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.*

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Maryland

July 2024

Frederick Municipal Airport (FDK)

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

Frederick Municipal Airport

Frederick Municipal Airport (FDK) is a public-use general aviation airport owned by the City of Frederick. The airfield has two asphalt runways, Runway 05/23 is a 5,819-feet-long by 100-feet-wide primary with a full parallel taxiway, and Runway 12/30 that is a 3,599-feet-long by 75-feet-wide crosswind runway. A precision instrument approach is available as well as non-precision approaches.

The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. As a reliever airport it diverts general aviation activity from larger commercial service airports to minimize delays and congestion. Frederick Municipal is one of six FAA-designated reliever airports in Maryland.

Airport users have access to self- and full-service 100LL fuel, full-service Jet A fuel, major airframe service, and major power plant service. Aircraft parking and storage is available on paved tie downs and in T-hangars. The airport supports all types of general aviation activity including flight instruction, aircraft rental, and charter flights. The 200 based aircraft at Frederick include single- and multi-engine aircraft, jets, and helicopters.

Frederick Municipal hosts a range of aviation businesses catering to various aviation needs. Among them is Signature Aviation, offering comprehensive fixed base operator (FBO) services such as fueling, ground handling, maintenance, and amenities including rental cars and conference rooms. Other tenants are flight training schools. Frederick Flight Center is equipped with state-of-the-art flight training facilities and is affiliated with both the University of Maryland-Eastern Shore and Community College of Baltimore County. Bravo Flight Training and Maintenance is located within the FBO building and offers state-of-the-art flight training and maintenance. Advanced Helicopter Concepts specializes in helicopter training, aerial services, and sales.

The airport serves the business, recreational, and flight training needs of the community and is the home of Trooper 3, one of the Maryland State Police Aviation Command helicopters. This helicopter is used primarily for hoist training and operations. Trooper 3 is also in partnership with the community's emergency medical services to provide needed flights to the region's trauma centers.