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

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Potomac Airfield (VKX)

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.

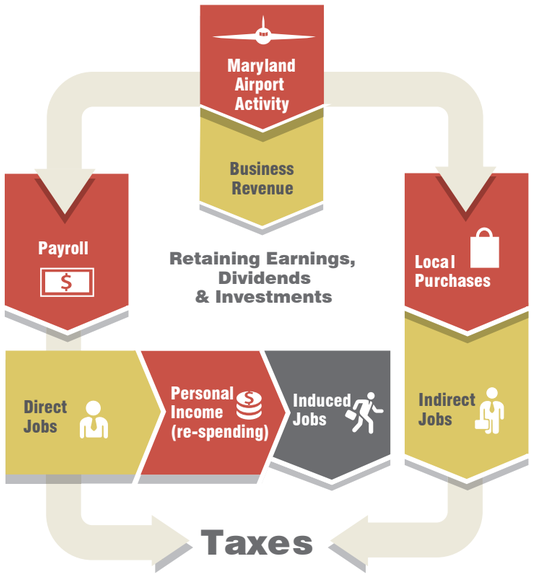
BUSINESS REVENUE: Airport-related business revenue is defined as revenue generated by businesses providing goods and services to commercial airlines, general aviation aircraft, military aircraft, and flight schools. These businesses providing the service and the individuals employed by these firms also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

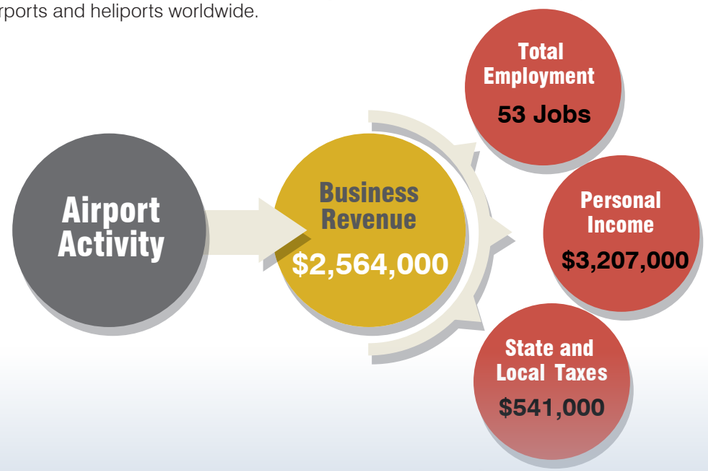


Potomac Airfield

Potomac Airfield (VKX) is a local, cozy, privately-owned, public-use, general aviation airport, located in Fort Washington, Maryland. Potomac is a 20-minute drive from the Capitol Building in downtown Washington, D.C.; about 15 minutes from Arlington; 10 minutes from the heart of Old Town Alexandria, and just down the street from the National Harbor complex.

The airfield's single 2,665-feet-long by 40-feet-wide runway, Runway 06/24, is in a valley. The airport boasts a non-precision approach down to 680 MSL, which takes aircraft down to just 560 feet above the runway.

The airport accommodates the complete needs of general aviation aircraft and pilots, based in or visiting the DC metro area. Typical operations include light multi-engine, single-engine, and helicopter aircraft, used for business, pleasure, training, and in support of both civil and military operations. The airport provides 100LL aircraft fuel, major airframe and power plant services, plus aircraft parking and storage is available on turf and paved tie downs and in private T-hangars.

The aiport supports all types of general aviation activity including flight instruction, aircraft rental and sales, and charter flights. The 94 based aircraft at Potomac Airfield include primarily single-engine aircraft with a few multi-engine aircraft and the occasional helicopter. Because of Potomac's proximity to downtown, it is inside the Washington DC Flight Restricted Zone (FRZ). Pilots are required to apply for a special security clearance which then allows them to fly this close to downtown Washington DC.

The airport serves the business, recreational, and flight training needs of the community through the services and employment opportunities provided by its successful on-airport businesses. These include multiple flight training options and flying clubs each offering flight instruction and aircraft rental, including Columbia Training Centers and AeroElite offering Part 61 and Veterans Administration-approved Part 141 flight training. Potomac is also the development and test facility for an innovative technology for airports and heliports worldwide.