Maryland Benefits from Airports

- Maryland's economic well-being is interconnected with its vibrant airport system and its robust aviation industry. The State's aviation system allows the community at-large to capitalize on an increasingly global marketplace.

- Aviation in Maryland both sustains and leads economic growth and development. Protecting and investing in airports will support the aviation industry and sustain the industry's positive impact on local, regional, and state economies. With continued support, Maryland's dynamic aviation system will continue to provide a significant economic return in the years to come.

- When the regional and local economic impacts of Maryland's 34 public-use general aviation and scheduled commercial service airports (excluding Baltimore-Washington International Thurgood Marshall Airport) are added together, over 9,900 jobs can be traced to the aviation industry. These employees receive more than $583 million in total payroll, and generate nearly $1.1 billion in total economic activity – over $867 million in business revenue and $272 million in local purchases.

- The total employment numbers for Maryland's public-use general aviation and scheduled commercial service airports includes nearly 5,000 direct jobs created by airport and visitor activity at these airports. Over 2,300 jobs were supported in local economic sectors as a result of purchases for goods and services by those 5,000 directly-employed workers; and, over 2,600 indirect jobs were supported by over $272 million of local purchases by airport tenants.

- Nearly $583 million dollars in personal wages and salary income was created in the State of Maryland by the activity at these 34 airports.

- Over $867 million in business revenue was 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.

- Maryland's airports provide economic, health, welfare, and safety benefits to our residents from Fixed Base Operators (FBOs), maintenance/avionics businesses, charter aircraft operators, corporate flight departments, flight schools, military operations, and State/local law enforcement operations.

9,929
Jobs Traced to Aviation Industry (excluding BWI)

$867M
Business Revenue from Aircraft Handling Fees & Servicing of Aircraft

$1.1B
Total Economic Activity

2,610
Indirect Jobs

$272M
Local Purchases by Airport Tenants

$583M
Total Payroll

December 2018

Greater Cumberland Regional Airport (CBE)

Maryland Economic Impact of Airports

For More Information, Please Contact:

Ryan Shaffer
Greater Cumberland Regional Airport (CBE)
165 Terminal Loop - Wiley Ford, WV 26767
304.738.0002
304.738.0032 (Fax)
cbemanager@atlanticbb.net

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND AVIATION ADMINISTRATION

The Maryland Aviation Administration commissioned this study to measure the economic impact of airport activity generated by the State's 34 public-use general aviation and scheduled commercial service airports (excluding Baltimore-Washington International Thurgood Marshall Airport). The approved methodology for this study has successfully been implemented throughout the U.S. to quantify the value of airports and airport systems. The economic contribution of each airport in the Maryland airport system was measured in terms of jobs, personal income, state and local taxes, and revenue generated directly by airport activity, using a base year of 2017 for the analysis.

Determining the Impact

Maryland's airports contribute to both the State and local economy by generating business revenues from all types of aviation-related activities – aircraft operations and fuel sales; cargo and package freight service; goods and services provided to pilots and passengers; and, the rents, leases, and services of on-airport businesses. In turn, these airport-related businesses hire people and, through the salaries paid to those employees, additional spending is generated in the economy. In addition, these on-airport firms also purchase goods and services from local and regional vendors. Ultimately, all these jobholders pay taxes to state and local governments. The graphic below shows the economic impacts created by the airport and the statewide system, which are measured in terms of BUSINESS REVENUE, JOBS, PERSONAL INCOME, and TAXES.
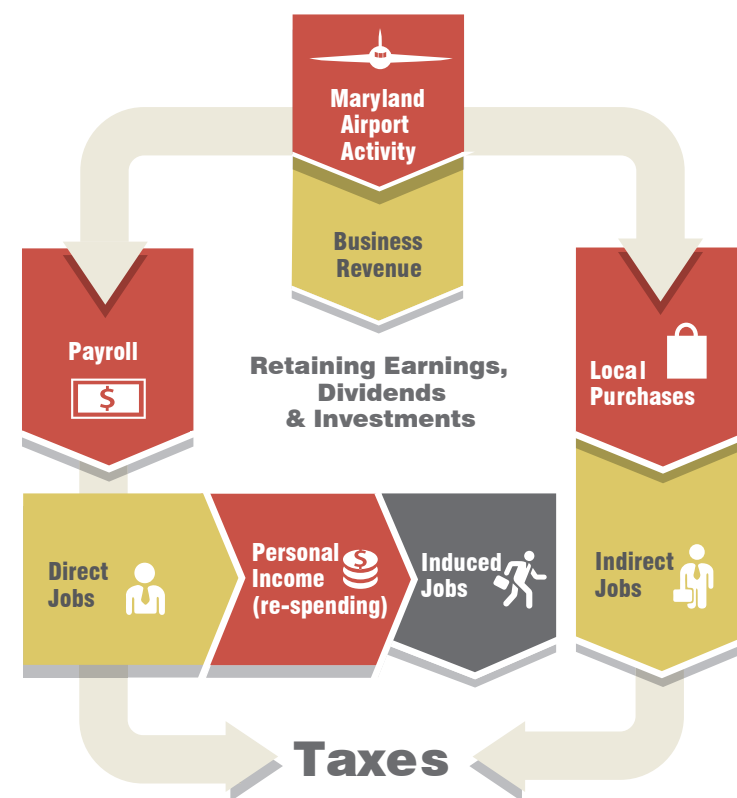
BUSINESS REVENUE: Airport-related business revenue is defined as revenue generated by firms providing the services to the commercial airlines as well as to the general aviation aircraft, military aircraft, and to the flight schools. These firms providing the service and the individuals employed by these firms also pay state, local, and federal taxes.

JOBS: Airport-related employment consists of three levels of job impacts - direct, induced, and indirect employee impact. DIRECT JOBS are jobs directly generated by airport activity, which would vanish if activity at the airports were to cease. INDUCED JOBS are 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 JOBS are generated due to the purchase of goods and services by firms dependent upon airport activity.

PERSONAL INCOME: Personal Income consists of wages and salaries received by those directly employed by airport activity and includes a re-spending impact which measures the personal consumption activity in the region of those directly employed as the result of airport activity. Indirect personal income measures the wages and salaries received by those indirectly employed.

TAXES: State and local taxes are paid by businesses and individuals involved in providing services in support of airport activity.

Flow of Economic Impact

Greater Cumberland Regional Airport

Greater Cumberland Regional Airport is public-use, publicly-owned general aviation airport owned by the Potomac Highlands Airport Authority. The Airport is actually located in Wiley Ford, West Virginia, approximately 2 miles south of Cumberland, Maryland. Greater Cumberland Regional Airport is a vital part of the tri-state regional transportation system of Maryland, West Virginia, and Pennsylvania. The center of commerce for this region is the City of Cumberland.

The Airport has two asphalt/grooved runways, Runway 5/23 and Runway 11/29. Runway 5/23 is 5,047 feet long by 150 feet wide; and Runway 11/29 is 3,000 feet long by 150 feet wide. Both runways have non-precision approach capability. The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. Its role, as a General Airport, is to accommodate the basic needs of general aviation aircraft and pilots.

Airport users can obtain aircraft fueling services for 100LL and Jet A, major airframe service, and major power plant service from the Airport. Aircraft parking and storage is available on paved tie-downs and in T-hangars. The Airport supports all types of general aviation activity including flight instruction and glider operations. The 56 based aircraft at Greater Cumberland Regional Airport include primarily single-engine aircraft, a few multi-engine aircraft, a helicopter, and a handful of gliders.

The airport has one Fixed Base Operator (FBO). Potomac Highlands Airport Authority provides fueling, catering, ramp services, and courtesy services. In addition to the FBO, the Airport is home to the Cumberland Soaring Group, which has been based at the Greater Cumberland Regional Airport for decades, offering introductory sailplane flights, flight instruction, and FAA flight examinations. The Hummingbird Café resides in the old terminal building on the west side of the Airport and is a popular dining choice.

The Airport serves the business, recreational, and flight training needs of the community and is home to the Maryland State Police Aviation Command, Cumberland Section. The Maryland State Police helicopter, Trooper 5, is used for rescue and medical evacuations in some of the most mountainous and rural areas of western Maryland, northeastern West Virginia, and southwestern Pennsylvania. Trooper 5's medevac flights transport the flight paramedic, with advanced life support training, directly to the scene.