Maryland Benefits from Airports in 2023

- Maryland's economic well-being is closely linked to its vibrant airport system and robust aviation industry. The State's aviation infrastructure enables the broader community to benefit from an increasingly global marketplace.
- Aviation in Maryland both sustains and drives economic growth and development. Protecting and investing in airports will support the aviation industry and maintain its positive impact on local, regional, and state economies. With ongoing support, Maryland's dynamic aviation system will continue to deliver significant economic returns in the years to come.
- Maryland has 34 public-use airports; however, this study includes 33 of them, as it excludes Baltimore/Washington International Thurgood Marshall Airport.*
- Maryland's public-use airports account for over 10,000 jobs, including more than 5,000 direct jobs generated by airport and visitor activity.
- Of the over 10,000 total jobs, more than 2,500 included induced jobs that supported local economic sectors through purchases of goods and services by directly employed workers.
- Out of the over 10,000 total jobs, nearly 2,400 were indirect jobs supported by local purchases.
- Nearly $753 million dollars in personal wages and salary income was created in the State of Maryland by the activity at these airports.
- The industry contributes approximately $1.425 billion in total economic activity, which includes over $1.107 billion in business revenue from airport tenants, support services, and visitor services, as well as almost $312 million in local purchases.

10,225
Jobs Traced to the Aviation Industry

$1.107B
Business Revenue from Aircraft Handling Fees & Servicing of Aircraft

$1.425B
Total Economic Activity

2,381
Indirect Jobs

$312M
Local Purchase by Airport Tenants

$753M
Total Payroll

** This study excludes Baltimore/Washington Thurgood Marshall International Airport (BWI). A separate study was conducted for BWI.*

For More Information, Please Contact:

Lee Sommer, Airport Manager
Drew Myers, Assistant Airport Manager
College Park Airport (CGS)
1909 Cpl. Frank Scott Drive - College Park, MD 20740
301.864.5844
lee.sommer@pgparks.com

Maryland

July 2024

College Park Airport (CGS)

Maryland Economic Impact of Airports

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND AVIATION ADMINISTRATION

The Maryland Aviation Administration commissioned this study for the calendar year 2023, to measure the economic impact of airport activity generated by 33 of the State's public-use general aviation and scheduled commercial service airports (study excludes Baltimore/Washington International Thurgood Marshall Airport). The approved methodology for this study has successfully been implemented throughout the U.S. to quantify the value of airports and airport systems. The economic contribution of each airport in the Maryland airport system was measured in terms of jobs, personal income, state and local taxes, and revenue generated directly by airport activity, using a base year of 2023 for the analysis.

Determining the Impact

Maryland's airports contribute to both the state and local economies by generating business revenues from various aviation-related activities, including aircraft operations and fuel sales, cargo and package freight services, goods and services for pilots and passengers, and the rents, leases, and services provided by on-airport businesses. In turn, these airport-related businesses hire employees and the wages paid to these employees generate additional spending within the economy. On-airport businesses also purchase goods and contract services from local and regional vendors. State and local governments benefit from an expanded tax base resulting from increased employment and the flow of goods and services. The graphic below shows the economic impacts created by the airport and the statewide system, which are measured in terms of BUSINESS REVENUE, JOBS, PERSONAL INCOME, and TAXES.

BUSINESS REVENUE: Airport-related business revenue is defined as revenue generated by businesses providing goods and services to commercial airlines, general aviation aircraft, military aircraft, and flight schools. These businesses providing the service and the individuals employed by these firms also pay state, local, and federal taxes.

JOBS: Airport-related employment consists of three levels of job impacts - direct, induced, and indirect employee impact. DIRECT JOBS are jobs directly generated by airport activity, which would vanish if activity at the airports were to cease. INDUCED JOBS are created throughout the regional economy because individuals directly employed due to airport activity, spend their wages locally on goods and services such as food and housing. INDIRECT JOBS are generated due to the purchase of goods and services by firms dependent upon airport activity.

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

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

Flow of Economic Impact

College Park Airport

College Park Airport (CGS) is a local public-use airport owned by the Maryland National Capital Park and Planning Commission (M-NCPPC). It is located approximately 1 mile east of the City of College Park and the University of Maryland-College Park Campus. Known as the "Field of Firsts", the airport has witnessed the first mile-high flight by a powered airplane, the first airmail service operated by the United States Postal Service, and the first controlled helicopter flight among other milestones. Listed on the National Register of Historic Places, the airport features a 1919 airmail hangar and compass rose on its premises. Established in 1909, it is the oldest continuously operating airport in the world.

The airport maintains a single asphalt runway that is 2,980-feet-long by 60-feet-wide with a full parallel taxiway and non-precision instrument approaches. It is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. As a general aviation airport, it accommodates the basic needs of general aviation aircraft and pilots. Airport users can obtain 100LL and Jet A fuel. There are 38 single-engine aircraft and four helicopters based on the field. Grass and paved tie downs are available for aircraft parking. Weather briefing facilities, a pilot lounge, Redbird simulator for pilot training, and conference rooms are also available in the terminal building. Located just steps away from the College Park Metro Station, airport users can easily travel to Washington, DC, and surrounding areas.

There are several tenants that occupy on the airfield. The Prince George's County Police Special Operations Division Aviation Unit supports patrol operations and surveillance for investigative units. Too Fly N FRZ is a private flight club offering cost-effective flight instruction. Free State Flying Club is a vibrant organization that also offer flight instruction and aircraft rental to its members. The College Park Squadron of the Civil Air Patrol trains cadets, supports emergency services, and provides aerospace education. College Park Aviation Museum is located adjacent to the airport, and is also run by M-NCPPC. Through rotating exhibits and monthly programs, the museum preserves and promotes aviation innovations at CGS and in Prince George's County while fostering research, inventiveness, and lifelong curiosity about the history and science of flight. The airport serves the business, recreational, and flight training needs of the community.