Impacts Airport	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Mexico Farms Airport	NA	0	0	0	\$0	\$0	\$0	\$0	\$37	\$0	\$0
Montgomery County Airpark	10	3	5	18	\$257	\$200	\$178	\$635	\$1,037	\$383	\$151
Ocean City Municipal Airport	149	51	68	268	\$3,771	\$2,942	\$2,621	\$9,334	\$15,228	\$5,627	\$2,216
Pier 7 Heliport	25	8	11	44	\$620	\$484	\$431	\$1,535	\$2,504	\$925	\$364
Potomac Airfield	2	1	1	4	\$52	\$41	\$36	\$129	\$210	\$77	\$31
Ridgely Airpark	7	2	3	12	\$0	\$0	\$0	\$0	\$707	\$0	\$0
Salisbury-Ocean City Wicomico Regional Airport	252	86	115	454	\$6,379	\$4,975	\$4,433	\$15,788	\$25,757	\$9,518	\$3,749
St. Mary's County Regional Airport	57	20	26	103	\$1,446	\$1,128	\$1,005	\$3,580	\$5,840	\$2,158	\$850
Tipton Airport	5	2	2	8	\$116	\$90	\$81	\$287	\$468	\$173	\$68
Washington Executive Airport/Hyde Field	NA	0	0	0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	1,459	500	666	2,624	\$36,612	\$28,556	\$25,446	\$90,614	\$149,137	\$54,628	\$21,516

Note: Totals may not add due to rounding.

In 2017, the visitor activity at public use general aviation and scheduled commuter commercial airports in the state of Maryland created the following on-site impacts:

- 2,624 total jobs, of which:
 - 1,459 were directly created by visitor activity at these airports
 - 500 jobs were supported in local economic sectors due to the purchases for goods and services by those 1,459 directly employed workers
 - 666 indirect jobs were supported by \$54.6 million of local purchases by firms in the tourism and hospitality industry
- \$90.6 million dollars of personal wage and salary income was created in the state of Maryland by the visitor activity at these 34 airports, consisting of:
 - \$36.6 million of direct wages and salaries earned by the 1,459 direct job holders
 - \$28.6 million of induced income and local consumption expenditures
 - \$25.4 million of indirect income, which was earned by the 666 indirect job holders
- \$149.1 million of business revenue created from services performed for the general aviation and commercial service aircraft
- \$21.5 million of state and local taxes were generated

4 Comparison with 2012 & 2014 Impacts Created By Public Use GA Airports

The on-site impacts presented in this study followed the same methodology used in the previous 2012 and 2014 studies, and as a result, direct comparisons can be made between the three. Between 2014 and 2017, total annual operations fell by 1.4% while based aircraft increased by 1.1%, as demonstrated in **Table 5**.

Despite the decline in total operations at the 34 public use GA airports in Maryland, the total income, business revenue, and local purchases increased over the 2014-2017 period, as demonstrated in **Table 6**.

With respect to the economic impacts generated directly by the airport, direct jobs increased by 472 (15.5%), primarily reflecting an increase in tenant base employment and increased capital expenditures (CAPEX) at certain airports over the study period, which results in increased construction jobs, which are included as part of direct jobs.

Induced jobs increased by 357 jobs, reflecting a higher average salary of direct jobholders. Indirect jobs increased by 197 jobs, reflecting an increase in local purchases of about \$28.0 million. This increase is still maintained in spite of an increase in productivity in the service, retail, and manufacturing sectors of the economy since the recession. In all, total on-site jobs increased by 1,026 (16.3%).

The direct personal wage and salary income increased by \$50.8 million, reflecting the growth in average income per direct jobholder. The induced income and consumption impact increased by \$63.8 million, reflecting a higher personal income multiplier as estimated by the Bureau of Economic Analysis for the region. Indirect income increased by \$2.8 million, again reflecting an increase in local expenditures by airport-dependent firms. In total, personal income rose by \$117.3 million (31.3%).

Business revenue grew by \$46.2 million (6.9%), primarily reflecting an increase in tenant operations as well as the addition of new airport-related tenants at key airports. State and local taxes increased by an estimated \$15.9 million (16.9%).

Similarly, the visitor impacts presented in this study followed the same methodology used in the previous 2012 and 2014 studies, and as a result, direct comparisons can be made between the three. Between 2014 and 2017, total annual estimated visitors decreased by 14.9% from 355,000 to 302,200 passengers.

Table 5 Comparison of Annual Aircraft Operations and Based Aircraft 2012, 2014, and 2017

Airport	2006 No. of Interviews	2012 No. of Interviews	2006 Estimated Operations	2012 Reported Operations	2014 Reported Operations	2017 Reported Operations	2014-2017 Operations Difference	2006 Based Aircraft	2012 Based Aircraft	2014 Based Aircraft	2017 Based Aircraft	2014-2017 Based Aircraft Difference
Bay Bridge Airport	6	11	38,100	67,100	35,280	35,405	125	69	76	104	80	(24)
Bennett Airport	3	2	1,976	2,137	2,137	2,132	(5)	10	6	9	3	(6)
Cambridge/Dorchester Regional Airport	7	12	25,698	28,760	23,102	23,713	611	42	37	36	30	(6)
Carroll County Regional Airport	3	10	153,690	36,090	36,090	55,724	19,634	131	93	99	95	(4)
Claremont Airport	4	5	13,662	15,193	12,626	700	(11,926)	47	57	44	55	11
Clearview Airpark	1	1	15,300	15,300	15,300	8,030	(7,270)	32	27	35	29	(6)
College Park Airport	4	4	2,775	3,650	4,061	2,975	(1,086)	46	43	37	40	3
Crisfield-Somerset County Airport	1	1	3,040	2,180	1,961	1,976	15	6	9	4	4	0
Davis Airport	1	2	5,096	5,100	5,100	5,096	(4)	33	19	17	17	0
Easton Airport	26	30	160,000	49,689	67,689	71,971	4,282	160	137	192	218	26
Essex Skypark	5	5	8,584	8,584	8,546	7,916	(630)	36	43	27	37	10
Fallston Airport	1	1	8,189	5,104	5,104	5,928	824	31	23	23	18	(5)
Frederick Municipal Airport	28	29	156,000	119,179	94,901	72,562	(22,339)	299	228	193	196	3
Freeway Airport	2	2	49,165	24,115	24,115	32,120	8,005	56	76	59	77	18
Garrett County Airport	2	3	17,800	14,600	14,450	15,250	800	11	22	32	23	(9)
Greater Cumberland Regional Airport	20	12	14,235	14,300	14,300	12,750	(1,550)	69	60	54	56	2
Hagerstown Regional Airport	41	52	52,766	51,350	55,598	51,774	(3,824)	197	160	162	162	0
Harford County Airport	3	7	35,529	17,840	17,840	29,930	12,090	61	52	60	62	2
Havre de Grace Seaplane Base	2	1	240	30	30	30	0	3	0	2	2	0
Kentmorr Airpark	1	1	500	950	950	972	22	15	11	10	10	0

Table 5 Comparison of Annual Aircraft Operations and Based Aircraft 2012, 2014, and 2017 (Continued)

Airport	2006 No. of Interviews	2012 No. of Interviews	2006 Estimated Operations	2012 Reported Operations	2014 Reported Operations	2017 Reported Operations	2014-2017 Operations Difference	2006 Based Aircraft	2012 Based Aircraft	2014 Based Aircraft	2017 Based Aircraft	2014-2017 Based Aircraft Difference
Lee Airport	7	7	31,638	15,526	15,528	11,680	(3,848)	102	84	83	72	(11)
Martin State Airport	43	40	104,390	74,548	75,182	78,274	3,092	295	221	221	258	37
Maryland Airport	11	11	17,000	17,020	17,020	17,155	135	70	62	64	55	(9)
Massey Aerodrome	1	1	3,588	5,150	5,150	5,150	0	15	22	17	17	0
Mexico Farms Airport	1	1	1,261	1,261	1,261	1,261	0	12	14	14	14	0
Montgomery County Airpark	19	24	95,000	51,097	51,097	47,815	(3,282)	186	160	156	139	(17)
Ocean City Municipal Airport	11	16	37,000	37,000	37,450	38,606	1,156	46	43	25	64	39
Pier 7 Heliport		3	NA	3,700	3,700	4,628	928	NA	3	4	4	0
Potomac Airfield	11	13	11,750	11,999	11,999	21,500	9,501	91	87	80	77	(3)
Ridgely Airpark	4	5	36,870	24,205	11,900	12,045	145	34	37	34	13	(21)
Salisbury-Ocean City Wicomico Regional Airport	32	33	53,380	47,675	45,806	42,951	(2,855)	152	123	110	116	6
St. Mary's County Regional Airport	6	8	52,618	38,002	40,701	33,588	(7,113)	100	146	146	178	32
Tipton Airport	8	21	48,000	49,225	47,906	45,674	(2,232)	121	105	119	130	11
Washington Executive Airport/Hyde Field	10	10	4,212	5,605	5,894	3,000	(2,894)	54	46	54	28	(26)
TOTALS	326	385	1,260,802	865,864	811,284	800,281	(11,003)	2,672	2,352	2,346	2,379	27
							-1.4%					1.1%

Source: Airport manager-provided data, 5010 Reports, FAA ATADS Reports.

Table 6 Comparison of On-site Generated Economic Impacts 2012, 2014, and 2017

On-site Impacts Summary Comparison	2006	2012	2014	2017	2014-2017 Difference	2014-2017 Percent
Jobs						
Direct Jobs	0	3,282	3,047	3,519	472	15.5%
Induced Jobs	0	1,331	1,484	1,841	357	24.0%
Indirect Jobs	0	1,661	1,747	1,944	197	11.3%
Total Jobs	0	6,274	6,278	7,304	1,026	16.3%
Personal Income (\$1,000)						
Direct	\$0	\$146,389	\$149,678	\$200,459	\$50,781	33.9%
Induced	\$0	\$133,734	\$133,857	\$197,612	\$63,755	47.6%
Indirect	\$0	\$78,412	\$91,385	\$94,143	\$2,758	3.0%
Total	\$0	\$358,535	\$374,920	\$492,214	\$117,294	31.3%
Business Revenue (\$1,000)						
Local Purchases (\$1,000)	\$0	\$168,173	\$189,026	\$217,036	\$28,010	14.8%
State and Local Taxes (\$1,000)*	\$0	\$82,311	\$93,981	\$109,860	\$15,879	16.9%

* For comparative purposes, 2012 and 2014 Taxes have been adjusted using the 2017 updated methodology to assess tax impacts.

Note: Totals may not add due to rounding.

The decline in visitors at the 34 public use GA airports in Maryland contributed to decreases in total jobs, income, business revenue, and taxes over the 2014-2017 period, as demonstrated in **Table 7**.

A decline in transient visitors led to a 426 total job decrease, attributed primarily to a 278-job decline in direct jobs. The decrease in direct jobs contributed to the decline in induced employment. Indirect jobs fell due to a decrease in the Bureau of Economic Analysis RIMS II multiplier data for the hotel and dining sectors, which is used in developing the indirect job relationship to direct and induced jobs. Ultimately, total income fell by \$7.7 million (-7.9%), paralleling the overall decline in total jobs.

Business revenue also decreased \$11.9 million due to the decline in number of visitors. Similarly, state and local taxes decreased by an estimated \$1.9 million.

Table 7 Comparison of Visitor Generated Economic Impacts 2012, 2014, and 2017

Visitor Impacts Summary Comparison	2012	2014	2017	2014-2017 Difference	2014-2017 Percent
Jobs					
Direct Jobs	1,316	1,737	1,459	-278	-16.0%
Induced Jobs	373	621	500	-121	-19.4%
Indirect Jobs	720	693	666	-27	-3.9%
Total Jobs	2,409	3,051	2,625	-426	-14.0%
Personal Income (\$1,000)					
Direct	\$26,893	\$39,725	\$36,612	-\$3,112	-7.8%
Induced	\$23,208	\$34,086	\$28,556	-\$5,530	-16.2%
Indirect	\$33,793	\$24,550	\$25,446	\$895	3.6%
Total	\$83,894	\$98,361	\$90,614	-\$7,747	-7.9%
Business Revenue (\$1,000)					
Local Purchases (\$1,000)	\$54,000	\$50,339	\$54,628	\$4,289	8.5%
State and Local Taxes (\$1,000)*	\$18,078	\$23,400	\$21,516	-\$1,884	-8.0%

* For comparative purposes, 2012 and 2014 Taxes have been adjusted using the 2017 updated methodology to assess tax impacts.

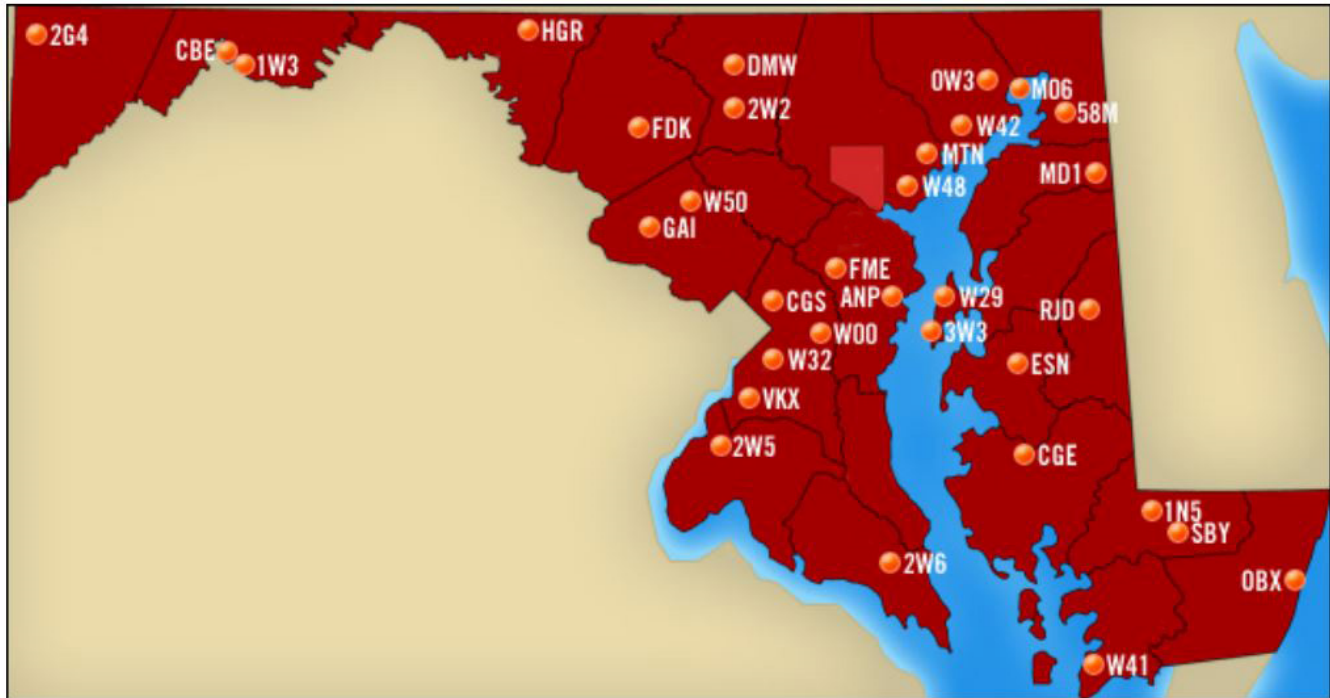
Note: Totals may not add due to rounding.

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5 Appendix A: Summary of GA Airport Economic Impacts by Airport

Appendix A summarizes the economic impacts of each of the 34 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 (excluding BWI)



Source: MDOT MAA

W29	Bay Bridge Airport	OW3	Harford County Airport
1N5	Bennett Airport	M06	Havre de Grace Seaplane Base
CGE	Cambridge-Dorchester Regional Airport	3W3	Kentmorr Airpark
DMW	Carroll County Regional Airport	ANP	Lee Airport
58M	Claremont Airport	MTN	Martin State Airport
2W2	Clearview Airpark	2W5	Maryland Airport
CGS	College Park Airport	MD1	Massey Aerodrome
W41	Crisfield-Somerset County Airport	1W3	Mexico Farms Airport
W50	Davis Airport	GAI	Montgomery County Airpark
ESN	Easton Airport/Newnam Field	OXB	Ocean City Municipal Airport
W48	Essex Skypark	4MD	Pier 7 Heliport
W42	Fallston Airport	VKX	Potomac Airfield
FDK	Frederick Municipal Airport	RJD	Ridgely Airpark
W00	Freeway Airport	2W6	Saint Mary's County Regional Airport
2G4	Garrett County Airport	SBY	Salisbury-Ocean City: Wicomico Regional Airport
CBE	Greater Cumberland Regional Airport	FME	Tipton Airport
HGR	Hagerstown Regional Airport - Richard A. Henson Field	W32	Washington Executive/Hyde Field

5.1 Bay Bridge Airport (W29)

The 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 one mile west of Stevensville, MD. The airport has one asphalt runway available for use (2,714 x 60 ft.) and provides the following services:

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	73	Local GA	22,305
Multi-engine	4	Transient GA	12,746
Helicopter	3	Military/Air Taxi	354
Totals	80	Total Operations	35,405

Bay Bridge Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	11	54	65
Induced Jobs	5	18	23
Indirect Jobs	2	25	26
Total Jobs	18	97	115
Personal Income (\$1,000)			
Direct	\$458	\$1,361	\$1,819
Induced	\$452	\$1,061	\$1,513
Indirect	\$107	\$946	\$1,053
Total	\$1,017	\$3,368	\$4,385
Business Revenue (\$1,000)			
Business Revenue (\$1,000)	\$1,295	\$5,494	\$6,789
Local Purchases (\$1,000)	\$187	\$2,030	\$2,217
State and Local Taxes (\$1,000)	\$211	\$800	\$1,011

5.2 Bennett Airport (1N5)

The 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 four miles northwest of Salisbury, MD. The airport has two turf runways available for use (2,300 x 95 ft. and 3,150 x 95 ft.) and provides the following services:

- T-hangars and turf tiedowns

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

Based Aircraft		Annual Aircraft Operations	
Ultralight	3	Local GA	1,834
		Transient GA	298
Totals	3	Total Operations	2,132

Bennett Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	1		1
Personal Income (\$1,000)			
Direct	\$15		\$15
Induced	\$15		\$15
Indirect	\$8		\$8
Total	\$38		\$38
Business Revenue (\$1,000)			
	\$38		\$38
Local Purchases (\$1,000)			
	\$13		\$13
State and Local Taxes (\$1,000)			
	\$7		\$7

5.3 Cambridge-Dorchester Regional Airport (CGE)

The Cambridge-Dorchester Regional Airport is a publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately three miles southeast of Cambridge, MD. The airport has one 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 the Cambridge-Dorchester Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	46	Local GA	11,669
Multi-engine	1	Transient GA	11,514
Jet	1	Military	530
Totals	48	Total Operations	23,713

Cambridge-Dorchester Regional Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	37	47	84
Induced Jobs	16	16	32
Indirect Jobs	23	22	44
Total Jobs	76	85	161
Personal Income (\$1,000)			
Direct	\$1,457	\$1,196	\$2,653
Induced	\$1,436	\$933	\$2,369
Indirect	\$883	\$831	\$1,714
Total	\$3,777	\$2,960	\$6,737
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$1,799	\$1,785	\$3,583
State and Local Taxes (\$1,000)	\$521	\$703	\$1,224

5.4 Carroll County Regional Airport (DMW)

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

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	79	Local GA	37,090
Multi-engine	11	Transient GA	18,544
Helicopter	1	Military	90
Jet	4		
Totals	95	Total Operations	55,724

Carroll County Regional Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	58	76	134
Induced Jobs	28	26	54
Indirect Jobs	38	35	73
Total Jobs	124	137	261
Personal Income (\$1,000)			
Direct	\$2,732	\$1,926	\$4,659
Induced	\$2,694	\$1,502	\$4,196
Indirect	\$2,086	\$1,339	\$3,425
Total	\$7,512	\$4,767	\$12,280
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$4,620	\$2,874	\$7,494
State and Local Taxes (\$1,000)	\$6,497	\$1,132	\$7,629

5.5 Claremont Airport (58M)

The Claremont Airport is a small, privately owned general aviation airport that is open for public use. The airport is in the northeastern corner of Maryland approximately three miles southwest of Elkton, MD. The airport has one asphalt runway available for use (2,989 x 70 ft.) and provides the following services:

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	51	Local GA	600
Multi-engine	5	Transient GA	150
		Military	50
Totals	56	Total Operations	700

Claremont Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	13	NA	13
Induced Jobs	5		5
Indirect Jobs	1		1
Total Jobs	19		19
Personal Income (\$1,000)			
Direct	\$443		\$443
Induced	\$436		\$436
Indirect	\$44		\$44
Total	\$923		\$923
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$111		\$111
State and Local Taxes (\$1,000)	\$158		\$158

5.6 Clearview Airpark (2W2)

The Clearview Airpark is a privately owned general aviation airport that is open for public use. The Airpark is in Carroll County and approximately seven miles south of Westminster, MD. The Airpark has one 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 the Clearview Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	29	Local GA	7,147
		Transient GA	883
Totals	29	Total Operations	8,030

Clearview Airpark generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	1	2
Induced Jobs	0	0	1
Indirect Jobs	0	1	1
Total Jobs	1	3	4
Personal Income (\$1,000)			
Direct	\$29	\$37	\$66
Induced	\$29	\$29	\$57
Indirect	\$3	\$26	\$28
Total	\$60	\$91	\$151
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$6	\$55	\$61
State and Local Taxes (\$1,000)	\$20	\$22	\$42

5.7 College Park Airport (CGS)

The 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 one mile east of College Park, MD and the University of Maryland College Park campus. The airport has one asphalt runway available for use (2,607 x 60 ft.) and provides the following services:

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	38	Local GA	1,619
Helicopter	2	Transient GA	1,041
		Air Taxi	44
		Military	271
Totals	40	Total Operations	2,975

College Park Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	27	4	32
Induced Jobs	13	2	15
Indirect Jobs	5	2	7
Total Jobs	45	8	53
Personal Income (\$1,000)			
Direct	\$1,311	\$113	\$1,424
Induced	\$1,293	\$88	\$1,381
Indirect	\$269	\$78	\$347
Total	\$2,873	\$279	\$3,152
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$570	\$168	\$738
State and Local Taxes (\$1,000)	\$614	\$66	\$680

5.8 Crisfield-Somerset County Airport (W41)

The 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 one asphalt runway available for use (2,490 x 75 ft.) and one turf runway (3,280 x 165 ft.). The following services are available at this airport:

- Fuel Sales (100LL)
- Paved and turf tie-downs

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	4	Local GA	810
		Transient GA	1,166
Totals	4	Total Operations	1,976

Crisfield-Somerset County Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	5	6
Induced Jobs	1	2	2
Indirect Jobs	1	2	3
Total Jobs	3	9	11
Personal Income (\$1,000)			
Direct	\$49	\$121	\$170
Induced	\$48	\$94	\$143
Indirect	\$34	\$84	\$118
Total	\$131	\$300	\$431
Business Revenue (\$1,000)			
Business Revenue (\$1,000)	\$132	\$489	\$621
Local Purchases (\$1,000)	\$90	\$181	\$271
State and Local Taxes (\$1,000)	\$24	\$71	\$96

5.9 Davis Airport (W50)

The Davis Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in Central Maryland approximately three miles north of Laytonsville, MD. The airport has one 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 the Davis Airport represents the following operational statistics regarding based aircraft and number of operations (Airport will be temporarily closed in 2018 due to runway construction):

Based Aircraft		Annual Aircraft Operations	
Single-engine	17	Local GA	4,994
		Transient GA	102
Totals	17	Total Operations	5,096

Davis Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	13	NA	13
Induced Jobs	6		6
Indirect Jobs	1		1
Total Jobs	20		20
Personal Income (\$1,000)			
Direct	\$571		\$571
Induced	\$563		\$563
Indirect	\$57		\$57
Total	\$1,191		\$1,191
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$99		\$99
State and Local Taxes (\$1,000)	\$105		\$105
	\$131		\$131

5.10 Easton Airport/Newnam Field (ESN)

The 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 two asphalt runways available for use (5,500 x 100 ft. and 4,003 x 100 ft.) and the Airport 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 the Easton Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	167	Local GA	28,069
Multi-engine	21	Transient GA	19,994
Jet	27	Military	20,865
Helicopter	2	Air Taxi	3,043
Glider	3		
Totals	220	Total Operations	71,971

Easton Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	138	116	254
Induced Jobs	69	40	109
Indirect Jobs	77	53	130
Total Jobs	285	209	494
Personal Income (\$1,000)			
Direct	\$7,263	\$2,935	\$10,198
Induced	\$7,160	\$2,289	\$9,449
Indirect	\$4,227	\$2,040	\$6,267
Total	\$18,651	\$7,263	\$25,914
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$9,373	\$4,379	\$13,752
State and Local Taxes (\$1,000)	\$4,942	\$1,725	\$6,667

5.11 Essex Skypark (W48)

The 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 three miles southeast of Baltimore, MD. The airport has one asphalt runway available for use (2,084 x 28 ft.) and one 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 the Essex Skypark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	35	Local GA	7,900
Multi-engine	2	Transient GA	12
		Air Taxi	4
Totals	37	Total Operations	7,916

Essex Skypark generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	2		2
Total Jobs	4		4
Personal Income (\$1,000)			
Direct	\$105		\$105
Induced	\$104		\$104
Indirect	\$102		\$102
Total	\$311		\$311
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$148		\$148
State and Local Taxes (\$1,000)	\$51		\$51

5.12 Fallston Airport (W42)

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

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	18	Local GA	4,268
		Transient GA	1,541
		Military	119
Totals	18	Total Operations	5,928

Fallston Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$57		\$57
Induced	\$56		\$56
Indirect	\$8		\$8
Total	\$121		\$121
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$19		\$19
State and Local Taxes (\$1,000)	\$16		\$16

5.13 Frederick Municipal Airport (FDK)

The 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 two 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
- Glider operations
- T-hangars and paved tiedowns

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	163	Local GA	35,116
Multi-engine	15	Transient GA	33,538
Jet	5	Air Taxi	2,556
Helicopter	13	Military	1,352
Totals	196	Total Operations	72,562

Frederick Municipal Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	385	180	565
Induced Jobs	205	62	267
Indirect Jobs	214	82	297
Total Jobs	804	324	1,128
Personal Income (\$1,000)			
Direct	\$22,648	\$4,552	\$27,200
Induced	\$22,326	\$3,551	\$25,877
Indirect	\$10,374	\$3,164	\$13,538
Total	\$55,348	\$11,267	\$66,615
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$30,874	\$6,792	\$37,666
State and Local Taxes (\$1,000)	\$12,563	\$2,675	\$15,239

5.14 Freeway Airport (W00)

The Freeway Airport is a small, privately owned general aviation airport that is open for public use. The airport is located two miles northwest of Mitchellville, MD and approximately 15 miles east of downtown Washington, DC. The airport has one asphalt runway available for use (2,425 x 40 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 the Freeway Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	74	Local GA	29,872
Multi-engine	2	Transient GA	1,927
Ultralight	1	Military	161
		Air Taxi	161
Totals	77	Total Operations	32,120

Freeway Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	18	9	27
Induced Jobs	7	3	10
Indirect Jobs	7	4	11
Total Jobs	32	15	48
Personal Income (\$1,000)			
Direct	\$563	\$217	\$779
Induced	\$555	\$169	\$724
Indirect	\$445	\$151	\$595
Total	\$1,562	\$537	\$2,098
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$810	\$324	\$1,134
State and Local Taxes (\$1,000)	\$280	\$127	\$408

5.15 Garrett County Airport (2G4)

The 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 one 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 the Garrett County Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	18	Local GA	8,000
Multi-engine	3	Transient GA	6,700
Helicopter	2	Military	200
		Air Taxi	350
Totals	23	Total Operations	15,250

Garrett County Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	5	29	34
Induced Jobs	2	10	12
Indirect Jobs	0	13	14
Total Jobs	8	52	60
Personal Income (\$1,000)			
Direct	\$200	\$732	\$932
Induced	\$197	\$571	\$768
Indirect	\$20	\$509	\$529
Total	\$417	\$1,812	\$2,230
Business Revenue (\$1,000)			
	\$315	\$2,957	\$3,272
Local Purchases (\$1,000)	\$53	\$1,093	\$1,146
State and Local Taxes (\$1,000)	\$69	\$430	\$499

5.16 Greater Cumberland Regional Airport (CBE)

Although the Greater Cumberland Regional Airport is located two miles south of Cumberland, MD. The airport is located in West Virginia, is part of Maryland's aviation system, and is owned by the Potomac Highlands Airport Authority. The Greater Cumberland Regional Airport has two asphalt runways available for use, (5,047 x 150 ft. and 3,000 x 150 ft.) and provides the following services:

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	46	Local GA	8,650
Multi-engine	3	Transient GA	3,500
Helicopter	1	Military	300
Gliders	6	Air Taxi	300
Totals	56	Total Operations	12,750

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

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	59	14	74
Induced Jobs	31	5	36
Indirect Jobs	8	7	15
Total Jobs	99	26	125
Personal Income (\$1,000)			
Direct	\$3,402	\$364	\$3,766
Induced	\$3,354	\$284	\$3,637
Indirect	\$497	\$253	\$749
Total	\$7,252	\$900	\$8,152
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$1,123	\$542	\$1,665
State and Local Taxes (\$1,000)	\$938	\$214	\$1,152

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

The Hagerstown Regional Airport is located four miles north of Hagerstown, MD. The Hagerstown Regional Airport has two asphalt runways available for use, (7,000 x 150 ft. and 3,165 x 100 ft. grooved) and provides the following services:

- Fuel Sales (100LL and Jet A)
- Bottled oxygen
- 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 the Hagerstown Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	122	Local GA	18,152
Multi-engine	28	Transient GA	21,600
Jets	4	Military	7,672
Ultralights	3	Air Taxi	4,028
Helicopter	5	Air Carrier	322
Totals	162	Total Operations	51,774

Hagerstown Regional Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	671	170	842
Induced Jobs	347	58	406
Indirect Jobs	438	78	516
Total Jobs	1,456	307	1,763
Personal Income (\$1,000)			
Direct	\$37,505	\$4,312	\$41,816
Induced	\$36,972	\$3,363	\$40,335
Indirect	\$19,168	\$2,997	\$22,164
Total	\$93,645	\$10,671	\$104,316
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$44,370	\$6,433	\$50,804
State and Local Taxes (\$1,000)	\$18,929	\$2,534	\$21,463

5.18 Harford County Airport (0W3)

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

- Fuel Sales (100LL & Jet A)
- Major airframe service
- Major power plant service
- Flight instruction
- T-hangars and paved tiedowns
- Hot air balloon and vintage aircraft rides
- Skydiving

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	55	Local GA	25,441
Gliders/ultralight	6	Transient GA	4,340
Multi-engine	1	Military	150
Totals	62	Total Operations	29,930

In Harford County Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	26	18	43
Induced Jobs	11	6	17
Indirect Jobs	3	8	11
Total Jobs	39	32	71
Personal Income (\$1,000)			
Direct	\$893	\$451	\$1,343
Induced	\$880	\$352	\$1,231
Indirect	\$140	\$313	\$453
Total	\$1,912	\$1,116	\$3,028
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$523	\$673	\$1,195
State and Local Taxes (\$1,000)	\$232	\$265	\$497

5.19 Havre de Grace Seaplane Base (M06)

The 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 one mile east of Havre de Grace, MD. The airport has two water runways available for use (8,000 x 200 ft.).

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

Based Aircraft		Annual Aircraft Operations	
Seaplanes	2	Transient GA	30
Totals	2	Total Operations	30

Havre de Grace Seaplane Base generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$50		\$50
Induced	\$49		\$49
Indirect	\$10		\$10
Total	\$109		\$109
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$17		\$17
State and Local Taxes (\$1,000)	\$22		\$22

5.20 Kentmorr Airpark (3W3)

The 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 five miles southwest of Stevensville, MD and provides convenient access to a marina, restaurant and golf course. The airpark has one turf runway available for use (2,400 x 75 ft.) and provides turf aircraft parking.

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	10	Local GA	350
		Transient GA	564
		Military	58
Totals	10	Total Operations	972

Kentmorr Airpark generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	1		1
Personal Income (\$1,000)			
Direct	\$35		\$35
Induced	\$35		\$35
Indirect	\$1		\$1
Total	\$70		\$70
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$1		\$1
State and Local Taxes (\$1,000)	\$18		\$18

5.21 Lee Airport (ANP)

The Lee Airport is a family-run general aviation airport that is open for public use. The airport is located approximately five 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 the Lee Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	70	Local GA	9,811
Multi-engine	2	Transient GA	1,518
		Military	350
Totals	72	Total Operations	11,680

Lee Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	18	6	24
Induced Jobs	6	2	8
Indirect Jobs	5	3	8
Total Jobs	30	11	41
Personal Income (\$1,000)			
Direct	\$387	\$158	\$544
Induced	\$381	\$123	\$504
Indirect	\$248	\$110	\$358
Total	\$1,016	\$390	\$1,406
Business Revenue (\$1,000)			
	\$2,250	\$637	\$2,887
Local Purchases (\$1,000)	\$621	\$235	\$857
State and Local Taxes (\$1,000)	\$290	\$93	\$383

5.22 Martin State Airport (MTN)

The Martin State Airport is a general aviation airport owned and operated by the Maryland Department of Transportation Maryland Aviation Administration and is open for public use. The airport is located approximately nine miles east of Baltimore, MD. The airport has one concrete runway available for use (6,997 x 180 ft.) and one 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
- Avionics service
- Control tower
- Corporate flight departments
- Community and T-hangars
- Paved and turf tiedowns

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	181	Local GA	33,053
Multi-engine	5	Transient GA	40,386
Jet	46	Military	2,493
Helicopter	26	Air Taxi	2,342
Totals	258	Total Operations	78,274

Martin State Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	988	213	1,201
Induced Jobs	564	73	637
Indirect Jobs	471	97	567
Total Jobs	2,023	382	2,405
Personal Income (\$1,000)			
Direct	\$65,885	\$5,375	\$71,259
Induced	\$64,949	\$4,192	\$69,141
Indirect	\$25,144	\$3,735	\$28,879
Total	\$155,977	\$13,302	\$169,280
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$63,482	\$8,019	\$71,502
State and Local Taxes (\$1,000)	\$38,773	\$3,159	\$41,931

5.23 Maryland Airport (2W5)

The Maryland Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately four miles east of Indian Head, MD. The airport has one asphalt runway (3,740 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 sales
- Avionics services
- Charter flights
- Corporate flight departments
- T-hangars and paved tiedowns

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	51	Local GA	15,096
Multi-engine	3	Transient GA	1,029
Helicopter	1	Military	1,012
		Air Taxi	17
Totals	55	Total Operations	17,155

Maryland Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	9	4	13
Induced Jobs	4	1	6
Indirect Jobs	7	2	9
Total Jobs	21	8	28
Personal Income (\$1,000)			
Direct	\$399	\$109	\$507
Induced	\$393	\$85	\$478
Indirect	\$475	\$76	\$551
Total	\$1,267	\$269	\$1,536
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$934	\$162	\$1,096
State and Local Taxes (\$1,000)	\$166	\$64	\$229

5.24 Massey Aerodrome (MD1)

The 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 two miles east of Massey, MD. The airport has one 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 the Massey Aerodrome represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	12	Local GA	3,600
Gliders	5	Transient GA	1,200
		Military	350
Totals	17	Total Operations	5,150

Massey Aerodrome generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	1		1
Personal Income (\$1,000)			
Direct	\$35		\$35
Induced	\$35		\$35
Indirect	\$3		\$3
Total	\$73		\$73
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$7		\$7
State and Local Taxes (\$1,000)	\$19		\$19

5.25 Mexico Farms Airport (1W3)

The 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 three miles south of Cumberland, MD. The airport has two 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 the Mexico Farms Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	8	Local GA	825
Ultralights	6	Transient GA	436
Totals	14	Total Operations	1,261

Mexico Farms Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$53		\$53
Induced	\$52		\$52
Indirect	\$6		\$6
Total	\$111		\$111
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$17		\$17
State and Local Taxes (\$1,000)	\$26		\$26

5.26 Montgomery County Airpark (GAI)

The Montgomery County Airpark is a publicly owned general aviation airport that is open for public use. The airport is located three miles northeast of Gaithersburg, MD. The Airpark has one 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 the Montgomery County Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	121	Local GA	45,902
Multi-engine	15	Transient GA	1,434
Jet	2	Air Taxi	956
Helicopter	1	Military	478
Totals	139	Total Operations	47,815

Montgomery County Airpark generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	70	10	80
Induced Jobs	28	3	32
Indirect Jobs	76	5	81
Total Jobs	174	18	193
Personal Income (\$1,000)			
Direct	\$2,226	\$257	\$2,482
Induced	\$2,194	\$200	\$2,394
Indirect	\$4,606	\$178	\$4,784
Total	\$9,026	\$635	\$9,661
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$4,716	\$1,037	\$5,753
State and Local Taxes (\$1,000)	\$9,390	\$383	\$9,773
	\$1,317	\$151	\$1,468

5.27 Ocean City Municipal Airport (OXB)

The Ocean City Municipal Airport is owned by the Town of Ocean City and is open for public use. The airport is located approximately two miles southwest of Ocean City, MD. The airport has two asphalt/concrete runways available for use (4,075 x 75 ft. and 3,204 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 the Ocean City Municipal Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	53	Local GA	7,800
Multi-engine	7	Transient GA	30,006
Helicopter	3	Military	500
TurboProp	1	Air Taxi	300
Totals	64	Total Operations	38,606

Ocean City Municipal Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	39	149	188
Induced Jobs	18	51	69
Indirect Jobs	7	68	75
Total Jobs	64	268	332
Personal Income (\$1,000)			
Direct	\$1,777	\$3,771	\$5,548
Induced	\$1,752	\$2,942	\$4,693
Indirect	\$396	\$2,621	\$3,017
Total	\$3,924	\$9,334	\$13,258
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$846	\$5,627	\$6,473
State and Local Taxes (\$1,000)	\$895	\$2,216	\$3,112

5.28 Pier 7 Heliport (4MD)

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

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

Based Aircraft		Annual Aircraft Operations	
Helicopter	4	Local GA	648
		Transient GA	3,980
Totals	4	Total Operations	4,628

Pier 7 Heliport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	17	25	42
Induced Jobs	10	8	18
Indirect Jobs	7	11	18
Total Jobs	34	44	78
Personal Income (\$1,000)			
Direct	\$1,102	\$620	\$1,722
Induced	\$1,086	\$484	\$1,570
Indirect	\$413	\$431	\$844
Total	\$2,601	\$1,535	\$4,136
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$750	\$925	\$1,675
State and Local Taxes (\$1,000)	\$706	\$364	\$1,070

5.29 Potomac Airfield (VKX)

The 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 one 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 the Potomac Airfield represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	75	Local GA	20,000
Multi-engine	2	Transient GA	500
		Military	500
		Air Taxi	500
Totals	77	Total Operations	21,500

Potomac Airfield generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	27	2	29
Induced Jobs	12	1	13
Indirect Jobs	38	1	39
Total Jobs	77	4	81
Personal Income (\$1,000)			
Direct	\$1,118	\$52	\$1,170
Induced	\$1,102	\$41	\$1,143
Indirect	\$1,806	\$36	\$1,842
Total	\$4,026	\$129	\$4,155
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$3,444	\$77	\$3,522
State and Local Taxes (\$1,000)	\$555	\$31	\$585

5.30 Ridgely Airpark (RJD)

The 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 two miles northeast of Ridgely, MD and 35 miles east of the Bay Bridge. The airport has one asphalt runway available for use (3,214 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 the Ridgely Airpark represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	13	Local GA	10,359
		Transient GA	1,686
Totals	13	Total Operations	12,045

Ridgely Airpark generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	1		1
Personal Income (\$1,000)			
Direct	\$25		\$25
Induced	\$25		\$25
Indirect	\$13		\$13
Total	\$63		\$63
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$50		\$50
State and Local Taxes (\$1,000)	\$32		\$32
	\$11		\$11

5.31 Salisbury-Ocean City: Wicomico Regional Airport (SBY)

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

- Fuel Sales (100LL and Jet A)
- T-hangars and paved tiedowns
- Commercial service passenger service
- Flight instruction
- Aircraft rental
- Control tower
- Corporate flight departments
- Air freight operations
- Automobile rentals
- UAS launch and recovery site

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	78	Local GA	11,935
Multi-engine	23	Transient GA	12,376
Jet	3	Military	11,459
Helicopters	3	Air Taxi	7,181
Turboprop	9		
Totals	116	Total Operations	42,951

SBY generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	624	252	876
Induced Jobs	296	86	383
Indirect Jobs	246	115	361
Total Jobs	1,167	454	1,620
Personal Income (\$1,000)			
Direct	\$29,360	\$6,379	\$35,739
Induced	\$28,943	\$4,975	\$33,918
Indirect	\$10,283	\$4,433	\$14,716
Total	\$68,585	\$15,788	\$84,373
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$18,210	\$9,518	\$27,728
State and Local Taxes (\$1,000)	\$11,385	\$3,749	\$15,134

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

The St. Mary's County Regional Airport is owned by St. Mary's County and is open for public use. The airport is located approximately four miles northeast of Leonardtown, MD. The airport has one 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 Capt. Walter Francis Duke Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	150	Local GA	19,482
Multi-engine	12	Transient GA	12,988
Helicopter	5	Air Taxi	936
Jet	3	Military	180
Ultralights	8		
Totals	178	Total Operations	33,588

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

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	131	57	188
Induced Jobs	85	20	105
Indirect Jobs	181	26	207
Total Jobs	397	103	499
Personal Income (\$1,000)			
Direct	\$10,863	\$1,446	\$12,310
Induced	\$10,709	\$1,128	\$11,837
Indirect	\$7,529	\$1,005	\$8,534
Total	\$29,102	\$3,580	\$32,682
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$14,845	\$2,158	\$17,003
State and Local Taxes (\$1,000)	\$5,430	\$850	\$6,280

5.33 Tipton Airport (FME)

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

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

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

Based Aircraft		Annual Aircraft Operations	
Single-engine	105	Local GA	44,500
Multi-engine	10	Transient GA	950
Helicopter	15	Air Taxi	166
		Military	58
Totals	130	Total Operations	45,674

Tipton Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	116	5	121
Induced Jobs	63	2	65
Indirect Jobs	80	2	82
Total Jobs	259	8	267
Personal Income (\$1,000)			
Direct	\$7,091	\$116	\$7,207
Induced	\$6,990	\$90	\$7,081
Indirect	\$4,576	\$81	\$4,657
Total	\$18,657	\$287	\$18,944
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$9,189	\$173	\$9,362
State and Local Taxes (\$1,000)	\$3,828	\$68	\$3,896

5.34 Washington Executive Airport/Hyde Field (W32)

The Washington Executive/Hyde Field is a privately owned general aviation airport that is open for public use. The airport is located approximately two miles southwest of Clinton, MD. The airport has one 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 the Washington Executive/Hyde Field represents the following operational statistics regarding based aircraft and number of operations:

Based Aircraft		Annual Aircraft Operations	
Single-engine	26	Local GA	2,500
Ultralight	2	Transient GA	200
		Air Taxi	100
		Military	200
Totals	28	Total Operations	3,000

Washington Executive/Hyde Field generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	7	NA	7
Induced Jobs	4		4
Indirect Jobs	3		3
Total Jobs	14		14
Personal Income (\$1,000)			
Direct	\$355		\$355
Induced	\$350		\$350
Indirect	\$162		\$162
Total	\$867		\$867
Business Revenue (\$1,000)			
Local Purchases (\$1,000)	\$458		\$458
State and Local Taxes (\$1,000)	\$215		\$215

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