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Maryland Aviation Administration
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The Maryland system of airports is an essential element of the national and statewide transportation network, as well as the global economy. Consisting of Baltimore/Washington International Thurgood Marshall Airport (BWI) and 34 general aviation/commuter airports throughout the state, the system provides a convenient, safe, and efficient mode of transportation.

In order to assess the current fiscal significance of the statewide system of airports, the Maryland Aviation Administration (MAA) initiated an economic impact study for the calendar year 2005 using an industry-standard methodology to defensively quantify the economic impacts generated by operational, passenger, and cargo activity at Maryland airports. The study is an update to an analysis that was conducted in 2002. The same methodology has been used in both studies so that direct comparisons can be made between the current economic benefits and those reported in the previous analysis.

Economic models were prepared for each system airport to estimate the impacts associated with capital development projects. The economic models also provide an understanding of each airport’s economic sensitivity to changes in several factors including passenger levels and trip purpose, freight levels, and general aviation operations in terms of jobs, employee earnings, business revenues, taxes, and local purchases. The study also evaluated the impacts associated with the Washington Air Defense Identification Zone (ADIZ) and Flight Restriction Zone (FRZ) affecting the 14 Maryland airports located within those zones.

It is estimated that in 2005 more than 104,100 jobs within Maryland were attributable to the statewide aviation system, representing more than five percent of all jobs in the state and over $3.5 billion in annual personal income. Maryland airports also contributed to the statewide economy approximately $5.4 billion in business revenues, $1.6 billion in local purchases for supplies and services, and $500 million in state and local tax revenues.

It is estimated that more than 5.6 million visitors arrived in Maryland via BWI in 2005. Visitors purchase hotel rooms, pay for meals and entertainment, and make retail purchases, thereby generating induced economic activity within the region. Of the estimated 104,100 jobs attributable to the Maryland system of airports in 2005, nearly 74,660 resulted from commercial passenger expenditures. These visitors spent approximately $3.1 billion on area hotels, restaurants, retail stores, and entertainment establishments, and generated approximately $332 million in state and local tax revenues.

Activity at the 34 general aviation/commuter airports generates jobs and personal income to those employed by airport tenants, as well as to local industry firms serving commuter passengers. It was estimated in this study that general aviation accounted for approximately 6,800 jobs, $396 million in personal income, $136 million in local purchases, $501 million in business sales, and $41 million in state and local tax revenues.

The employment impact of aviation activity consists of four levels of job impacts:

- **Direct employment impact**—jobs directly generated by airport activity
- **Induced employment impact**—jobs created throughout the regional economy because individuals directly employed due to airport activity spend their wages locally.
- **Indirect employment impact**—jobs generated due to the purchase of goods and services by firms dependent upon airport activity.

**ECONOMIC IMPACT**

In 2005, the Airport and its tenants contributed the following direct, indirect, and induced benefits to the regional economy:

- **Jobs**
  - 105
- **Personal Income**
  - $6.0 Million
- **Total Business Revenues**
  - $5.7 Million
- **Local Purchases**
  - $3.4 Million
- **Tax Revenues**
  - $618,000
- **Revenue Impact**
  - Airport activity generates business revenue as a result of the provision of air passenger service, freight service, and ground support services for commercial and general aviation activity.

Some over the notable aviation activities that regularly occur at the Airport include use by the Maryland State Police, medical evacuation operations, air access for tourists, flight instruction, and corporate aviation operations. Businesses using the Captain Walter Francis Duke Regional Airport include A.T. Massey Coal Company, Boeing, Coleman Microwave Company, and Washington Hospital Center. The airport is often used by tourists for access to such events as the Budds River Motorcycle Races, the Potomac Jazz and Sea Food Festival, as well as the St. Mary’s County Fair.

**Captain Walter Francis Duke Regional Airport**

The Captain Walter Francis Duke Regional Airport is a public-use general aviation airport located near Leonardtown, Maryland. The Airport has one asphalt runway, Runway 11/29, measuring 4,150 feet in length and 75 feet in width and provides the following services:

- Fuel sales (100LL and Jet A);
- Aircraft maintenance;
- Flight instruction;
- Aircraft rental and sales;
- Charter flights;
- Air ambulance; and
- T-hangars and paved tie-downs.

**GENERAL AVIATION**

**Maryland airports located within those zones.** (ADIZ) and Flight Restriction Zone (FRZ) affecting the 14 Maryland airports located within those zones.

**General Aviation Activity in Maryland Creates**

- 6,800 jobs
- $396 million in payroll
- $136 million in local purchases
- $501 million in business sales
- $41 million in tax revenue

**Revenue Impact**

Airport activity generates business revenue as a result of the provision of air passenger service, freight service, and ground support services for commercial and general aviation activity.