MARYLAND BENEFITS FROM AIRPORTS

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

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

- When the regional and local economic impacts of Maryland's 35 public-use general aviation and scheduled commercial service airports (excluding Baltimore-Washington International Thurgood Marshall Airport) are added together, nearly 9,400 jobs can be traced to the aviation industry. These employees receive more than $488 million in total payroll, and generate nearly $1,104 million in total economic activity — $865 million in business revenue and $239 million in local purchases.

- The total employment numbers for Maryland's public-use general aviation and scheduled commercial service airports includes nearly 4,800 direct jobs created by airport and visitor activity at these airports. Over 1,700 jobs were supported in local economic sectors as a result of purchases for goods and services by those 4,800 directly-employed workers; and, almost 2,400 indirect jobs were supported by $239.4 million of local purchases by airport tenants.

- A total of $488.5 million dollars in personal wages and salary income was created in the State of Maryland by the activity at these 35 airports.

- A total of $865.3 million in business revenue was generated from aircraft handling fees and the servicing of general aviation and scheduled commercial service aircraft.

- Maryland's airports provide economic, health, welfare, and safety benefits to our residents from fixed-base operators (FBOs), maintenance/avionics businesses, charter aircraft operators, corporate flight departments, flight schools, military operations, and State/local law enforcement operations.
The Maryland Aviation Administration commissioned this study to measure the economic impact of airport activity generated by the State’s 35 public-use general aviation and scheduled commercial service airports (excluding Baltimore-Washington International Thurgood Marshall Airport). The approved methodology for this study has successfully been implemented throughout the U.S. to quantify the value of airports and airport systems. The economic contribution of each airport in the Maryland airport system was measured in terms of jobs, personal income, State and local taxes, and revenue generated directly by airport activity, using a base year of 2014 for the analysis.

**Determining the Impact**

Maryland’s airports contribute to both the State and local economy by generating business revenues from all types of aviation-related activities – aircraft operations and fuel sales; cargo and package freight service; goods and services provided to pilots and passengers; and, the rents, leases, and services of on-airport businesses. In turn, these airport-related businesses hire people and, through the salaries paid to those employees, additional spending is generated in the economy. In addition, these on-airport firms also purchase goods and services from local and regional vendors. Ultimately, all of these jobholders pay taxes to State and local governments. The graphic below shows how business activity at an airport creates economic impacts throughout the economy. These impacts are labeled as BUSINESS REVENUE, JOBS, PERSONAL INCOME, and TAXES.

**BUSINESS REVENUE**: Airport-related business revenue is defined as revenue generated by firms which provide air passenger service, freight service and ground support services needed for aircraft maintenance, fueling, business rents, and amenities for passengers and flight crews.

**JOBS**: Airport-related employment consists of three levels of job impacts - direct, induced, and indirect. DIRECT JOBS are jobs directly generated by airport activity; therefore, if the airport didn’t exist, these jobs would not exist. INDIRECT JOBS are created by the re-spending of direct jobholders’ wages and salaries on local goods and services such as groceries, housing, gasoline, restaurants, entertainment, dry cleaning, drug stores, etc. INDIRECT JOBS are created by the employment needs of the off-airport businesses that provide goods and services in support of airport operations such as aviation fuel suppliers, food and equipment vendors, and maintenance providers.

**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 businesses and individuals involved in providing services in support of airport activity.

**Flow of Economic Impact**

Salisbury-Ocean City: Wicomico Regional Airport is a publicly owned, public use primary scheduled commercial service airport owned and operated by Wicomico County. The airport is located approximately 4 miles east of Salisbury. Salisbury-Ocean City is the only airport with daily scheduled air carrier passenger service on the Delmarva Peninsula.

The airport maintains two runways, Runway 14/32 and Runway 5/23. Runway 14/32 is an asphalt runway 6,400 feet long by 100 feet wide with a full parallel taxiway. Runway 14 has non-precision approach capability. Runway 32 has precision approach capability. Runway 5/23 is an asphalt/grooved runway 5,000 feet long by 100 feet wide with a full parallel taxiway and non-precision approach capability. The airport is included in the FAA’s National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. Its role, identified within the 2008 Maryland Aviation System Plan, is a Primary Airport, meaning that Salisbury receives scheduled commercial passenger service and enplane more than 10,000 passengers annually.

Salisbury-Ocean City: Wicomico Regional Airport has an Air Traffic Control Tower that operates between the hours of 6:00 a.m. to 10:30 p.m. Airport users can obtain aircraft fueling services for 100LL and Jet A, and major airframe 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/sales, and charter flights. The 110 based aircraft at the airport are primarily single- and multi-engine aircraft, several jets, helicopters, and ultralights.

The airport serves the business, recreational, and flight training needs of the community through the services and employment opportunities provided by successful on-airport businesses. US Airways has daily round trip flights between SBY Airport and the US Airways major hubs at Philadelphia, PA and Charlotte, NC. Bayland Aviation is a full-service FBO providing aircraft fueling and ground services, maintenance, catering, rental cars, flight training, aircraft rental and charter services (baylandaviation.com/). Other airport-based businesses include FEDEX Cargo, the Maryland State Police helicopter Trooper 4, and AG Atlantic Investment Inc.