The Economic Impact of Public-Use Airports in Maryland

September 2024

PREPARED FOR
Maryland Department of Transportation (MDOT)
Maryland Aviation Administration (MAA)

PREPARED BY
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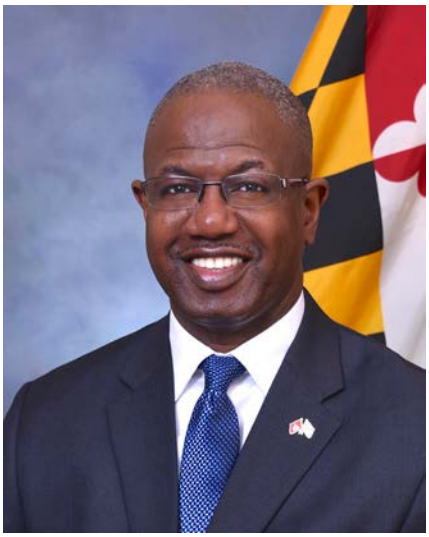
Message from Maryland Aviation Administration



Executive Director/CEO Ricky D. Smith, Sr.

Aviation in Maryland boasts a rich legacy of groundbreaking achievements from its early beginnings to today's cutting-edge technologies. Recognizing our heritage and looking ahead, the Maryland Department of Transportation (MDOT) Maryland Aviation Administration (MAA) is dedicated to enhancing Maryland's transportation infrastructure and cultivating an inclusive aeronautics sector, ensuring all residents benefit from and enjoy these advancements. MAA operates Baltimore/Washington International Thurgood Marshall (BWI Marshall) and Martin State (MTN) Airports. Through these two airports, MAA provides domestic and international passenger and cargo opportunities for the State.

Furthermore, MAA plays a crucial role in shaping Maryland's aviation landscape through initiatives like the recently completed 2023 Maryland Aviation System Plan – Interim Update (MASP). This system plan analyzed the aviation facilities in Maryland and provided a roadmap for enhancing Maryland's airport system, setting the stage for an economic impact study for the State.

Building on the findings of the 2023 MASP, I am pleased to present the 2023 Economic Impact of Public-Use Airports in Maryland Final Report, which includes 33 of Maryland's 34 public-use airports. This report encompasses 33 of Maryland's 34 public-use airports, excluding BWI Marshall, which was the subject of a separate study conducted in 2023 - *BWI-Economic-Impact-Brochure-FY23.pdf (marylandaviation.com)*. It serves as a cornerstone in understanding the pivotal role our aviation infrastructure plays in driving economic prosperity across our State. This comprehensive study found that Maryland's regional and local airports had $752 million in direct economic impacts and provided 10,225 jobs for the 2023 calendar year. In addition, our airports provided $144 million in indirect benefits, and $318 million in induced benefits.

MAA's vision is to 'be better,' which is centered on continuous improvement. We are driven by a commitment to enhance both individual and organizational achievements in serving every citizen. This vision motivates each of us to strive for excellence in our interactions with internal and external partners.

Maryland's airports, from BWI Marshall to its regional facilities, are economic engines powering growth in diverse sectors such as aerospace, agriculture, commerce, education, manufacturing, technology, tourism, and more. MAA's study highlights the significant contributions Maryland's airports make to job creation, local business development, and enhanced connectivity that foster innovation and competitiveness. As we navigate the complexities of the global economy, it is crucial to recognize the strategic importance of our aviation network. Together, we will build on our strengths, foster innovation, and propel Maryland forward towards a prosperous future.

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Executive Summary

Maryland's aviation system comprises 34 public-use aviation facilities, including Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). The Maryland Department of Transportation (MDOT) Maryland Aviation Administration (MAA) conducted a study to measure the economic impact of airport activity generated by all of Maryland's public-use aviation facilities, except BWI Marshall, for a total of 33 public-use airports. The regional and local economic impacts of BWI Marshall were updated separately in 2024 (base year FY2023).[1]

This study aims to quantify the economic impacts generated by aircraft and passenger activity at the 33 public-use airports in the State. The impacts are quantified in terms of:

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

The impacts of aircraft and passenger activity are estimated for the calendar year (CY) 2023. In addition to the 2023 baseline impacts, an economic impact sensitivity model has been developed for each of the facilities in this study, 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 those impacts to changes in:

- General aviation aircraft public-use operations
- Mix of local versus transient operations
- Passenger levels
- Freight levels
- General aviation tenant operations

This 2024 analysis (of 2023 baseline impacts) is an update to the "Maryland Economic Impacts of Public-Use Airports in Maryland," completed in 2018 (base year 2017). Since the same methodology was used to quantify the 2014, 2017, and 2023 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 activity in calendar year 2023.

In 2023, the 33 public-use airports in Maryland created the following impacts:

- 10,225 total jobs, of which:
  - 5,319 were directly created by airport and visitor activity at these airports
  - 2,525 jobs were supported in local economic sectors due to the purchases of goods and services by those 5,319 directly employed workers
  - 2,381 indirect jobs were supported by $311.7 million of local purchases

[1] BWI-Economic-Impact-Brochure-FY23.pdf (marylandaviation.com)

- $752.7 million of personal wage and salary income was created in Maryland by the activity at these airports. This income consists of:
  - $290.3 million of direct wages and salaries earned by the 4,978 direct job holders
  - $318 million of induced income and local consumption expenditures
  - $144.3 million of indirect income, which was earned by the 2,381 indirect job holders
- $1.1 billion of 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 33 airports
- $168.7 million of state and local taxes were generated

Table ES-1 Economic Impacts of Public-Use General Aviation and Commercial Service Activity in Maryland, 2023

Total Impacts **Impact Summary**	**On-site**	**Visitor**	**Total**
Jobs			
Direct Jobs	3,837	1,481	5,319
Induced Jobs	2,007	517	2,525
Indirect Jobs	1,846	535	2,381
Total Jobs	**7,691**	**2,534**	**10,225**
Personal Income ($1,000)			
Direct	$244,835	$45,447	$290,281
Induced	$278,132	$39,916	$318,048
Indirect	$119,236	$25,094	$144,330
Total	**$642,202**	**$110,457**	**$752,659**
Business Revenue ($1,000)	**$917,531**	**$190,090**	**$1,107,621**
Local Purchases ($1,000)	**$259,152**	**$52,532**	**$311,684**
State and Local Taxes ($1,000)	**$141,750**	**$26,905**	**$168,654**

Note: Totals may not add due to rounding. Study excludes BWI Marshall.

Table ES-2 summarizes the total impacts by airport.

Table ES-2 Summary of Impacts Generated by Maryland's Public-Use Airports, 2023

Total Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	69	27	31	127	$2,568	$2,515	$1,999	$7,081	$8,322	$4,951	$1,415
Bennett Airport	-	1	-	2	-	-	-	$130	$110	$34	$22
Cambridge/Dorchester County Airport	73	29	33	135	$2,892	$2,979	$1,781	$7,652	$8,285	$3,352	$1,470
Carroll County Regional Airport	124	49	73	245	$4,731	$4,791	$4,222	$13,745	$62,554	$8,175	$6,574
Claremont Airport	9	4	1	13	$475	$522	$85	$1,082	$1,047	$197	$198
Clearview Airpark	2	1	1	4	$78	$77	$26	$182	$348	$55	$47
College Park Airport	37	18	5	60	$1,986	$2,229	$340	$4,555	$2,618	$761	$685
Crisfield-Somerset County Airport	5	2	2	9	$159	$144	$113	$416	$719	$254	$102
Davis Airport	3	1	2	6	$110	$125	$115	$350	$109	$210	$44
Easton Airport	299	133	109	542	$14,555	$15,637	$6,726	$36,918	$91,447	$14,526	$11,342
Essex Skypark	2	1	1	4	$105	$120	$102	$327	$225	$148	$52
Fallston Airport	-	-	-	3	-	-	-	$170	$40	$19	$21
Frederick Municipal Airport	512	256	199	967	$31,245	$34,079	$11,890	$77,214	$97,312	$33,017	$15,970
Freeway Airport	16	6	8	31	$555	$600	$603	$1,758	$1,985	$945	$345
Garrett County Airport	33	12	10	55	$1,059	$982	$494	$2,534	$3,864	$1,043	$579
Gooden Airpark	10	4	3	17	$63	$71	$33	$167	$1,095	$81	$27
Greater Cumberland Regional Airport	41	21	9	70	$2,489	$2,751	$581	$5,820	$5,268	$1,106	$1,033
Hagerstown Regional Airport	905	415	495	1,815	$45,522	$50,411	$28,842	$124,774	$140,096	$58,067	$24,392
Harford County Airport	78	45	9	132	$5,998	$6,753	$512	$13,263	$10,242	$1,663	$2,209
Havre de Grace Seaplane Base	-	-	-	2	-	-	-	$118	$132	$17	$23
Kentmorr Airpark	-	-	-	1	-	-	-	$75	$192	$1	$19
Lee Airport	25	9	5	39	$728	$780	$256	$1,764	$2,461	$631	$384
Martin State Airport	1,222	635	518	2,376	$78,482	$87,505	$34,793	$200,780	$342,935	$80,190	$48,943
Maryland Airport	25	11	34	70	$1,062	$1,158	$2,798	$5,018	$1,932	$4,040	$676
Massey Aerodrome	6	2	2	9	$35	$40	$3	$78	$731	$7	$19
Mexico Farms Airport	-	1	-	2	-	-	-	$119	$224	$17	$27
Montgomery County Airpark	118	55	15	188	$5,947	$6,662	$994	$13,604	$13,946	$1,793	$2,550
Ocean City Municipal Airport	244	97	67	409	$9,637	$9,804	$3,638	$23,079	$72,865	$7,005	$8,385
Pier 7 Heliport	44	20	16	79	$2,250	$2,369	$948	$5,566	$9,256	$1,588	$1,336
Potomac Airfield	23	10	20	53	$928	$1,023	$1,255	$3,207	$2,564	$2,338	$541
Salisbury-Ocean City Wicomico Regional Airport	837	368	220	1,425	$38,966	$42,396	$11,446	$92,807	$78,244	$20,366	$16,001
St. Mary's County Regional Airport	349	204	364	917	$27,645	$30,882	$21,785	$80,311	$108,428	$42,161	$17,206
Tipton Airport	201	89	129	419	$9,747	$10,343	$7,905	$27,995	$38,022	$22,926	$6,016
TOTAL	**5,319**	**2,525**	**2,381**	**10,224**	**$290,281**	**$318,048**	**$144,330**	**$752,659**	**$1,107,621**	**$311,684**	**$168,654**

Note: Totals may not add due to rounding.

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1 Introduction, Overview, and Summary of Results

MAA retained Martin Associates to measure the economic impact of airport activity generated by the 33 public-use aviation facilities located throughout Maryland. The base year for the balance of general aviation (GA) and scheduled commercial service airports covered in this report is CY2023. The regional and local economic impacts of BWI Marshall were updated separately in 2024 (base year FY2023).

This analysis (of 2023 baseline impacts) is an update to "The Economic Impacts of Public-Use Airports in Maryland," completed in 2018 (base year 2017). Since the same methodology was used to quantify the 2017 and 2023 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.

Maryland's aviation system comprises 34 public-use aviation facilities, including BWI Marshall. This report will focus on the 33 airports whose activity ranges from limited general aviation to scheduled air service (at Salisbury-Ocean City: Wicomico Regional Airport and Hagerstown Regional Airport). Furthermore, corporate general aviation tenants at Easton Airport, Carroll County Airport, and Frederick Municipal Airport use these airports to serve local industries. Other users of these airports include private recreational pilots (with aircraft based at the individual airports), military and police operations, and Maryland Air National Guard operations (at Martin State Airport).

The activity at these 33 airports generates jobs and personal income for those employed by the airport, tenants, and local visitor industry firms, such as hotels and restaurants. Business revenue is received by the firms providing the services to commercial airlines as well as general aviation aircraft, military aircraft, and flight schools. These firms provide the service, and the individuals employed by these firms pay state, local, and federal taxes.

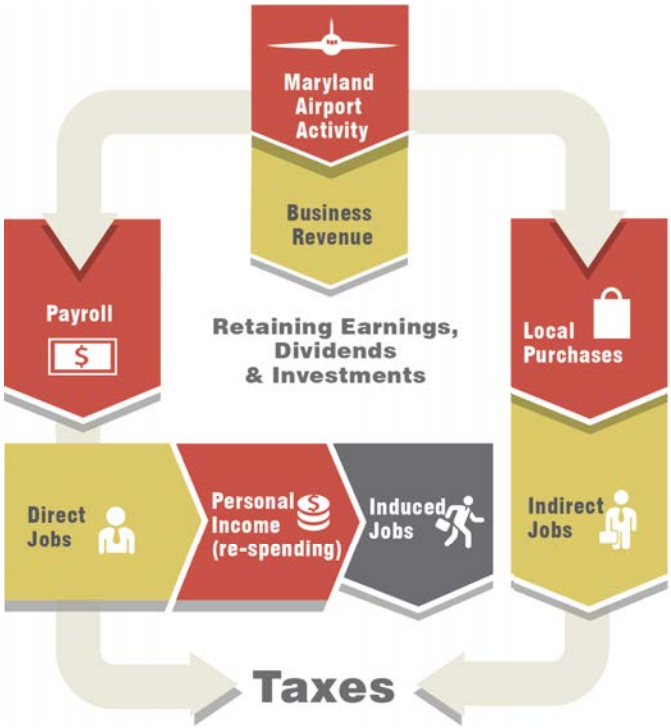
A total of 272 companies were contacted, and interviews were conducted, representing a 95+% level of coverage. Tenant sectors interviewed included but were not limited to Fixed Base Operators (FBOs), flight schools, maintenance and avionics providers, charter and commercial air carriers, freight airlines, rental car companies, 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 pilot organizations and aviation insurance providers. Interviews were conducted with airport managers and tenants at the 33 general aviation and commercial service airports in the calendar year 2023.

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 33 airports were developed to update 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

Airport activity contributes to the local and state economy by generating business revenue for local, regional, and national firms that provide passenger, freight, 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 generates impacts on the local, state, and national economies. As this exhibit indicates, the impact of an airport on a local, state, or national economy cannot be reduced to a single number; 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 identified as remaining in the state are those paid out in salaries to direct employees, in-state and local taxes, local purchases, and payments to the airport itself. Fuel flowage fees and terminal rents paid by tenants provide for some of the airport's operation costs 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 measures personal wages and salaries received by individuals directly employed due to airport activity. This direct personal income is re-spent throughout the state. This re-spending effect, in turn, generates additional jobs -- the induced employment impact. This re-spending throughout the state is estimated using a state personal income multiplier, which reflects the percentage of purchases made within a region. The re-spending effect varies by state: a more significant re-spending effect occurs in states that produce a relatively large proportion of the goods and services consumed by residents. In contrast, 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 state for these purchases).

1.1.4 Tax Impact

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

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 2023 activity at Maryland's 33 public-use 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

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 272 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 State of Maryland, estimated by the Bureau of Economic Analysis. Based on data provided by the Bureau of Economic Analysis, for every dollar earned by individuals in the state, another $1.14 is spent in the state. Hence, the personal income multiplier for the state economy is $2.14.

1.2.1.3 Direct Revenue Impact

The revenue impact by the 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 directly generated by airport activity 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; residents generate the resulting induced employment.

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

- The percentage of income spent by Maryland residents on various expenditure categories of the economy (i.e., manufacturing, housing, services, food, etc.) is estimated from the Consumer Expenditure Survey
- The ratio of employment to sales in each of the expenditure categories for both wholesale and retail purchases is 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 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 state 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 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 Maryland.

1.2.4 Tax Impacts

Per employee tax burdens and data from the Tax Foundation are used to estimate the tax impacts resulting from activity at the public-use 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 272 firms were contacted, representing a 95+% coverage of tenants and firms providing services at the 33 public-use facilities.

In addition to the 272 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, maintenance and repair, fuel, communications, insurance, contracted services)
- Capital expenditures for the study period

In addition, data from MAA, Federal Aviation Administration (FAA) Air Traffic Activity System (ATADS) reports, and FAA 5010 reports[2] 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 33 public-use landing facilities are presented in **Table 1**.

Table 1 Economic Impacts of General Aviation and Commercial Service Activity in Maryland, 2023

Total Impacts Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	3,837	1,481	5,319
Induced Jobs	2,007	517	2,525
Indirect Jobs	1,846	535	2,381
Total Jobs	**7,691**	**2,534**	**10,225**
Personal Income ($1,000)			
Direct	$244,835	$45,447	$290,281
Induced	$278,132	$39,916	$318,048
Indirect	$119,236	$25,094	$144,330
Total	**$642,202**	**$110,457**	**$752,659**
Business Revenue ($1,000)	**$917,531**	**$190,090**	**$1,107,621**
Local Purchases ($1,000)	**$259,152**	**$52,532**	**$311,684**
State and Local Taxes ($1,000)	**$141,750**	**$26,905**	**$168,654**

Note: Totals may not add due to rounding. Study excludes BWI Marshall.

[2] The 5010 inspection program is what the FAA uses to collect and document airport inspections. FAA contracts with each state through a contractor to conduct inspections for airports that do not have commercial air carrier service.

In 2023, the 33 public-use general aviation and scheduled commuter commercial service airports in Maryland created the following impacts:

- 10,225 total jobs, of which:
  - 5,319 were directly created by airport and visitor activity at these airports
  - 2,525 jobs were supported in local economic sectors due to the purchases of goods and services by those 5,319 directly employed workers
  - 2,381 indirect jobs were supported by $311.6 million of local purchases
- $752.7 million of personal wage and salary income was created in Maryland by the activity at these airports, consisting of:
  - $290.3 million of direct wages and salaries earned by the 5,319 direct job holders
  - $318 million of induced income and local consumption expenditures
  - $144.3 million of indirect income, which was earned by the 2,381 indirect job holders
- $1.1 billion 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 33 airports
- $168.7 million of state and local taxes were generated

Table 2 summarizes the total impacts by airport.

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Table 2 Summary of Impacts Generated by Maryland's Public-Use Airports, 2023

Total Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	69	27	31	127	$2,568	$2,515	$1,999	$7,081	$8,322	$4,951	$1,415
Bennett Airport	-	1	-	2	-	-	-	$130	$110	$34	$22
Cambridge/Dorchester County Airport	73	29	33	135	$2,892	$2,979	$1,781	$7,652	$8,285	$3,352	$1,470
Carroll County Regional Airport	124	49	73	245	$4,731	$4,791	$4,222	$13,745	$62,554	$8,175	$6,574
Claremont Airport	9	4	1	13	$475	$522	$85	$1,082	$1,047	$197	$198
Clearview Airpark	2	1	1	4	$78	$77	$26	$182	$348	$55	$47
College Park Airport	37	18	5	60	$1,986	$2,229	$340	$4,555	$2,618	$761	$685
Crisfield-Somerset County Airport	5	2	2	9	$159	$144	$113	$416	$719	$254	$102
Davis Airport	3	1	2	6	$110	$125	$115	$350	$109	$210	$44
Easton Airport	299	133	109	542	$14,555	$15,637	$6,726	$36,918	$91,447	$14,526	$11,342
Essex Skypark	2	1	1	4	$105	$120	$102	$327	$225	$148	$52
Fallston Airport	-	-	-	3	-	-	-	$170	$40	$19	$21
Frederick Municipal Airport	512	256	199	967	$31,245	$34,079	$11,890	$77,214	$97,312	$33,017	$15,970
Freeway Airport	16	6	8	31	$555	$600	$603	$1,758	$1,985	$945	$345
Garrett County Airport	33	12	10	55	$1,059	$982	$494	$2,534	$3,864	$1,043	$579
Gooden Airpark	10	4	3	17	$63	$71	$33	$167	$1,095	$81	$27
Greater Cumberland Regional Airport	41	21	9	70	$2,489	$2,751	$581	$5,820	$5,268	$1,106	$1,033
Hagerstown Regional Airport	905	415	495	1,815	$45,522	$50,411	$28,842	$124,774	$140,096	$58,067	$24,392
Harford County Airport	78	45	9	132	$5,998	$6,753	$512	$13,263	$10,242	$1,663	$2,209
Havre de Grace Seaplane Base	-	-	-	2	-	-	-	$118	$132	$17	$23
Kentmorr Airpark	-	-	-	1	-	-	-	$75	$192	$1	$19
Lee Airport	25	9	5	39	$728	$780	$256	$1,764	$2,461	$631	$384
Martin State Airport	1,222	635	518	2,376	$78,482	$87,505	$34,793	$200,780	$342,935	$80,190	$48,943
Maryland Airport	25	11	34	70	$1,062	$1,158	$2,798	$5,018	$1,932	$4,040	$676
Massey Aerodrome	6	2	2	9	$35	$40	$3	$78	$731	$7	$19
Mexico Farms Airport	-	1	-	2	-	-	-	$119	$224	$17	$27
Montgomery County Airpark	118	55	15	188	$5,947	$6,662	$994	$13,604	$13,946	$1,793	$2,550
Ocean City Municipal Airport	244	97	67	409	$9,637	$9,804	$3,638	$23,079	$72,865	$7,005	$8,385
Pier 7 Heliport	44	20	16	79	$2,250	$2,369	$948	$5,566	$9,256	$1,588	$1,336
Potomac Airfield	23	10	20	53	$928	$1,023	$1,255	$3,207	$2,564	$2,338	$541
Salisbury-Ocean City Wicomico Regional Airport	837	368	220	1,425	$38,966	$42,396	$11,446	$92,807	$78,244	$20,366	$16,001
St. Mary's County Regional Airport	349	204	364	917	$27,645	$30,882	$21,785	$80,311	$108,428	$42,161	$17,206
Tipton Airport	201	89	129	419	$9,747	$10,343	$7,905	$27,995	$38,022	$22,926	$6,016
TOTAL	**5,319**	**2,525**	**2,381**	**10,224**	**$290,281**	**$318,048**	**$144,330**	**$752,659**	**$1,107,621**	**$311,684**	**$168,654**

Note: Totals may not add due to rounding.

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2 On-Site Impacts Created by Public-Use Airport Activity

This section presents the impacts generated by the on-site activity of airport tenants and flight operations at the public-use airports in 2023. This is a subset of total impacts, which is determined by the operations of the tenants and aviation-related services performed for users. **Table 3** summarizes the on-site impacts by airport.

In 2023, the public-use airports in Maryland created the following on-site impacts:

- 7,691 total jobs, of which:
  - 3,837 were directly created by tenant and airport activity at these airports
  - 2,007 jobs were supported in local economic sectors due to the purchases of goods and services by those 3,837 directly employed workers
  - 1,846 indirect jobs were supported by $259.2 million of local purchases by airport tenants
- $642.2 million of personal wage and salary income was created in Maryland by the on-site activity at these airports, consisting of:
  - $244.8 million of direct wages and salaries earned by the 3,519 direct job holders
  - $278.1 million of induced income and local consumption expenditures
  - $119.2 million of indirect income, which was earned by the 1,944 indirect job holders
- $917.5 million of business revenue created from airport tenants and services performed for the general aviation and scheduled commuter and commercial service aircraft using the 33 airports
- $141.8 million of state and local taxes were generated

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Table 3 On-site Impacts of General Aviation & Scheduled Commuter Commercial Service Activity in Maryland, 2023

On-site Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	19	9	13	41	$1,007	$1,144	$1,136	$3,287	$1,849	$3,146	$491
Bennett Airport	1	-	-	2	$45	$51	$17	$113	$80	$26	$18
Cambridge/Dorchester County Airport	34	16	19	69	$1,704	$1,936	$1,125	$4,765	$3,360	$1,979	$767
Carroll County Regional Airport	51	23	46	120	$2,467	$2,802	$2,972	$8,240	$53,166	$5,558	$5,234
Claremont Airport	9	4	1	13	$409	$465	$49	$924	$777	$122	$159
Clearview Airpark	1	-	-	1	$35	$40	$3	$77	$170	$6	$22
College Park Airport	34	17	4	54	$1,881	$2,137	$282	$4,300	$2,184	$640	$622
Crisfield-Somerset County Airport	1	-	-	1	$18	$20	$34	$72	$132	$90	$18
Davis Airport	3	1	2	6	$110	$125	$115	$350	$99	$210	$44
Easton Airport	187	94	68	349	$11,074	$12,580	$4,804	$28,457	$77,016	$10,502	$9,281
Essex Skypark	2	1	1	4	$105	$120	$102	$327	$225	$148	$52
Fallston Airport	2	1	-	3	$76	$86	$8	$170	$40	$19	$21
Frederick Municipal Airport	334	194	135	663	$25,750	$29,252	$8,856	$63,858	$74,531	$26,665	$12,717
Freeway Airport	13	5	7	24	$438	$497	$539	$1,473	$1,500	$810	$275
Garrett County Airport	5	2	-	8	$203	$230	$21	$454	$315	$53	$73
Gooden Airpark	3	1	-	4	$63	$71	$33	$167	$125	$81	$27
Greater Cumberland Regional Airport	31	17	6	54	$2,195	$2,493	$418	$5,106	$4,050	$767	$859
Hagerstown Regional Airport	741	358	436	1,535	$40,469	$45,973	$26,052	$112,495	$119,151	$52,227	$21,401
Harford County Airport	70	42	7	119	$5,759	$6,542	$379	$12,681	$9,250	$1,386	$2,067
Havre de Grace Seaplane Base	1	1	-	2	$51	$57	$10	$118	$132	$17	$23
Kentmorr Airpark	1	-	-	1	$35	$40	$1	$75	$132	$1	$19
Lee Airport	19	7	2	28	$544	$618	$154	$1,316	$1,696	$418	$275
Martin State Airport	1,015	563	443	2,021	$72,076	$81,879	$31,256	$185,211	$316,379	$72,785	$45,151
Maryland Airport	19	9	32	60	$876	$995	$2,696	$4,566	$1,160	$3,825	$565
Massey Aerodrome	1	-	-	1	$35	$40	$3	$78	$135	$7	$19
Mexico Farms Airport	2	1	-	2	$53	$60	$6	$119	$180	$17	$27
Montgomery County Airpark	106	50	11	167	$5,585	$6,344	$795	$12,724	$12,443	$1,375	$2,335
Ocean City Municipal Airport	101	47	15	163	$5,198	$5,905	$1,187	$12,289	$54,461	$1,873	$5,757
Pier 7 Heliport	20	12	7	39	$1,525	$1,732	$548	$3,804	$6,250	$750	$907
Potomac Airfield	19	8	18	46	$807	$916	$1,188	$2,912	$2,061	$2,197	$470
Salisbury-Ocean City Wicomico Reg. Airport	602	286	135	1,023	$31,713	$36,025	$7,441	$75,179	$48,174	$11,982	$11,707
St. Mary's County Regional Airport	283	181	340	804	$25,614	$29,097	$20,663	$75,374	$100,007	$39,813	$16,003
Tipton Airport	109	57	96	262	$6,919	$7,860	$6,343	$21,121	$26,298	$19,657	$4,342
TOTAL	**3,837**	**2,007**	**1,846**	**7,691**	**$244,835**	**$278,132**	**$119,236**	**$642,202**	**$917,531**	**$259,152**	**$141,750**

Note: Totals may not add due to rounding.

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3 Impacts Created by Public-Use Visitors Activity

The impact of visitors using the public-use airports on the local and state 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 and, in turn, generate jobs with hotels, restaurants, retail outlets, and local entertainment establishments. Due to visitors' purchases, those employed in Maryland's visitor industry receive income. This income is re-spent in the local economy, generating induced jobs in the state economy.

To estimate the economic impact of visitors arriving via the 33 public-use facilities, data was gathered from several 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 previous passenger surveys, 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 at the airport (e.g., private car, rental car, limo, shuttle, taxi, etc.)

Visiting passengers at each public-use airport was 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, as available. The interviews with FBOs were also used to estimate the number of visitors per aircraft and length of stay while in Maryland. These estimates of transient/itinerant flights and passengers were applied to the average expenditure of a visiting passenger derived from the BWI Marshall passenger survey to identify the amount spent in Maryland.

In 2023, approximately 321,360 visiting passengers were estimated to have used the 33 public-use airports in Maryland. The travel and spending characteristics of these 321,360 visitors 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**.

In 2023, the visitor activity at public-use airports in Maryland created the following visitor impacts:

- 2,534 total jobs, of which:
  - 1,481 were directly created by visitor activity at these airports

  - 517 jobs were supported in local economic sectors due to the purchases of goods and services by those 1,481 directly employed workers
  - 535 indirect jobs were supported by $52.5 million of local purchases by firms in the tourism and hospitality industry
- $110.5 million of personal wage and salary income was created in Maryland by the visitor activity at these 33 airports, consisting of:
  - $45.4 million of direct wages and salaries earned by the 1,459 direct job holders
  - $39.9 million of induced income and local consumption expenditures
  - $25.1 million of indirect income, which was earned by the 666 indirect job holders
- $190.1 million of business revenue created from services performed for the general aviation and commercial service aircraft
- $26.9 million of state and local taxes were generated

Table 4 Visitor Impacts of General Aviation and Commercial Service Activity in Maryland, 2023

Visitor Impacts	Jobs				Personal Income ($1,000)				Revenue	Local Purchases	Taxes
Airport	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total	($1,000)	($1,000)	($1,000)
Bay Bridge Airport	51	18	18	86	$1,561	$1,371	$862	$3,795	$6,473	$1,805	$924
Bennett Airport	-	-	-	-	7	6	4	$18	30	8	4
Cambridge/Dorchester County Airport	38	13	14	66	$1,188	$1,043	$656	$2,887	$4,925	$1,373	$703
Carroll County Regional Airport	73	26	26	125	$2,265	$1,989	$1,250	$5,504	$9,389	$2,618	$1,341
Claremont Airport	-	-	-	-	$65	$57	$36	$158	$270	$75	$39
Clearview Airpark	1	-	1	2	$43	$38	$24	$104	$178	$50	$25
College Park Airport	3	1	1	6	$105	$92	$58	$255	$434	$121	$62
Crisfield-Somerset County Airport	5	2	2	8	$142	$124	$78	$344	$587	$164	$84
Davis Airport	-	-	-	-	-	-	-	-	$10	-	-
Easton Airport	113	39	41	193	$3,481	$3,057	$1,922	$8,460	$14,431	$4,024	$2,061
Essex Skypark	-	-	-	-	-	-	-	-	-	-	-
Fallston Airport	-	-	-	-	-	-	-	-	-	-	-
Frederick Municipal Airport	178	62	64	304	$5,495	$4,826	$3,034	$13,356	$22,781	$6,352	$3,253
Freeway Airport	4	1	1	6	$117	$103	$65	$284	$485	$135	$69
Garrett County Airport	28	10	10	47	$856	$752	$473	$2,081	$3,549	$990	$507
Gooden Airpark	8	3	3	13	-	-	-	-	$970	-	-
Greater Cumberland Regional Airport	10	3	3	16	$294	$258	$162	$714	$1,218	$340	$174
Hagerstown Regional Airport	164	57	59	280	$5,052	$4,437	$2,790	$12,279	$20,945	$5,840	$2,991
Harford County Airport	8	3	3	13	$239	$210	$132	$582	$992	$277	$142
Havre de Grace Seaplane Base	-	-	-	-	-	-	-	-	-	-	-
Kentmorr Airpark	-	-	-	-	-	-	-	-	$60	-	-
Lee Airport	6	2	2	10	$184	$162	$102	$448	$764	$213	$109
Martin State Airport	207	72	75	355	$6,406	$5,626	$3,537	$15,569	$26,556	$7,404	$3,792
Maryland Airport	6	2	2	10	$186	$164	$103	$452	$772	$215	$110
Massey Aerodrome	5	2	2	8	-	-	-	-	$596	-	-
Mexico Farms Airport	-	-	-	-	-	-	-	-	$44	-	-
Montgomery County Airpark	12	4	4	20	$362	$318	$200	$880	$1,503	$418	$215
Ocean City Municipal Airport	144	50	52	246	$4,439	$3,899	$2,451	$10,789	$18,404	$5,131	$2,628
Pier 7 Heliport	23	8	8	40	$725	$637	$400	$1,762	$3,006	$838	$429
Potomac Airfield	4	1	1	7	$121	$107	$67	$295	$503	$140	$72
Salisbury-Ocean City Wicomico Reg. Airport	235	82	85	402	$7,253	$6,370	$4,005	$17,629	$30,069	$8,384	$4,294
St. Mary's County Regional Airport	66	23	24	112	$2,031	$1,784	$1,122	$4,937	$8,421	$2,348	$1,203
Tipton Airport	92	32	33	157	$2,828	$2,484	$1,562	$6,873	$11,724	$3,269	$1,674
TOTAL	**1,481**	**517**	**535**	**2,534**	**$45,447**	**$39,916**	**$25,094**	**$110,457**	**$190,090**	**$52,532**	**$26,905**

Note: Totals may not add due to rounding.

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4 Comparison with 2014 & 2017 Impacts Created by Public-Use Airports

The on-site impacts presented in this study followed the same methodology used in the previous 2014 and 2017 studies, and as a result, direct comparisons can be made between the three. Between 2017 and 2023, total annual operations increased by 5.3% while based aircraft increased by 4.5%, as demonstrated in **Table 5**.

Subsequently, total jobs, income, business revenue, and local purchases at the 33 public-use airports in Maryland increased over the 2017-2023 period, as demonstrated in **Table 6**.

With respect to the economic impacts generated directly on-site by the airport, direct jobs increased by 318 (9.0%), 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 167 jobs, reflecting a higher average salary of direct jobholders. Indirect jobs fell by 98 jobs, reflecting a decrease in jobs-to-sales ratios reported by the RIMSII multiplier that are used in calculating indirect jobs. This may be attributed to changes in worker productivity in the service, retail, and manufacturing sectors of the economy since the COVID-19 pandemic. In all, total on-site jobs increased by 387 (5.3%).

The direct personal wage and salary income increased by $44.4 million, reflecting the growth in average income per direct jobholder. The induced income and consumption impact increased by $80.5 million, reflecting a higher personal income multiplier as estimated by the Bureau of Economic Analysis for Maryland. Indirect income increased by $25.1 million, again reflecting an increase in local expenditures by airport-dependent firms. In total, personal income rose by $150 million (30.5%).

Business revenue grew by $200 million (27.8%), 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 $31.9 million (29%). Similarly, the visitor impacts presented in this study followed the same methodology used in the previous 2014 and 2017 studies, and as a result, direct comparisons can be made between the three. Between 2017 and 2023, total annual estimated visitors increased by 7% from 302,200 to 321,360 passengers.

Despite an increase in estimated visitors at the 33 public-use airports in Maryland, total visitor jobs decreased over the 2017-2023 period. However, total income, business revenue, and business taxes exhibited significant increases, as demonstrated in **Table 7**.

A decline in transient visitors led to a decrease of 91 jobs, attributed primarily to a decline of 130 indirect jobs. The reduction in indirect jobs contributed to a decrease in the RIMS II multiplier data for the hotel and dining sectors, which is used in developing the indirect job relationship to direct and induced jobs. Conversely, total income increased by $19.8 million (21.9%). Business revenue also increased by $40.9 million, and state and local taxes decreased by an estimated $5.4 million.

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Table 5 Comparison of Annual Aircraft Operations and Based Aircraft 2014, 2017, and 2023

Airport	2014 Reported Operations	2017 Reported Operations	2023 Reported Operations	2017-2023 Operations Difference	2014 Based Aircraft	2017 Based Aircraft	2023 Based Aircraft	2017-2023 Based Aircraft Difference
Bay Bridge Airport	35,280	35,405	35,405	0	104	80	96	16
Bennett Airport	2,137	2,132	2,132	0	9	3	6	3
Cambridge/Dorchester County Airport	23,102	23,713	24,455	742	36	30	43	13
Carroll County Regional Airport	36,090	55,724	56,210	486	99	95	114	19
Claremont Airport	12,626	700	7,665	6,965	44	55	43	(12)
Clearview Airpark	15,300	8,030	8,030	0	35	29	24	(5)
College Park Airport	4,061	2,975	3,588	613	37	40	38	(2)
Crisfield-Somerset County Airport	1,961	1,976	1,976	0	4	4	0	(4)
Davis Airport	5,100	5,096	5,096	0	17	17	17	0
Easton Airport	67,689	71,971	58,717	(13,254)	192	218	187	(31)
Essex Skypark	8,546	7,916	5,564	(2,352)	27	37	33	(4)
Fallston Airport	5,104	5,928	5,824	(104)	23	18	22	4
Frederick Municipal Airport	94,901	72,562	99,591	27,029	193	196	207	11
Freeway Airport	24,115	32,120	32,120	0	59	77	77	0
Garrett County Airport	14,450	15,250	15,250	0	32	23	30	7
Gooden Airpark	11,900	12,045	12,045	0	34	13	6	(7)
Greater Cumberland Regional Airport	14,300	12,750	14,235	1,485	54	56	53	(3)
Hagerstown Regional Airport	55,598	51,774	39,420	(12,354)	162	162	153	(9)
Harford County Airport	17,840	29,930	13,140	(16,790)	60	62	73	11
Havre de Grace Seaplane Base	30	30	30	0	2	2	0	(2)
Kentmorr Airpark	950	972	1,008	36	10	10	0	(10)
Lee Airport	15,528	11,680	11,680	0	83	72	69	(3)
Martin State Airport	75,182	78,274	94,535	16,261	221	258	269	11
Maryland Airport	17,020	17,155	21,900	4,745	64	55	107	52
Massey Aerodrome	5,150	5,150	5,148	(2)	17	17	35	18
Mexico Farms Airport	1,261	1,261	1,248	(13)	14	14	14	0
Montgomery County Airpark	51,097	47,815	69,308	21,493	156	139	145	6
Ocean City Municipal Airport	37,450	38,606	39,356	750	25	64	65	1
Pier 7 Heliport	3,700	4,628	4,628	0	4	4	4	0
Potomac Airfield	11,999	21,500	17,450	(4,050)	80	77	94	17
Salisbury-Ocean City Wicomico	45,806	42,951	56,879	13,928	110	116	124	8
St. Mary's County Regional Airport	40,701	33,588	40,308	6,720	146	178	232	54
Suburban Airpark	1,510	NA	NA	0	20	NA	NA	0
Tipton Airport	47,906	45,674	38,830	(6,844)	119	130	106	(24)
Washington Executive Airport/Hyde	5,894	3,000	NA	(3,000)	54	28	0	(28)
TOTALS	**811,284**	**800,281**	**842,771**	**42,490**	**2,346**	**2,379**	**2,486**	**107**
				5.3%				**4.5%**

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

Table 6 Comparison of On-site Generated Economic Impacts 2014, 2017, and 2023

On-site Impacts Summary Comparison	2014	2017	2023	2017-2023 Difference	2017-2023 Percent
Jobs					
Direct Jobs	3,047	3,519	3,837	318	9.0%
Induced Jobs	1,484	1,841	2,007	167	9.0%
Indirect Jobs	1,747	1,944	1,846	-98	-5.1%
Total Jobs	**6,278**	**7,304**	**7,691**	**387**	**5.3%**
Personal Income ($1,000)					
Direct	$149,678	$200,459	$244,835	$44,376	22.1%
Induced	$133,857	$197,612	$278,132	$80,520	40.7%
Indirect	$91,385	$94,143	$119,236	$25,093	26.7%
Total	**$374,920**	**$492,214**	**$642,202**	**$149,988**	**30.5%**
Business Revenue ($1,000)	**$671,747**	**$717,986**	**$917,531**	**$199,545**	**27.8%**
Local Purchases ($1,000)	**$189,026**	**$217,036**	**$259,152**	**$42,116**	**19.4%**
State and Local Taxes ($1,000)	**$93,981**	**$109,860**	**$141,750**	**$31,889**	**29.0%**

Note: Totals may not add due to rounding.

Table 7 Comparison of Visitor Generated Economic Impacts 2014, 2017, and 2023

Visitor Impacts Summary Comparison	2014	2017	2023	2017-2023 Difference	2017-2023 Percent
Jobs					
Direct Jobs	1,737	1,459	1,481	22	1.5%
Induced Jobs	621	500	517	17	3.4%
Indirect Jobs	693	666	535	-130	-19.6%
Total Jobs	**3,051**	**2,625**	**2,534**	**-91**	**-3.5%**
Personal Income ($1,000)					
Direct	$39,725	$36,612	$45,447	$8,834	24.1%
Induced	$34,086	$28,556	$39,916	$11,360	39.8%
Indirect	$24,550	$25,446	$25,094	-$351	-1.4%
Total	**$98,361**	**$90,614**	**$110,457**	**$19,843**	**21.9%**
Business Revenue ($1,000)	**$161,006**	**$149,137**	**$190,090**	**$40,954**	**27.5%**
Local Purchases ($1,000)	**$50,339**	**$54,628**	**$52,532**	**-$2,096**	**-3.8%**
State and Local Taxes ($1,000)	**$23,400**	**$21,516**	**$26,905**	**$5,388**	**25.0%**

Note: Totals may not add due to rounding.

5 Appendix A: Summary of Economic Impacts by Airport

Appendix A summarizes the economic impacts of each of the 33 public-use airports included in this study. **Exhibit 2** shows the location of each of the airports within Maryland.

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

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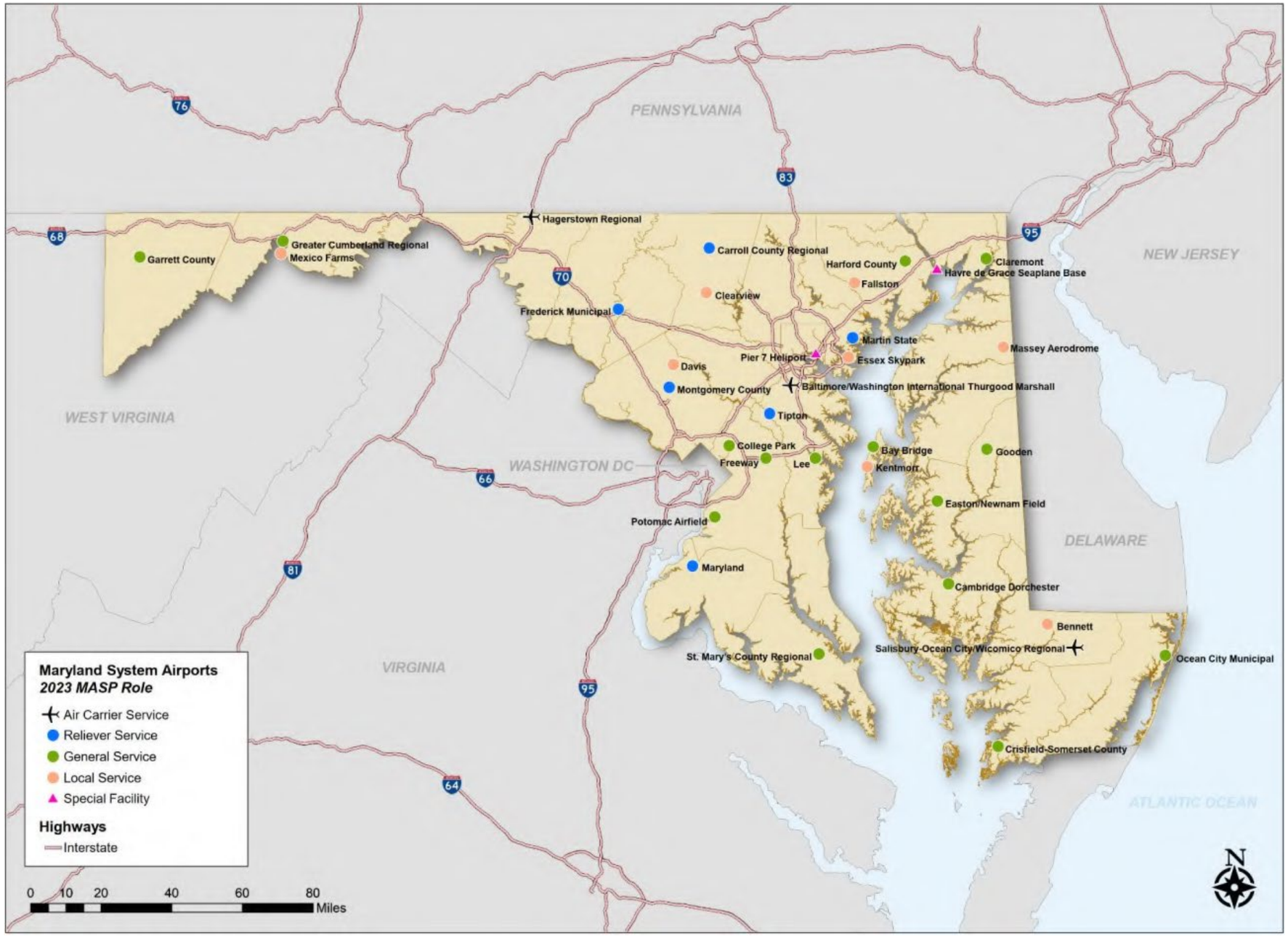
Exhibit 2 Location of Public-Use Airports in Maryland



Source: 2023 Maryland System Plan Update, AECOM

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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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	83
Multi-engine	6
Helicopter	7
Totals	**80**

Annual Aircraft Operations	
Local GA	22,305
Transient GA	12,746
Military/Air Taxi	354
Total Operations	**35,405**

Bay Bridge Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	19	51	69
Induced Jobs	9	18	27
Indirect Jobs	13	18	31
Total Jobs	**41**	**86**	**127**
Personal Income ($1,000)			
Direct	$1,007	$1,561	$2,568
Induced	$1,144	$1,371	$2,515
Indirect	$1,136	$862	$1,999
Total	**$3,287**	**$3,795**	**$7,081**
Business Revenue ($1,000)	**$1,849**	**$6,473**	**$8,322**
Local Purchases ($1,000)	**$3,146**	**$1,805**	**$4,951**
State and Local Taxes ($1,000)	**$491**	**$924**	**$1,415**

5.2 Bennett Airport (1N5)

The Bennett Airport is a small, privately owned general aviation airport that is open to 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 feet and 3,171 x 95 feet) 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 the number of operations:

Based Aircraft	
Single-Engine	5
Ultralight	1
Totals	**6**

Annual Aircraft Operations	
Local GA	1,834
Transient GA	298
Total Operations	**2,132**

Bennett Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	1	NA	1
Induced Jobs	0.4		0.4
Indirect Jobs	0.2		0.2
Total Jobs	**2**		**2**
Personal Income ($1,000)			
Direct	$45		$45
Induced	$51		$51
Indirect	$17		$17
Total	**$113**		**$113**
Business Revenue ($1,000)	**$80**		**$80**
Local Purchases ($1,000)	**$26**		**$26**
State and Local Taxes ($1,000)	**$18**		**$18**

5.3 Cambridge-Dorchester Regional Airport (CGE)

The Cambridge-Dorchester Regional Airport is a publicly owned general aviation airport 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 feet) and provides the following services:

- Fuel Sales (100LL and Jet A)
- T-hangars and paved tiedowns

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

Based Aircraft	
Single-engine	41
Multi-engine	2
Totals	**48**

Annual Aircraft Operations	
Local GA	13,450
Transient GA	9,782
Military	1,223
Total Operations	**24,455**

Cambridge-Dorchester Regional Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	34	38	73
Induced Jobs	16	13	29
Indirect Jobs	19	14	33
Total Jobs	**69**	**66**	**135**
Personal Income ($1,000)			
Direct	$1,704	$1,188	$2,892
Induced	$1,936	$1,043	$2,979
Indirect	$1,125	$656	$1,781
Total	**$4,765**	**$2,887**	**$7,652**
Business Revenue ($1,000)	**$3,360**	**$4,925**	**$8,285**
Local Purchases ($1,000)	**$1,979**	**$1,373**	**$3,352**
State and Local Taxes ($1,000)	**$767**	**$703**	**$1,470**

5.4 Carroll County Regional Airport/Jack B. Poage Field (DMW)

The Carroll County Regional Airport is a general aviation airport 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 feet) and provides the following services:

- Bottled Oxygen
- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- T-hangars and paved tiedowns

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

Based Aircraft	
Single-engine	92
Multi-engine	13
Helicopter	6
Jet	3
Totals	**114**

Annual Aircraft Operations	
Local GA	37,099
Transient GA	18,549
Military/Air Taxi	120
Total Operations	**56,210**

Carroll County Regional Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	51	73	124
Induced Jobs	23	26	49
Indirect Jobs	46	26	73
Total Jobs	**120**	**125**	**245**
Personal Income ($1,000)			
Direct	$2,467	$2,265	$4,731
Induced	$2,802	$1,989	$4,791
Indirect	$2,972	$1,250	$4,222
Total	**$8,240**	**$5,504**	**$13,745**
Business Revenue ($1,000)	**$53,166**	**$9,389**	**$62,554**
Local Purchases ($1,000)	**$5,558**	**$2,618**	**$8,175**
State and Local Taxes ($1,000)	**$5,234**	**$1,341**	**$6,574**

5.5 Claremont Airport (58M)

The Claremont Airport is a small, privately owned general aviation airport 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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	39
Multi-engine	4
Totals	**43**

Annual Aircraft Operations	
Local GA	6,592
Transient GA	1,073
Military	50
Total Operations	**7,665**

Claremont Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	9	NA	9
Induced Jobs	4		4
Indirect Jobs	1		1
Total Jobs	**13**		**13**
Personal Income ($1,000)			
Direct	$409		$409
Induced	$465		$465
Indirect	$49		$49
Total	**$924**		**$924**
Business Revenue ($1,000)	**$777**		**$777**
Local Purchases ($1,000)	**$122**		**$122**
State and Local Taxes ($1,000)	**$159**		**$159**

5.6 Clearview Airpark (2W2)

The Clearview Airpark is a privately owned general aviation airport open for public-use. The Airpark is in Carroll County, approximately seven miles south of Westminster, MD. The Airpark has one asphalt runway available for use (1,840 x 30 feet) 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 the number of operations:

Based Aircraft	
Single-engine	24
Totals	**24**

Annual Aircraft Operations	
Local GA	7,147
Transient GA	883
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**	**2**	**4**
Personal Income ($1,000)			
Direct	$35	$43	$78
Induced	$40	$38	$77
Indirect	$3	$24	$26
Total	**$77**	**$104**	**$182**
Business Revenue ($1,000)	**$170**	**$178**	**$348**
Local Purchases ($1,000)	**$6**	**$50**	**$55**
State and Local Taxes ($1,000	**$22**	**$25**	**$47**

5.7 College Park Airport (CGS)

The College Park Airport is a small general aviation 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 (2,980 x 60 feet) 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 the number of operations:

Based Aircraft	
Single-engine	34
Helicopter	4
Totals	**38**

Annual Aircraft Operations	
Local GA	2,675
Transient GA	668
Air Taxi	195
Military	50
Total Operations	**3,588**

College Park Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	34	3	37
Induced Jobs	17	1	18
Indirect Jobs	4	1	5
Total Jobs	**54**	**6**	**60**
Personal Income ($1,000)			
Direct	$1,881	$105	$1,986
Induced	$2,137	$92	$2,229
Indirect	$282	$58	$340
Total	**$4,300**	**$255**	**$4,555**
Business Revenue ($1,000)	**$2,184**	**$434**	**$2,618**
Local Purchases ($1,000)	**$640**	**$121**	**$761**
State and Local Taxes ($1,000)	**$622**	**$62**	**$685**

5.8 Crisfield-Somerset County Airport (W41)

The Crisfield-Somerset County Airport is a small, publicly owned general aviation airport 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 (2,397 x 75 feet) and one turf runway (1,060 x 120 feet). The following services are available at this airport:

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

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

Based Aircraft	Annual Aircraft Operations	
	Local GA	810
	Transient GA	1,166
Totals	**Total Operations**	**1,976**

Crisfield-Somerset County Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	1	5	5
Induced Jobs	0	2	2
Indirect Jobs	0	2	2
Total Jobs	**1**	**8**	**9**
Personal Income ($1,000)			
Direct	$18	$142	$159
Induced	$20	$124	$144
Indirect	$34	$78	$113
Total	**$72**	**$344**	**$416**
Business Revenue ($1,000)	**$132**	**$587**	**$719**
Local Purchases ($1,000)	**$90**	**$164**	**$254**
State and Local Taxes ($1,000)	**$18**	**$84**	**$102**

5.9 Davis Airport (W50)

The Davis Airport is a small, privately owned general aviation airport 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 (2,000 x 50 feet) and provides the following services:

- Fuel sales (100LL)
- 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 the number of operations:

Based Aircraft	
Single-engine	17
Totals	**17**

Annual Aircraft Operations	
Local GA	4,994
Transient GA	102
Total Operations	**5,096**

Davis Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	3	NA	3
Induced Jobs	1		1
Indirect Jobs	2		2
Total Jobs	**6**		**6**
Personal Income ($1,000)			
Direct	$110		$110
Induced	$125		$125
Indirect	$115		$115
Total	**$350**		**$350**
Business Revenue ($1,000)	**$99**		**$99**
Local Purchases ($1,000)	**$210**		**$210**
State and Local Taxes ($1,000)	**$44**		**$44**

5.10 Easton Airport/Newnam Field (ESN)

The Easton Airport is a publicly owned general aviation airport 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 feet and 4,003 x 100 feet), and the Airport provides the following services:

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

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

Based Aircraft	
Single-engine	144
Multi-engine	25
Jet	16
Helicopter	2
Totals	**187**

Annual Aircraft Operations	
Local GA	26,368
Transient GA	19,525
Military	9,084
Air Taxi	3,740
Total Operations	**58,717**

Easton Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	187	113	299
Induced Jobs	94	39	133
Indirect Jobs	68	41	109
Total Jobs	**349**	**193**	**542**
Personal Income ($1,000)			
Direct	$11,074	$3,481	$14,555
Induced	$12,580	$3,057	$15,637
Indirect	$4,804	$1,922	$6,726
Total	**$28,457**	**$8,460**	**$36,918**
Business Revenue ($1,000)	**$77,016**	**$14,431**	**$91,447**
Local Purchases ($1,000)	**$10,502**	**$4,024**	**$14,526**
State and Local Taxes ($1,000)	**$9,281**	**$2,061**	**$11,342**

5.11 Essex Skypark (W48)

The Essex Skypark is a small, publicly owned general aviation airport 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 (2,081 x 30 feet) and one water runway (3,000 x 300 feet), 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 the number of operations:

Based Aircraft	
Single-engine	30
Multi-engine	1
Helicopter	1
Ultralight	1
Totals	**37**

Annual Aircraft Operations	
Local GA	4,952
Transient GA	612
Total Operations	**5,564**

Essex Skypark generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	1		1
Total Jobs	**4**		**4**
Personal Income ($1,000)			
Direct	$105		$105
Induced	$120		$120
Indirect	$102		$102
Total	**$327**		**$327**
Business Revenue ($1,000)	**$225**		**$225**
Local Purchases ($1,000)	**$148**		**$148**
State and Local Taxes ($1,000)	**$52**		**$52**

5.12 Fallston Airport (W42)

The Fallston Airport is a small, privately owned general aviation airport 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 feet) 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 the number of operations:

Based Aircraft	
Single-engine	20
Helicopter	1
Glider	1
Totals	**22**

Annual Aircraft Operations	
Local GA	4,252
Transient GA	1,572
Total Operations	**5,824**

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	**3**		**3**
Personal Income ($1,000)			
Direct	$76		$76
Induced	$86		$86
Indirect	$8		$8
Total	**$170**		**$170**
Business Revenue ($1,000)	**$40**		**$40**
Local Purchases ($1,000)	**$19**		**$19**
State and Local Taxes ($1,000)	**$21**		**$21**

5.13 Frederick Municipal Airport (FDK)

The Frederick Municipal Airport is a publicly owned general aviation airport 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 (5,819 x 100 feet and 3,600 x 75 feet) and provides the following services:

- Aircraft rental and sales
- Airport Traffic Control Tower (ATCT)
- Avionics service
- Flight instruction
- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major power plant service
- T-hangars and paved tiedowns

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

Based Aircraft	
Single-engine	163
Multi-engine	22
Jet	11
Helicopter	11
Totals	**207**

Annual Aircraft Operations	
Local GA	61,928
Transient GA	36,078
Air Taxi	1,399
Military	186
Total Operations	**99,591**

Frederick Municipal Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
Jobs			
Direct Jobs	334	178	512
Induced Jobs	194	62	256
Indirect Jobs	135	64	199
Total Jobs	**663**	**304**	**967**
Personal Income ($1,000)			
Direct	$25,750	$5,495	$31,245
Induced	$29,252	$4,826	$34,079
Indirect	$8,856	$3,034	$11,890
Total	**$63,858**	**$13,356**	**$77,214**
Business Revenue ($1,000)	**$74,531**	**$22,781**	**$97,312**
Local Purchases ($1,000)	**$26,665**	**$6,352**	**$33,017**
State and Local Taxes ($1,000)	**$12,717**	**$3,253**	**$15,970**

5.14 Freeway Airport (W00)

The Freeway Airport is a small, privately owned general aviation airport 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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	74
Multi-engine	2
Ultralight	1
Totals	**77**

Annual Aircraft Operations	
Local GA	31,156
Transient GA	964
Total Operations	**32,120**

Freeway Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	13	4	16
Induced Jobs	5	1	6
Indirect Jobs	7	1	8
Total Jobs	**24**	**6**	**31**
Personal Income ($1,000)			
Direct	$438	$117	$555
Induced	$497	$103	$600
Indirect	$539	$65	$603
Total	**$1,473**	**$284**	**$1,758**
Business Revenue ($1,000)	**$1,500**	**$485**	**$1,985**
Local Purchases ($1,000)	**$810**	**$135**	**$945**
State and Local Taxes ($1,000)	**$275**	**$69**	**$345**

5.15 Garrett County Airport (2G4)

The Garrett County Airport is a general aviation airport 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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	23
Multi-engine	3
Helicopter	3
Jet	1
Totals	**23**

Annual Aircraft Operations	
Local GA	8,000
Transient GA	6,700
Military	200
Air Taxi	350
Total Operations	**15,250**

Garrett County Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	5	28	33
Induced Jobs	2	10	12
Indirect Jobs	0	10	10
Total Jobs	**8**	**47**	**55**
Personal Income ($1,000)			
Direct	$203	$856	$1,059
Induced	$230	$752	$982
Indirect	$21	$473	$494
Total	**$454**	**$2,081**	**$2,534**
Business Revenue ($1,000)	**$315**	**$3,549**	**$3,864**
Local Purchases ($1,000)	**$53**	**$990**	**$1,043**
State and Local Taxes ($1,000)	**$73**	**$507**	**$579**

5.16 Greater Cumberland Regional Airport (CBE)

Although the Greater Cumberland Regional Airport is located two miles south of Cumberland, MD, the general aviation 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 feet and 3,000 x 150 feet) and provides the following services:

- Bottled oxygen
- Flight instruction
- Fuel Sales (100LL and Jet A)
- Glider operations
- Major airframe service
- Major power plant service
- 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	
Single-engine	44
Multi-engine	2
Helicopter	3
Je	1
Glider	5
Totals	**55**

Annual Aircraft Operations	
Local GA	11,388
Transient GA	2,420
Military	427
Total Operations	**14,235**

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

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	31	10	41
Induced Jobs	17	3	21
Indirect Jobs	6	3	9
Total Jobs	**54**	**16**	**70**
Personal Income ($1,000)			
Direct	$2,195	$294	$2,489
Induced	$2,493	$258	$2,751
Indirect	$418	$162	$581
Total	**$5,106**	**$714**	**$5,820**
Business Revenue ($1,000)	**$4,050**	**$1,218**	**$5,268**
Local Purchases ($1,000)	**$767**	**$340**	**$1,106**
State and Local Taxes ($1,000)	**$859**	**$174**	**$1,033**

5.17 Gooden Airpark (RJD)

The Gooden Airpark is a small, privately owned general aviation airport open for public-use. The airport, formerly known as Ridgely Airpark, 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 feet) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A)
- Major airframe service
- Major powerplant service
- T-hangars and paved tiedowns

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

Based Aircraft	
Single-engine	6
Totals	**6**

Annual Aircraft Operations	
Local GA	10,359
Transient GA	1,686
Total Operations	**12,045**

Gooden Airpark generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	3	NA	3
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	**4**		**4**
Personal Income ($1,000)			
Direct	$63		$63
Induced	$71		$71
Indirect	$33		$33
Total	**$167**		**$167**
Business Revenue ($1,000)	**$125**		**$125**
Local Purchases ($1,000)	**$81**		**$81**
State and Local Taxes ($1,000)	**$27**		**$27**

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

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

- Air cargo
- Aircraft rental and sales
- Airport Traffic Control Tower (ATCT)
- Automobile rentals
- Avionics service
- Bottled oxygen
- Charter flights
- Commercial service air passenger service
- Corporate flight departments
- Flight instruction
- Fuel Sales (100LL and Jet A)
- Major airframe service/power plant service
- 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	
Single-engine	126
Multi-engine	18
Jets	7
Ultralights	1
Helicopter	1
Totals	**153**

Annual Aircraft Operations	
Local GA	18,826
Transient GA	21,681
Military	3,548
Air Carrier	2,365
Total Operations	**39,420**

Hagerstown Regional Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	741	164	905
Induced Jobs	358	57	415
Indirect Jobs	436	59	495
Total Jobs	**1,535**	**280**	**1,815**
Personal Income ($1,000)			
Direct	$40,469	$5,052	$45,522
Induced	$45,973	$4,437	$50,411
Indirect	$26,052	$2,790	$28,842
Total	**$112,495**	**$12,279**	**$124,774**
Business Revenue ($1,000)	**$119,151**	**$20,945**	**$140,096**
Local Purchases ($1,000)	**$52,227**	**$5,840**	**$58,067**
State and Local Taxes ($1,000)	**$21,401**	**$2,991**	**$24,392**

5.19 Harford County Airport (0W3)

The Harford County Airport is a privately owned general aviation airport open for public-use. The airport is located approximately three miles east of Churchville, MD, in Harford County. The airport offers one asphalt runway (2,015 x 40 feet) and one turf runway (2,850 x 75). The following services are provided at this airport:

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

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

Based Aircraft	
Single-engine	69
Gliders/ultralight	3
Multi-engine	1
Totals	**73**

Annual Aircraft Operations	
Local GA	10,906
Transient GA	1,071
Military	263
Total Operations	**13,140**

Harford County Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	70	8	78
Induced Jobs	42	3	45
Indirect Jobs	7	3	9
Total Jobs	**119**	**13**	**132**
Personal Income ($1,000)			
Direct	$5,759	$239	$5,998
Induced	$6,542	$210	$6,753
Indirect	$379	$132	$512
Total	**$12,681**	**$582**	**$13,263**
Business Revenue ($1,000)	**$9,250**	**$992**	**$10,242**
Local Purchases ($1,000)	**$1,386**	**$277**	**$1,663**
State and Local Taxes ($1,000)	**$2,067**	**$142**	**$2,209**

5.20 Havre de Grace Seaplane Base (M06)

The Havre de Grace Seaplane Base is a small, privately owned general aviation seaplane base open for public-use. The seaplane base is located approximately one mile east of Havre de Grace, MD. The airport has two water runways (8,000 x 200 feet).

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

Based Aircraft	
None	
Totals	**-**

Annual Aircraft Operations	
Transient GA	30
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	$51		$51
Induced	$57		$57
Indirect	$10		$10
Total	**$118**		**$118**
Business Revenue ($1,000)	**$132**		**$132**
Local Purchases ($1,000)	**$17**		**$17**
State and Local Taxes ($1,000)	**$23**		**$23**

5.21 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 homeowner's 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 (2,400 x 75 feet) and provides turf aircraft parking.

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

Based Aircraft		Annual Aircraft Operations	
		Local GA	353
None		Transient GA	595
		Military	60
Totals	**-**	**Total Operations**	**1,008**

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	$40		$40
Indirect	$1		$1
Total	**$75**		**$75**
Business Revenue ($1,000)	**$132**		**$132**
Local Purchases ($1,000)	**$1**		**$1**
State and Local Taxes ($1,000)	**$19**		**$19**

5.22 Lee Airport (ANP)

The Lee Airport is a family-run general aviation airport 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 feet) and provides the following aviation-related services:

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

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

Based Aircraft	
Single-engine	67
Multi-engine	2
Totals	**69**

Annual Aircraft Operations	
Local GA	9,811
Transient GA	1,518
Military	350
Total Operations	**11,680**

Lee Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	19	6	25
Induced Jobs	7	2	9
Indirect Jobs	2	2	5
Total Jobs	**28**	**10**	**39**
Personal Income ($1,000)			
Direct	$544	$184	$728
Induced	$618	$162	$780
Indirect	$154	$102	$256
Total	**$1,316**	**$448**	**$1,764**
Business Revenue ($1,000)	**$1,696**	**$764**	**$2,461**
Local Purchases ($1,000)	**$418**	**$213**	**$631**
State and Local Taxes ($1,000)	**$275**	**$109**	**$384**

5.23 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 runway (6,997 x 180 feet) and one helipad (65 x 65 feet). The following aviation-related services are provided at Martin State Airport:

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

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

Based Aircraft	
Single-engine	190
Multi-engine	11
Jet	22
Helicopter	25
Military	21
Totals	**258**

Annual Aircraft Operations	
Local GA	48,213
Transient GA	40,650
Military	2,836
Air Taxi	2,836
Total Operations	**94,535**

Martin State Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	1,015	207	1,222
Induced Jobs	563	72	635
Indirect Jobs	443	75	518
Total Jobs	**2,021**	**355**	**2,376**
Personal Income ($1,000)			
Direct	$72,076	$6,406	$78,482
Induced	$81,879	$5,626	$87,505
Indirect	$31,256	$3,537	$34,793
Total	**$185,211**	**$15,569**	**$200,780**
Business Revenue ($1,000)	**$316,379**	**$26,556**	**$342,935**
Local Purchases ($1,000)	**$72,785**	**$7,404**	**$80,190**
State and Local Taxes ($1,000)	**$45,151**	**$3,792**	**$48,943**

5.24 Maryland Airport (2W5)

The Maryland Airport is a small, privately owned general aviation airport 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 feet) and provides the following aviation-related services:

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

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

Based Aircraft	
Single-engine	103
Multi-engine	3
Helicopter	1
Totals	**107**

Annual Aircraft Operations	
Local GA	19,929
Transient GA	1,533
Military	438
Total Operations	**21,900**

Maryland Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	19	6	25
Induced Jobs	9	2	11
Indirect Jobs	32	2	34
Total Jobs	**60**	**10**	**70**
Personal Income ($1,000)			
Direct	$876	$186	$1,062
Induced	$995	$164	$1,158
Indirect	$2,696	$103	$2,798
Total	**$4,566**	**$452**	**$5,018**
Business Revenue ($1,000)	**$1,160**	**$772**	**$1,932**
Local Purchases ($1,000)	**$3,825**	**$215**	**$4,040**
State and Local Taxes ($1,000)	**$565**	**$110**	**$676**

5.25 Massey Aerodrome (MD1)

The Massey Aerodrome is a small, privately owned general aviation airport/restoration museum 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 feet) and provides T-hangars and turf tiedowns. Volunteers operate the airport and, therefore, do not have a quantifiable economic impact.

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

Based Aircraft	
Single-engine	24
Gliders	11
Totals	**35**

Annual Aircraft Operations	
Local GA	3,604
Transient GA	1,184
Military	360
Total Operations	**5,148**

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	$40		$40
Indirect	$3		$3
Total	**$78**		**$78**
Business Revenue ($1,000)	**$135**		**$135**
Local Purchases ($1,000)	**$7**		**$7**
State and Local Taxes ($1,000)	**$19**		**$19**

5.26 Mexico Farms Airport (1W3)

The Mexico Farms Airport is a small, privately owned general aviation airport open for public-use. The airport is located in Western Maryland, approximately three miles south of Cumberland, MD. The airport has one turf runway available for use (2,120 x 75 feet) and offers aircraft hangars.

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

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

Annual Aircraft Operations	
Local GA	811
Transient GA	437
Total Operations	**1,248**

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	$60		$60
Indirect	$6		$6
Total	**$119**		**$119**
Business Revenue ($1,000)	**$180**		**$180**
Local Purchases ($1,000)	**$17**		**$17**
State and Local Taxes ($1,000)	**$27**		**$27**

5.27 Montgomery County Airpark (GAI)

The Montgomery County Airpark is a general aviation airport publicly owned by the Montgomery County Revenue Authority 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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	127
Multi-engine	12
Jet	5
Helicopter	1
Totals	**139**

Annual Aircraft Operations	
Local GA	66,536
Transient GA	2,079
Air Taxi	1,386
Military	693
Total Operations	**69,308**

Montgomery County Airpark generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	106	12	118
Induced Jobs	50	4	55
Indirect Jobs	11	4	15
Total Jobs	**167**	**20**	**188**
Personal Income ($1,000)			
Direct	$5,585	$362	$5,947
Induced	$6,344	$318	$6,662
Indirect	$795	$200	$994
Total	**$12,724**	**$880**	**$13,604**
Business Revenue ($1,000)	**$12,443**	**$1,503**	**$13,946**
Local Purchases ($1,000)	**$1,375**	**$418**	**$1,793**
State and Local Taxes ($1,000)	**$2,335**	**$215**	**$2,550**

5.28 Ocean City Municipal Airport (OXB)

The Ocean City Municipal Airport is a general aviation airport 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 runways available for use (4,075 x 75 feet and 3,204 x 75 feet) and provides the following aviation-related services:

- Aircraft rental
- Charter service
- Fuel Sales (100LL and Jet A)
- Flight instruction
- Major airframe service
- Major power plant 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 the number of operations:

Based Aircraft	
Single-engine	55
Multi-engine	8
Helicopter	2
Totals	**64**

Annual Aircraft Operations	
Local GA	8,300
Transient GA	30,006
Military	500
Air Taxi	550
Total Operations	**39,356**

Ocean City Municipal Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	101	144	244
Induced Jobs	47	50	97
Indirect Jobs	15	52	67
Total Jobs	**163**	**246**	**409**
Personal Income ($1,000)			
Direct	$5,198	$4,439	$9,637
Induced	$5,905	$3,899	$9,804
Indirect	$1,187	$2,451	$3,638
Total	**$12,289**	**$10,789**	**$23,079**
Business Revenue ($1,000)	**$54,461**	**$18,404**	**$72,865**
Local Purchases ($1,000)	**$1,873**	**$5,131**	**$7,005**
State and Local Taxes ($1,000)	**$5,757**	**$2,628**	**$8,385**

5.29 Pier 7 Heliport (4MD)

The Pier 7 Heliport is privately owned and open for public-use. The heliport is located in Baltimore and has one helipad available for use (45 x 45 feet) and provides the following aviation-related services:

- Fuel Sales (Jet A)
- Helicopter tour operations
- Hangars and paved tiedowns

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

Based Aircraft	
Helicopter	4
Totals	**4**

Annual Aircraft Operations	
Local GA	648
Transient GA	3,980
Total Operations	**4,628**

Pier 7 Heliport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	20	23	44
Induced Jobs	12	8	20
Indirect Jobs	7	8	16
Total Jobs	**39**	**40**	**79**
Personal Income ($1,000)			
Direct	$1,525	$725	$2,250
Induced	$1,732	$637	$2,369
Indirect	$548	$400	$948
Total	**$3,804**	**$1,762**	**$5,566**
Business Revenue ($1,000)	**$6,250**	**$3,006**	**$9,256**
Local Purchases ($1,000)	**$750**	**$838**	**$1,588**
State and Local Taxes ($1,000)	**$907**	**$429**	**$1,336**

5.30 Potomac Airfield (VKX)

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

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

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

Based Aircraft	
Single-engine	91
Multi-engine	3
Totals	**94**

Annual Aircraft Operations	
Local GA	14,000
Transient GA	1,000
Military	450
Air Taxi	2,000
Total Operations	**17,450**

Potomac Airfield generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	19	4	23
Induced Jobs	8	1	10
Indirect Jobs	18	1	20
Total Jobs	**46**	**7**	**53**
Personal Income ($1,000)			
Direct	$807	$121	$928
Induced	$916	$107	$1,023
Indirect	$1,188	$67	$1,255
Total	**$2,912**	**$295**	**$3,207**
Business Revenue ($1,000)	**$2,061**	**$503**	**$2,564**
Local Purchases ($1,000)	**$2,197**	**$140**	**$2,338**
State and Local Taxes ($1,000)	**$470**	**$72**	**$541**

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

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

- Aircraft rental
- Air freight operations
- Airport Traffic Control Tower (ATCT)
- Automobile rentals
- Commercial passenger service
- Corporate flight departments
- Flight instruction
- Fuel Sales (100LL and Jet A)
- T-hangars and paved tiedowns
- Unmanned aircraft system (UAS) launch area

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

Based Aircraft	
Single-engine	54
Multi-engine	4
Jet	62
Helicopters	3
Gliders	1
Totals	**124**

Annual Aircraft Operations	
Local GA	16,400
Transient GA	18,157
Military	15,407
Commercial/Air Taxi	6,915
Total Operations	**56,879**

SBY generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	602	235	837
Induced Jobs	286	82	368
Indirect Jobs	135	85	220
Total Jobs	**1,023**	**402**	**1,425**
Personal Income ($1,000)			
Direct	$31,713	$7,253	$38,966
Induced	$36,025	$6,370	$42,396
Indirect	$7,441	$4,005	$11,446
Total	**$75,179**	**$17,629**	**$92,807**
Business Revenue ($1,000)	**$48,174**	**$30,069**	**$78,244**
Local Purchases ($1,000)	**$11,982**	**$8,384**	**$20,366**
State and Local Taxes ($1,000)	**$11,707**	**$4,294**	**$16,001**

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

The St. Mary's County Regional Airport is a general aviation airport 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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	193
Multi-engine	20
Helicopter	6
Jet	4
Ultralights/Gliders	9
Totals	**178**

Annual Aircraft Operations	
Local GA	23,379
Transient GA	15,720
Air Taxi	1,009
Military	202
Total Operations	**43,308**

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

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	283	66	349
Induced Jobs	181	23	204
Indirect Jobs	340	24	364
Total Jobs	**804**	**112**	**917**
Personal Income ($1,000)			
Direct	$25,614	$2,031	$27,645
Induced	$29,097	$1,784	$30,882
Indirect	$20,663	$1,122	$21,785
Total	**$75,374**	**$4,937**	**$80,311**
Business Revenue ($1,000)	**$100,007**	**$8,421**	**$108,428**
Local Purchases ($1,000)	**$39,813**	**$2,348**	**$42,161**
State and Local Taxes ($1,000)	**$16,003**	**$1,203**	**$17,206**

5.33 Tipton Airport (FME)

The Tipton Airport is a general aviation airport 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 feet) and provides the following services:

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

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

Based Aircraft	
Single-engine	87
Multi-engine	7
Helicopter	12
Totals	**106**

Annual Aircraft Operations	
Local GA	15,332
Transient GA	23,184
Air Taxi	104
Military	10
Total Operations	**38,830**

Tipton Airport generates the following impacts:

Impact Summary	On-site	Visitor	Total
JOBS			
Direct Jobs	109	92	201
Induced Jobs	57	32	89
Indirect Jobs	96	33	129
Total Jobs	**262**	**157**	**419**
Personal Income ($1,000)			
Direct	$6,919	$2,828	$9,747
Induced	$7,860	$2,484	$10,343
Indirect	$6,343	$1,562	$7,905
Total	**$21,121**	**$6,873**	**$27,995**
Business Revenue ($1,000)	**$26,298**	**$11,724**	**$38,022**
Local Purchases ($1,000)	**$19,657**	**$3,269**	**$22,926**
State and Local Taxes ($1,000)	**$4,342**	**$1,674**	**$6,016**