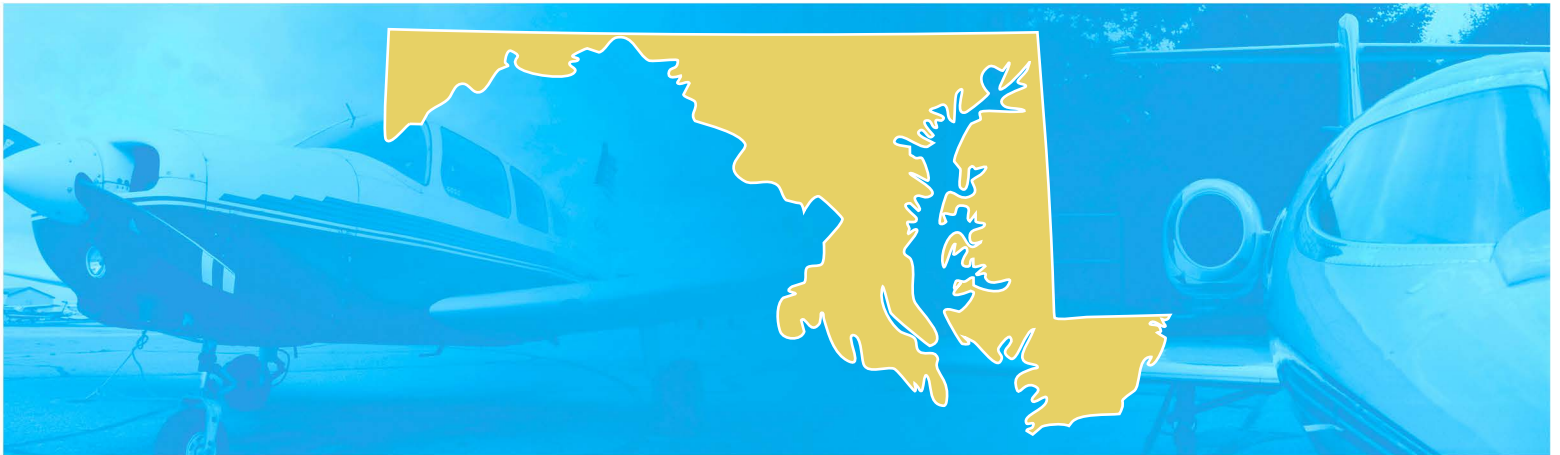


MARYLAND

ECONOMIC IMPACT OF AIRPORTS



FINAL REPORT JULY 2015

PREPARED FOR THE MARYLAND AVIATION ADMINISTRATION

LANDRUM & BROWN, INCORPORATED | MARTIN ASSOCIATES

THE ECONOMIC IMPACTS OF PUBLIC USE AIRPORTS IN MARYLAND

PREPARED FOR THE:



Maryland Aviation Administration

July 2015

MARTIN ASSOCIATES with LANDRUM & BROWN

Contract MAA-AE-14-006, Task 9

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

	<u>Page</u>
EXECUTIVE SUMMARY	ES-1
SECTION 1: INTRODUCTION, OVERVIEW AND SUMMARY OF RESULTS	1
1. IMPACT STRUCTURE.....	2
1.1 Revenue Impact.....	3
1.2 Employment Impact.....	3
1.3 Income Impact.....	3
1.4 Tax Impact.....	3
2. ECONOMIC IMPACT SECTORS METHODOLOGY	4
2.1 Direct Impacts	4
2.1.1 Direct Employment Impacts	4
2.1.2 Direct Income Impacts	4
2.1.3 Direct Revenue Impact.....	5
2.2 Induced Impacts	5
2.3 Indirect Impacts.....	5
2.4 Tax Impacts.....	6
3. DATA COLLECTION.....	6
4. SUMMARY OF FINDINGS	7
SECTION 2: ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORT ACTIVITY	11
SECTION 3: VISITOR INDUSTRY IMPACTS CREATED BY PUBLIC USE GA PASSENGER ACTIVITY	15
SECTION 4: COMPARISON WITH 2012 ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORTS	19
APPENDIX A: SUMMARY OF GA AIRPORT ECONOMIC IMPACTS BY AIRPORT	23

THIS PAGE INTENTIONALLY LEFT BLANK

EXECUTIVE SUMMARY

The Maryland Aviation Administration conducted a study to estimate the economic impacts of the Maryland airport system. The study analyzed the Baltimore/Washington International Thurgood Marshall Airport (BWI) and Martin State Airport (MTN) as well as the entire statewide aviation system, which consists of 35 general aviation airports (including MTN). The purpose of the study is to quantify the economic impacts generated by passenger and air cargo activity at BWI and to quantify the economic impacts generated by the 35 general aviation and scheduled commercial service airports. The impacts are quantified in terms of:

- Jobs
- Employee earnings
- Business revenue
- State and local taxes
- Federal airport-specific taxes

The impacts are estimated for passenger and air cargo activity for calendar year 2014. In addition to the baseline impacts, an economic impact model has been developed for BWI as well as for the 35 general aviation/scheduled commercial service airports, which can be used to estimate the impacts associated with capital construction and expansion projects. Furthermore, since a baseline exists, the model can be used for future annual updates of the impacts as well as to test the sensitivity of impacts to changes in:

- Passenger levels
- Domestic versus international passengers
- Passenger trip purpose
- Peak hour flight levels and mix of aircraft
- Labor productivity and work rules
- Freight level
- General aviation operations

This analysis is an update to a study that was conducted in 2012 to measure the economic impacts generated by passenger and air cargo activity at BWI and the general aviation airports. The same methodology has been used to quantify the 2014 impacts so that direct comparisons can be made between the current impacts and those generated by passenger and air cargo activity in the previous period.

Table ES-1 shows the economic impact of the state-wide aviation activity in calendar year 2014.

In 2014, it is estimated that aviation activity in the State of Maryland created approximately:

- 107,105 direct, induced, and indirect jobs
- \$4.3 billion of personal wages and salaries
- \$7.8 billion of business revenue
- \$0.6 billion of state and local taxes
- \$1.8 billion of local purchases for supplies and services

Activity at BWI created the majority of the economic impacts. In calendar year 2014, 22.3 million passengers used BWI, and 231.9 million pounds of air cargo moved via the Airport. This activity resulted in approximately:

- 23,419 direct, induced and indirect jobs were generated for residents of the Baltimore area. Of the 23,419 jobs, 12,347 were direct jobs, while 7,305 jobs were induced throughout the region to support the purchase of goods and services by the 12,347 directly dependent employees. An additional 3,768 indirect jobs were generated in the local economy due to \$378.5 million of local purchases by firms directly dependent on Airport activity.
- \$1.6 billion of direct, indirect and induced personal income and consumption expenditures were generated in the Baltimore area as a result of the Airport activity in 2014.
- \$3.2 billion of business sales were generated by Airport activity.
- The Federal Government received \$260 million in Airport-specific taxes from activity at BWI.
- State and local governments received \$165.3 million in tax revenues from airport activity.

In addition to these direct, induced, and indirect impacts, it is estimated that nearly 74,318 direct, induced, and indirect jobs were generated in the Baltimore area visitor industry due to expenditures by 5.3 million visitors to the region who arrived via BWI. The impacts of the visitors are estimated from the results of BWI's quarterly passenger survey (1,400+ in-terminal intercept surveys) conducted by WBA Research as part of this study. These visitors, who include both domestic as well as international travelers, spent about \$3.7 billion on area hotels, restaurants, retail stores, and entertainment establishments, which in turn generated the jobs in the Baltimore area visitor industry. As a result of visitors arriving via the Airport, \$370.4 million of state and local tax revenues were generated.

**Table ES-1
ECONOMIC IMPACT OF THE MARYLAND STATEWIDE AVIATION INDUSTRY, 2014**

Category	BWI		General Aviation		Total Statewide
	Airport Generated	Visitor Generated	On-Site Generated	Visitor Generated	
Jobs					
Direct Jobs	12,347	42,324	3,047	1,737	59,456
Induced Jobs	7,305	15,916	1,523	621	25,365
Indirect Jobs	3,768	16,077	1,747	693	22,285
Total Jobs	23,419	74,318	6,317	3,051	107,105
Personal Income (\$1,000)					
Direct	\$730,344	\$887,473	\$157,698	\$39,725	\$1,815,240
Induced	\$653,146	\$761,496	\$141,029	\$34,086	\$1,589,757
Indirect	\$175,896	\$577,786	\$91,385	\$24,550	\$869,617
Total	\$1,559,386	\$2,226,755	\$390,112	\$98,361	\$4,274,614
Business Revenue (\$1,000)	\$3,242,671	\$3,711,456	\$704,328	\$161,006	\$7,819,461
Local Purchases (\$1,000)	\$378,526	\$1,184,716	\$189,026	\$50,339	\$1,802,607
State & Local Taxes (\$1,000)	\$165,295	\$370,439	\$41,352	\$10,426	\$587,512
Federal Aviation Taxes (\$1,000)	\$259,567	NA	NA	NA	\$259,567

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 1

INTRODUCTION, OVERVIEW AND SUMMARY OF RESULTS

The Maryland Aviation Administration (MAA) retained the services of Martin Associates with Landrum & Brown to measure the economic impact of airport activity generated by the 36 public-use landing facilities located throughout the state of Maryland. As part of this analysis, the economic impacts of the MAA-operated facilities, which include Baltimore-Washington International Thurgood Marshall Airport (BWI Marshall) and Martin State Airport (MTN), were also completed; these results are presented under a separate cover. The base year for the balance of general aviation and scheduled commercial service airports covered in this report is 2014. For the purposes of comparison to previous study periods, the MTN results have been included herein as well. The economic impacts created by the airport and the state-wide system are measured in terms of jobs, personal income, state and local taxes, and revenue generated directly by airport activity.

The state of Maryland's Aviation System consists of 36 public use airport facilities (including BWI Marshall). This report will focus on the 35 airports whose activity ranges from limited general aviation activity to scheduled air service at Salisbury-Ocean City Airport and Hagerstown Regional Airport. Furthermore, corporate general aviation tenants at Easton Airport, Carroll County Airport and Frederick Municipal Airport use these airports to serve local industries. Other users of these airports include private, recreational pilots with aircraft based at the individual airports as well as military and police operations.

The activity at these 35 airports generates jobs and personal income to those employed by the airport tenants as well as to local visitor industry firms, such as hotels and restaurants serving scheduled commuter commercial service passengers using Hagerstown Regional and Salisbury-Ocean City airports. Business revenue is received by the firms providing the services to the commercial airlines as well as to the general aviation aircraft, military aircraft and to the flight schools. These firms providing the service and the individuals employed by these firms also pay state, local and federal taxes.

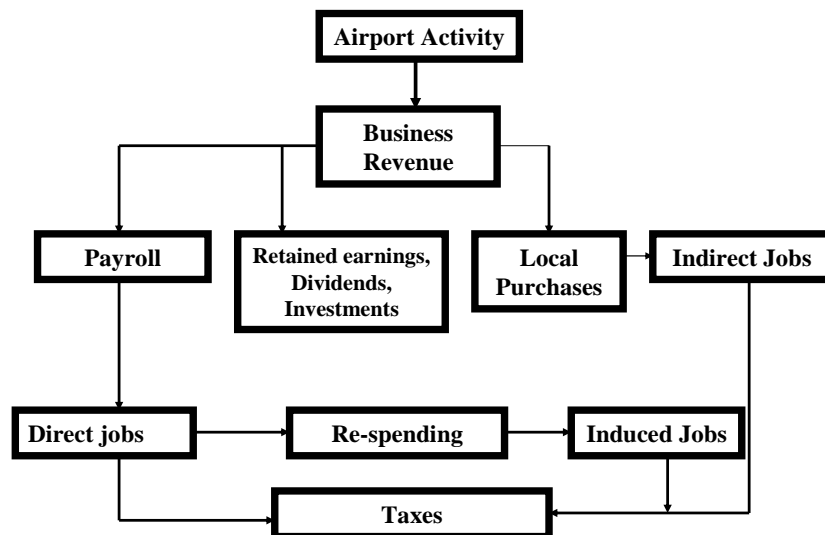
A total of 331 companies were contacted and interviews were conducted which represent a 99 percent level of coverage. Tenant sectors interviewed included but were not limited to FBOs, flight schools, maintenance and avionics providers, charter and commercial air carriers, freight airlines, rental cars, corporate aviation departments and government agencies such as Maryland Air National Guard, TSA, city, county, and state police departments. Also included in the interview process were aviation-related firms located at the airfields such as pilots' organizations and aviation insurance providers. Interviews were conducted with airport managers and the tenants located at the other 35 general aviation and commercial service airports in the calendar year 2014. The balance of the methodology is consistent with the BWI Marshall & MTN impact analysis described herein.

In order to measure the impacts as accurately as possible, the methodology utilized is based on interviews, local economic data, and airport statistics. Operational models of the 35 GA/scheduled commuter commercial service airports were developed to use in updating the impacts on a short term basis, and to measure the incremental changes in airport-generated impacts due to factors such as changes in the number of flight operations or changes in aircraft mix (single-engine versus jet) and tenant mix. Also, the model can be used to test the economic impacts of various capital investment and airport expansion projects, including runway extensions, terminal expansions, and new hangar construction.

1. IMPACT STRUCTURE

Activity at a general aviation and scheduled commuter commercial service airport contributes to the local and state economy by generating business revenue to local, regional and national firms providing passenger service, freight service, and support services to the airport and its tenants. The firms providing these services include FBOs, maintenance/avionics providers, airline/charter operators, corporate flight departments, flight schools, military operations and state/local law enforcement operations. These firms then provide employment and income to individuals who pay taxes to state and local governments. **Exhibit 1** shows how air traffic activity at these airports generates impacts throughout the local, state and national economy. As this exhibit indicates, the impact of an airport on a local, state or national economy cannot be reduced to a single number; instead, airport activity creates several impacts. These are: revenue impact, employment impact, personal income impact, and tax impact. These impacts are not additive. For example, the income impact is a part of the revenue impact, and adding these impacts together would result in double counting.

**Exhibit 1
FLOW OF ECONOMIC IMPACTS GENERATED BY GENERAL AVIATION
AIRPORT ACTIVITY**



1.1 REVENUE IMPACT

At the outset, activity at the airport generates business revenue for firms that provide air passenger service, freight service, and ground support services for general and corporate aviation activity. This business revenue impact is dispersed throughout the economy in several ways. It is used to hire people to provide the services, to purchase goods and services, to pay for the use of airports, and to make federal, state and local tax payments. The remainder is used to pay stockholders, retire debt, make investments, or is held as retained earnings. It is to be emphasized that the only portions of the revenue impact that can be definitely identified as remaining in the state are those portions paid out in salaries to direct employees, in state and local taxes, in local purchases, and in payments to the airport itself. Fuel flowage fees and terminal rents paid by tenants provide for some of the costs of operation of the airport and capital costs of new construction.

1.2 EMPLOYMENT IMPACT

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

- Direct employment impact - jobs directly generated by airport activity, which would vanish if activity at the airports were to cease.
- Induced employment impact - jobs 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 employment impact - jobs generated due to the purchase of goods and services by firms dependent on airport activity.

1.3 INCOME IMPACT

The income impact is the measure of personal wages and salaries received by individuals directly employed due to airport activity. This direct personal income is re-spent throughout the region by those that are directly employed. This re-spending effect in turn generates additional jobs -- the induced employment impact. This re-spending throughout the region is estimated using a regional personal income multiplier, which reflects the percentage of purchases that are made within a region. The re-spending effect varies by region: a larger re-spending effect occurs in regions that produce a relatively large proportion of the goods and services consumed by residents, while lower re-spending effects are associated with areas that import a relatively large share of consumer goods and services (since personal income "leaks out" of the region for these purchases).

1.4 TAX IMPACT

State and local tax impacts are tax payments to the state and local governments by both firms and individuals involved in providing services in support of airport activity. State and local tax impacts include tax revenue from all types of state and local taxes.

The four types of impacts outlined above are estimated for 2014 activity at the 35 general aviation and scheduled commuter commercial service airports in the state of Maryland.

2. ECONOMIC IMPACT SECTORS METHODOLOGY

As described in the previous section, economic impacts presented in this report are quantified in terms of jobs, personal income, business revenue, and state and local taxes. Furthermore, direct, induced, and indirect impacts are estimated. The following describes the methodology used to estimate these impacts for 2014 activity at Maryland's 35 public use GA/scheduled commercial service airports.

2.1 DIRECT IMPACTS

Direct impacts are those impacts that would cease to exist if activity at the airport ceased.

The direct impacts to be estimated include:

- Job impacts;
- Personal income impacts;
- Revenue impacts;
- State and local tax impacts.

2.1.1 Direct Employment Impacts

The direct job impacts by each employer (FBO, corporate flight, airport service category, passenger ground transportation category, etc.) are estimated. These job impacts are estimated based on a direct count of the airport category employees obtained from the interview results of 331 companies.

2.1.2 Direct Income Impacts

The direct income impacts are estimated by multiplying the average annual salaries (adjusted for typical overtime hours and salaries where applicable) for each of the direct number of jobs. The direct income by category is obtained directly from the interviews.

A re-spending effect is then estimated using an income multiplier for the Baltimore/Washington Metropolitan Area, estimated by the Bureau of Economic Analysis. Based on data provided by the Bureau of Economic Analysis, for every one dollar earned by individuals in the Baltimore area, another \$.89 is spent in the region. Therefore, the personal income multiplier for the Baltimore regional economy is 1.89.

2.1.3 Direct Revenue Impact

The revenue impact by economic impact sector is estimated directly from the interviews with airport operators/managers and airport service providers.

2.2. INDUCED IMPACTS

Much of the personal income that is directly generated by activity at the airports and received by individuals employed due to airport activity is spent and re-spent throughout the local, regional and national economies. As a result of the purchases of goods and services with this personal income, additional jobs in the local, regional, state and national economies will be generated. That fraction of the income impact used to purchase goods and services produced in Maryland is isolated, and the resulting induced employment is generated for residents.

To estimate this induced employment impact, the following steps were undertaken:

- The percentage of income spent by Baltimore/Washington (Maryland) area residents on various expenditure categories of the economy (i.e., manufacturing, housing, services, food, etc.) are estimated from the Consumer Expenditure Survey;
- The ratio of employment to sales in each of the expenditure categories for both wholesale and retail purchases are calculated for the Baltimore-Washington Metropolitan Statistical Area, from data published by the U.S. Bureau of the Census;
- The airport-induced consumption impacts are allocated to the various expenditure categories based on the Bureau of Labor Statistics breakdown for a typical consumer in the Baltimore/Washington (Maryland) Metropolitan Area;
- The personal consumption impact allocated to each expenditure category is then multiplied by the ratio of employment to sales in that category to estimate the number of induced jobs for regional residents.

It should be emphasized that an input/output model is not used to estimate induced jobs. Instead of using a regionalized input/output model, re-spending categories based on area specific data, and data specific to the region in which employees dependent upon each of the airports reside are developed.

2.3 INDIRECT IMPACTS

Indirect impacts are generated by the local purchases of the firms directly dependent on airport activity. These impacts are estimated based on local purchase patterns, as developed during the interview process. The local and in-state purchases by the firms providing direct services to the airport facilities are then combined with jobs-to-sales coefficients and income and output vectors derived from the Bureau of Economic Analysis, Regional Input-Output Modeling System (RIMS II), which was prepared for the state of Maryland.

2.4 TAX IMPACTS

Per employee tax burdens as well as data from the Tax Foundation are used to estimate the tax impacts resulting from activity at the public use GA/scheduled commuter commercial service airports. These state and local tax burdens include tax revenues from all sources. The tax impacts are estimated for direct, induced and indirect impacts.

3. DATA COLLECTION

Impacts were estimated on the basis of interviews with firms in the four economic impact categories described above. A total of 331 firms were contacted, representing a nearly 99 percent coverage of tenants and firms providing services at the 35 public use facilities.

In addition to the 331 surveys, operational and financial data was requested and obtained from the airport operators/managers and was used in this analysis. This data includes:

- Number of employees (full time and part time) and average salary (or total payroll less benefits);
- Number of aircraft operations;
- Detailed list of airport revenues (e.g. landing fees, rent, user fees, concessions) and expenditures (e.g. office supplies, M/R, fuel, communications, insurance, contracted services);
- Capital expenditures for 2014;
- In addition data from Maryland Aviation Administration (MAA) ACTC reports and FAA 5010 reports were used supplement aircraft operations and based aircraft figures supplied by individual airport managers.

4. SUMMARY OF FINDINGS

The key economic impacts generated by the 35 public use landing facilities are presented in **Table 1**.

**Table 1
ECONOMIC IMPACTS OF GENERAL AVIATION AND COMMERCIAL SERVICE
ACTIVITY IN THE STATE OF MARYLAND, 2014**

Total Impacts			
Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	3,047	1,737	4,785
Induced Jobs	1,523	621	2,144
Indirect Jobs	1,747	693	2,440
Total Jobs	6,317	3,051	9,368
Personal Income (\$1,000)			
Direct	\$157,698	\$39,725	\$197,423
Induced	\$141,029	\$34,086	\$175,115
Indirect	\$91,385	\$24,550	\$115,935
Total	\$390,112	\$98,361	\$488,473
Business Revenue (\$1,000)	\$704,328	\$161,006	\$865,334
Local Purchases (\$1,000)	\$189,026	\$50,339	\$239,365
State & Local Taxes (\$1,000)	\$41,352	\$10,426	\$51,778

Totals may not add due to rounding

In 2014, the 35 public use general aviation and scheduled commuter commercial service airports in the state of Maryland created the following impacts:

- 9,368 total jobs, of which:
 - 4,785 were directly created by airport and visitor activity at these airports;
 - 2,144 jobs were supported in local economic sectors due to the purchases for goods and services by those 4,785 directly employed workers;
 - 2,440 indirect jobs were supported by \$239.4 million of local purchases by airport tenants.
- \$488.5 million dollars of personal wage and salary income was created in the state of Maryland by the activity at these airports. This income includes:
 - \$197.4 million of direct wages and salaries earned by the 4,785 direct job holders;
 - \$175.1 million of induced income and local consumption expenditures;
 - \$115.9 million of indirect income which was earned by the 2,440 indirect job holders.
- \$865.3 million of business revenue created from airport tenants and services performed for the general aviation and scheduled commercial service aircraft using the 35 airports.
- \$51.8 million of state and local taxes were generated.

Table 2 summarizes the total impacts by airport.

**Table 2
SUMMARY OF IMPACTS GENERATED BY MARYLAND'S PUBLIC USE AIRPORTS, 2014**

Total Impacts Airport	Jobs			Total	Personal Income (\$1,000)			Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)	
	Direct	Induced	Indirect		Direct	Induced	Indirect				Total
Bay Bridge Airport	79	31	23	133	\$2,404	\$2,106	\$886	\$5,397	\$6,193	\$1,787	\$572
Bennett Airport	2	1	1	4	\$114	\$101	\$34	\$250	\$262	\$49	\$26
Cambridge/Dorchester County Airport	95	34	36	165	\$2,265	\$1,959	\$1,368	\$5,592	\$9,033	\$2,832	\$593
Carroll County Regional Airport	110	46	68	224	\$3,847	\$3,394	\$3,246	\$10,487	\$75,965	\$6,478	\$1,112
Claremont Airport	14	5	4	23	\$446	\$393	\$184	\$1,023	\$1,658	\$370	\$108
Clearview Airpark	4	2	1	7	\$142	\$124	\$39	\$304	\$389	\$80	\$32
College Park Airport	33	14	6	53	\$1,246	\$1,108	\$266	\$2,619	\$1,326	\$603	\$278
Crisfield-Somerset Airport	6	2	2	10	\$185	\$162	\$78	\$425	\$430	\$175	\$45
Davis Airport				7	\$116	\$104	\$79	\$299	\$256	\$146	\$32
Easton Airport	241	93	149	483	\$6,866	\$6,039	\$7,155	\$20,060	\$42,461	\$14,669	\$2,126
Essex Skypark				2	\$105	\$94	\$5	\$204	\$225	\$11	\$22
Fallston Airport				2	\$44	\$40	\$5	\$89	\$40	\$9	\$9
Frederick Municipal Airport	526	249	284	1,059	\$24,507	\$21,781	\$13,297	\$59,585	\$110,513	\$34,301	\$6,316
Freeway Airport	22	9	10	41	\$683	\$606	\$534	\$1,823	\$1,826	\$920	\$193
Garrett County Airport	31	11	11	54	\$758	\$655	\$407	\$1,820	\$2,864	\$840	\$193
Greater Cumberland Regional Airport	34	19	44	98	\$2,216	\$1,972	\$2,367	\$6,554	\$3,922	\$4,456	\$695
Hagerstown Regional Airport	821	377	249	1,447	\$35,732	\$31,820	\$11,992	\$79,545	\$108,905	\$24,578	\$8,432
Harford County Airport	34	13	9	56	\$1,008	\$886	\$343	\$2,236	\$2,157	\$850	\$237
Havre de Grace Seaplane Base				4	\$113	\$101	\$11	\$224	\$132	\$17	\$24
Kentmorr Airpark				1	\$35	\$31	\$1	\$67	\$174	\$1	\$7
Lee Airport	27	10	10	48	\$700	\$619	\$496	\$1,815	\$2,703	\$1,061	\$192
Martin State Airport	1,197	592	740	2,529	\$60,944	\$54,279	\$36,981	\$152,205	\$287,791	\$79,322	\$16,134
Maryland Airport	18	8	3	28	\$709	\$629	\$131	\$1,469	\$793	\$256	\$156
Massey Aerodrome	6	2	2	10	\$35	\$31	\$4	\$70	\$576	\$7	\$7
Mexico Farms Airport				2	\$53	\$47	\$7	\$106	\$231	\$17	\$11
Montgomery County Airpark	139	51	101	290	\$3,420	\$2,977	\$4,863	\$11,259	\$11,839	\$9,298	\$1,193
Ocean City Municipal Airport	213	78	102	393	\$5,338	\$4,616	\$4,193	\$14,146	\$22,895	\$8,316	\$1,500
Pier 7 Heliport	45	21	16	83	\$2,071	\$1,835	\$722	\$4,628	\$6,813	\$1,319	\$491
Potomac Airfield	35	15	30	80	\$1,274	\$1,129	\$1,494	\$3,897	\$3,250	\$2,693	\$413
Ridgely Airpark	27	10	9	46	\$138	\$123	\$117	\$378	\$2,377	\$244	\$40
Salisbury-Ocean City Wicomico Regional .	734	312	326	1,371	\$26,892	\$23,803	\$14,755	\$65,450	\$84,344	\$25,624	\$6,938
St. Mary's County Regional Airport	178	77	91	346	\$6,889	\$6,078	\$3,992	\$16,959	\$49,462	\$7,122	\$1,798
Suburban Airpark				2	\$30	\$27	\$17	\$74	\$132	\$33	\$8
Tipton Airport	74	40	79	193	\$4,553	\$4,067	\$4,299	\$12,920	\$18,859	\$7,850	\$1,369
Washington Executive Airport/Hyde Field	26	14	31	71	\$1,547	\$1,380	\$1,567	\$4,494	\$4,536	\$3,028	\$476
TOTAL	4,785	2,144	2,440	9,368	\$197,423	\$175,115	\$115,935	\$488,473	\$865,334	\$239,365	\$51,778

Totals may not add due to rounding

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 2 ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORT ACTIVITY

This section presents the impacts generated by the on-site activity of airport tenants and flight operations at the public use GA facilities in 2014. This is a subset of total impacts that is determined by the operations of the tenants and aviation-related services performed for users both local GA and itinerant GA operations. **Table 3** summarizes the on-site impacts by airport.

In 2014, the public use general aviation and scheduled commuter commercial service airports in the state of Maryland created the following on-site impacts:

- 6,317 total jobs, of which:
 - 3,047 were directly created by tenant and airport activity at these airports;
 - 1,523 jobs were supported in local economic sectors due to the purchases for goods and services by those 3,047 directly employed workers;
 - 1,747 indirect jobs were supported by \$189 million of local purchases by airport tenants.
- \$390.1 million dollars of personal wage and salary income was created in the state of Maryland by the on-site activity at these airports. This income includes:
 - \$157.7 million of direct wages and salaries earned by the 3,047 direct job holders;
 - \$141 million of induced income and local consumption expenditures;
 - \$91.4 million of indirect income which was earned by the 1,747 indirect job holders.
- \$704.3 million of business revenue created from airport tenants and services performed for of the general aviation and scheduled commuter and commercial service aircraft using the 35 airports.
- \$41.4 million of state and local taxes were generated.

THIS PAGE INTENTIONALLY LEFT BLANK

**Table 3
ON-SITE IMPACTS OF GENERAL AVIATION AND SCHEDULED COMMUTER COMMERCIAL SERVICE
ACTIVITY IN THE STATE OF MARYLAND, 2014**

On-site Impacts Airport	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local Purchases (\$1,000)	Taxes (\$1,000)
	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total			
Bay Bridge Airport	28	13	3	43	\$1,203	\$1,076	\$149	\$2,428	\$1,426	\$275	\$257
Bennett Airport	2	1	1	4	\$81	\$72	\$35	\$189	\$240	\$52	\$20
Cambridge/Dorchester County Airport	16	6	4	27	\$439	\$392	\$236	\$1,067	\$1,727	\$509	\$113
Carroll County Regional Airport	55	26	46	127	\$2,561	\$2,290	\$2,455	\$7,306	\$70,853	\$4,856	\$774
Claremont Airport	8	3	2	13	\$281	\$251	\$102	\$634	\$1,100	\$201	\$67
Clearview Airpark	2	1	0	3	\$58	\$52	\$8	\$118	\$163	\$17	\$13
College Park Airport	27	12	3	42	\$1,072	\$959	\$178	\$2,210	\$736	\$424	\$234
Crisfield-Somerset Airport	2	1	1	4	\$84	\$75	\$36	\$195	\$132	\$90	\$21
Davis Airport	4	2	2	7	\$116	\$104	\$79	\$299	\$249	\$146	\$32
Easton Airport	121	50	101	272	\$4,093	\$3,660	\$5,423	\$13,177	\$31,307	\$11,118	\$1,397
Essex Skypark	2	1	0	2	\$105	\$94	\$5	\$204	\$225	\$11	\$22
Fallston Airport	1	0	0	2	\$44	\$40	\$5	\$89	\$40	\$9	\$9
Frederick Municipal Airport	364	191	219	775	\$20,789	\$18,592	\$10,967	\$50,348	\$95,519	\$29,524	\$5,337
Freeway Airport	18	7	9	34	\$563	\$503	\$480	\$1,545	\$1,450	\$810	\$164
Garrett County Airport	4	2	0	6	\$111	\$99	\$20	\$230	\$348	\$47	\$24
Greater Cumberland Regional Airport	25	16	40	80	\$1,960	\$1,753	\$2,227	\$5,940	\$2,997	\$4,171	\$630
Hagerstown Regional Airport	659	319	184	1,162	\$32,007	\$28,623	\$9,657	\$70,287	\$93,877	\$19,790	\$7,450
Harford County Airport	17	7	2	25	\$578	\$516	\$93	\$1,187	\$523	\$338	\$126
Havre de Grace Seaplane Base	3	1	0	4	\$113	\$101	\$11	\$224	\$132	\$17	\$24
Kentmorr Airpark	1	0	0	1	\$35	\$31	\$1	\$67	\$132	\$1	\$7
Lee Airport	19	7	7	33	\$490	\$438	\$386	\$1,314	\$1,963	\$835	\$139
Martin State Airport	927	496	632	2,055	\$54,773	\$48,983	\$33,099	\$136,855	\$262,824	\$71,361	\$14,507
Maryland Airport	13	6	1	21	\$588	\$526	\$77	\$1,190	\$416	\$145	\$126
Massey Aerodrome	1	0	0	1	\$35	\$31	\$4	\$70	\$132	\$7	\$7
Mexico Farms Airport	2	1	0	2	\$53	\$47	\$7	\$106	\$199	\$17	\$11
Montgomery County Airpark	41	16	62	119	\$1,163	\$1,040	\$3,459	\$5,662	\$2,776	\$6,420	\$600
Ocean City Municipal Airport	23	11	26	60	\$983	\$879	\$1,460	\$3,323	\$5,312	\$2,712	\$352
Pier 7 Heliport	26	14	8	48	\$1,597	\$1,428	\$445	\$3,470	\$5,000	\$750	\$368
Potomac Airfield	23	10	25	59	\$973	\$870	\$1,326	\$3,169	\$2,140	\$2,348	\$336
Ridgely Airpark	6	2	1	8	\$138	\$123	\$117	\$378	\$379	\$244	\$40
Salisbury-Ocean City Wicomico Regional Airport	437	206	207	850	\$20,097	\$17,972	\$10,478	\$48,548	\$56,844	\$16,855	\$5,146
St. Mary's County Regional Airport	79	42	51	173	\$4,617	\$4,129	\$2,577	\$11,322	\$40,342	\$4,221	\$1,200
Suburban Airpark	1	0	0	2	\$30	\$27	\$17	\$74	\$132	\$33	\$8
Tipton Airport	70	39	78	186	\$4,435	\$3,966	\$4,247	\$12,648	\$18,493	\$7,743	\$1,341
Washington Executive Airport/Hyde Field	22	13	30	65	\$1,436	\$1,285	\$1,519	\$4,240	\$4,199	\$2,930	\$449
TOTAL	3,047	1,523	1,747	6,317	\$157,698	\$141,029	\$91,385	\$390,112	\$704,328	\$189,026	\$41,352

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 3

VISITOR INDUSTRY IMPACTS CREATED BY PUBLIC USE GA PASSENGER ACTIVITY

The impact of visitors using the public use GA airports on the local and regional economy is measured in terms of jobs, income, revenue, and taxes generated by expenditures for hotels, retail, entertainment activities, and transportation service firms.

Visitors purchase hotel rooms, pay for meals and entertainment, and make retail purchases while in Maryland. These purchases of goods and services stimulate the local economy, thereby generating jobs with hotels, restaurants, retail outlets, and local entertainment establishments. Those individuals employed in Maryland's visitor industry due to visitors' purchases receive income. This income is re-spent in the local economy generating induced jobs in the regional economy.

To estimate the economic impact of visitors arriving via the 35 public use facilities, data was gathered from a number of sources, including:

- Interviews with FBOs located at each of the airports;
- Data supplied by the airport operators/managers;
- FAA Form 5010 reports;
- Data from BWI Marshall's quarterly passenger survey (1,400+ in-terminal intercept surveys) conducted by WBA Research, including:
 - Location of permanent residence;
 - Primary purpose of stay;
 - Number of nights stayed;
 - Type of overnight accommodations (e.g., hotel, private home etc.);
 - Amount of off-airport purchases and spending (e.g., lodging, rental car, food/beverage, retail purchases, entertainment, and in-town taxi cabs);
 - Method of arrival to BWI Marshall (e.g. private car, rental car, limo, shuttle, taxi, etc.).

Visiting passengers at each public use airport were estimated by first identifying the estimated number of transient/itinerant aircraft operations based on FAA Form 5010 reports. The percentage of itinerants carrying visiting passengers (both corporate and pleasure travelers) was then estimated by interviews with individual airport managers and FBOs operating at each airport. The interviews with FBOs were also used to estimate the number of visitors per aircraft (average of 3) and length of stay (average of 2.4 days) while in Maryland. This estimate of transient/itinerant flights and passengers was applied to the average expenditure of a visiting passenger derived from the BWI Marshall passenger survey to identify the amount of money spent in Maryland.

In 2014, it is estimated that approximately 355,000 passengers used the 35 public use GA airports in Maryland. It is the travel and spending characteristics of these 355,000 visitors that contribute to the local and state economy through lodging, retail purchases, eating in restaurants, and local transportation services. A summary of visitor impacts is presented in the following **Table 4**.

In 2014, the business and pleasure visitor activity at public use general aviation and scheduled commuter commercial airports in the state of Maryland created the following on-site impacts:

- 3,051 total jobs, of which:
 - 1,737 were directly created by visitor activity at these airports;
 - 621 jobs were supported in local economic sectors due to the purchases for goods and services by those 1,737 directly employed workers;
 - 693 indirect jobs were supported by \$50.3 million of local purchases by firms in the tourism and hospitality industry.
- \$98.4 million dollars of personal wage and salary income was created in the State of Maryland by the visitor activity at these 35 airports. This income includes:
 - \$39.7 million of direct wages and salaries earned by the 1,737 direct job holders;
 - \$34.1 million of induced income and local consumption expenditures;
 - \$24.6 million of indirect income which was earned by the 693 indirect job holders.
- \$161 million of business revenue created from services performed for the general aviation and commercial service aircraft.
- \$10.4 million of state and local taxes were generated.

**Table 4
VISITOR IMPACTS OF GENERAL AVIATION AND COMMERCIAL SERVICE ACTIVITY IN THE STATE OF
MARYLAND, 2014**

Visitor Impacts Airport	Jobs				Personal Income (\$1,000)				Revenue (\$1,000)	Local	
	Direct	Induced	Indirect	Total	Direct	Induced	Indirect	Total		Purchases (\$1,000)	Taxes (\$1,000)
Bay Bridge Airport	51	18	21	90	\$1,201	\$1,030	\$737	\$2,969	\$4,767	\$1,512	\$315
Bennett Airport	0	0	(0)	0	33	29	(1)	\$61	22	(3)	6
Cambridge/Dorchester County Airport	79	28	32	139	\$1,826	\$1,567	\$1,133	\$4,525	\$7,306	\$2,323	\$480
Carroll County Regional Airport	55	20	22	97	\$1,286	\$1,103	\$791	\$3,180	\$5,112	\$1,622	\$337
Claremont Airport	6	2	2	11	\$165	\$142	\$82	\$390	\$558	\$169	\$41
Clearview Airpark	2	1	1	4	\$84	\$72	\$31	\$186	\$226	\$63	\$20
College Park Airport	6	2	2	11	\$173	\$149	\$87	\$409	\$591	\$179	\$43
Crisfield-Somerset Airport	3	1	1	6	\$101	\$87	\$42	\$230	\$298	\$85	\$24
Davis Airport	NA	0	(0)		\$0	\$0	\$0	\$0	\$7	\$0	\$0
Easton Airport	120	43	48	211	\$2,773	\$2,379	\$1,732	\$6,884	\$11,154	\$3,551	\$730
Essex Skypark	NA	0	(0)		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fallston Airport	NA	0	(0)		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Frederick Municipal Airport	162	58	65	284	\$3,717	\$3,190	\$2,330	\$9,237	\$14,993	\$4,777	\$979
Freeway Airport	4	2	1	7	\$120	\$103	\$54	\$278	\$376	\$110	\$29
Garrett County Airport	27	10	11	48	\$647	\$555	\$387	\$1,590	\$2,517	\$794	\$169
Greater Cumberland Regional Airport	10	4	4	18	\$256	\$219	\$139	\$614	\$925	\$286	\$65
Hagerstown Regional Airport	162	58	65	285	\$3,726	\$3,197	\$2,335	\$9,258	\$15,028	\$4,788	\$981
Harford County Airport	18	6	7	31	\$430	\$369	\$250	\$1,049	\$1,634	\$512	\$111
Havre de Grace Seaplane Base	NA	0	(0)		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Kentmorr Airpark	NA	0	0		\$0	\$0	\$0	\$0	\$41	\$0	\$0
Lee Airport	8	3	3	14	\$210	\$180	\$111	\$501	\$740	\$227	\$53
Martin State Airport	270	96	108	473	\$6,172	\$5,296	\$3,883	\$15,350	\$24,967	\$7,961	\$1,627
Maryland Airport	4	2	2	7	\$121	\$104	\$54	\$279	\$377	\$111	\$30
Massey Aerodrome	5	2	2	8	\$0	\$0	\$0	\$0	\$444	\$0	\$0
Mexico Farms Airport	NA	0	0		\$0	\$0	\$0	\$0	\$32	\$0	\$0
Montgomery County Airpark	98	35	39	172	\$2,257	\$1,937	\$1,404	\$5,597	\$9,062	\$2,878	\$593
Ocean City Municipal Airport	190	67	76	333	\$4,355	\$3,736	\$2,733	\$10,824	\$17,583	\$5,603	\$1,147
Pier 7 Heliport	20	7	8	34	\$474	\$407	\$278	\$1,159	\$1,813	\$569	\$123
Potomac Airfield	12	4	5	21	\$301	\$258	\$168	\$727	\$1,110	\$345	\$77
Ridgely Airpark	22	8	9	38	\$0	\$0	\$0	\$0	\$1,998	\$0	\$0
Salisbury-Ocean City Wicomico Regional Airport	297	105	119	521	\$6,795	\$5,830	\$4,277	\$16,902	\$27,500	\$8,770	\$1,792
St. Mary's County Regional Airport	98	35	39	173	\$2,272	\$1,950	\$1,415	\$5,637	\$9,120	\$2,902	\$598
Suburban Airpark	NA	0	(0)		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tipton Airport	4	2	1	7	\$118	\$101	\$52	\$272	\$366	\$107	\$29
Washington Executive Airport/Hyde Field	4	1	1	6	\$111	\$95	\$48	\$254	\$337	\$98	\$27
TOTAL	1,737	621	693	3,051	\$39,725	\$34,086	\$24,550	\$98,361	\$161,006	\$50,339	\$10,426

THIS PAGE INTENTIONALLY LEFT BLANK

SECTION 4

COMPARISON WITH 2012 ON-SITE IMPACTS CREATED BY PUBLIC USE GA AIRPORTS

The on-site impacts presented in this study followed the same methodology used in the previous 2012 study, and as a result, direct comparisons can be made between the two. Between 2012 and 2014, total annual operations and based aircraft operations fell by 6.3 percent and 0.3 percent respectively.

Table 5
COMPARISON OF ANNUAL AIRCRAFT OPERATIONS AND BASED AIRCRAFT
2012-2014

Airport	2012 Estimated Operations	2014 Estimated Operations	Operations Difference	2012 Based Aircraft	2014 Based Aircraft	Based Aircraft Difference
Bay Bridge Airport	67,100	35,280	(31,820)	76	104	28
Bennett Airport	2,137	2,137	0	6	9	3
Cambridge/Dorchester County Airport	28,760	23,102	(5,658)	37	36	(1)
Carroll County Regional Airport	36,090	36,090	0	93	99	6
Claremont Airport	15,193	12,626	(2,567)	57	44	(13)
Clearview Airpark	15,300	15,300	0	27	35	8
College Park Airport	3,650	4,061	411	43	37	(6)
Crisfield-Somerset Airport	2,180	1,961	(219)	9	4	(5)
Davis Airport	5,100	5,100	0	19	17	(2)
Easton Airport	49,689	67,689	18,000	137	192	55
Essex Skypark	8,584	8,546	(38)	43	27	(16)
Fallston Airport	5,104	5,104	0	23	23	0
Frederick Municipal Airport	119,179	94,901	(24,278)	228	193	(35)
Freeway Airport	24,115	24,115	0	76	59	(17)
Garrett County Airport	14,600	14,450	(150)	22	32	10
Greater Cumberland Regional Airport	14,300	14,300	0	60	54	(6)
Hagerstown Regional Airport	51,350	55,598	4,248	160	162	2
Harford County Airport	17,840	17,840	0	52	60	8
Havre de Grace Seaplane Base	30	30	0	0	2	2
Kentmorr Airpark	950	950	0	11	10	(1)
Lee Airport	15,526	15,528	2	84	83	(1)
Martin State Airport	74,548	75,182	634	221	221	0
Maryland Airport	17,020	17,020	0	62	64	2
Massey Aerodrome	5,150	5,150	0	22	17	(5)
Mexico Farms Airport	1,261	1,261	0	14	14	0
Montgomery County Airpark	51,097	51,097	0	160	156	(4)
Ocean City Municipal Airport	37,000	37,450	450	43	25	(18)
Pier 7 Heliport	3,700	3,700	0	3	4	1
Potomac Airfield	11,999	11,999	0	87	80	(7)
Ridgely Airpark	24,205	11,900	(12,305)	37	34	(3)
Salisbury-Ocean City Wicomico Regional Airport	47,675	45,806	(1,869)	123	110	(13)
St. Mary's County Regional Airport	38,002	40,701	2,699	146	146	0
Suburban Airpark	2,600	1,510	(1,090)	20	20	0
Tipton Airport	49,225	47,906	(1,319)	105	119	14
Washington Executive Airport/Hyde Field	5,605	5,894	289	46	54	8
TOTALS	865,864	811,284	(54,580)	2,352	2,346	(6)
			-6.3%			-0.3%

Airport manager-provided data, 5010 Reports

Despite the decline in operations and based aircraft at the 35 public use GA airports in Maryland, the total income, business revenue, and local purchases increased over the 2012-2014 period, as demonstrated in **Table 6**.

**Table 6
COMPARISON OF ON-SITE GENERATED ECONOMIC IMPACTS 2012-2014**

On-Site Impacts Summary Comparison	2012	2014	Difference	Percent
Jobs				
Direct Jobs	3,282	3,047	(234)	-7.1%
Induced Jobs	1,331	1,523	192	14.4%
Indirect Jobs	1,661	1,747	85	5.1%
Total Jobs	6,274	6,317	43	0.7%
Personal Income (\$1,000)				
Direct	\$146,389	\$157,698	\$11,308	7.7%
Induced	\$133,734	\$141,029	\$7,295	5.5%
Indirect	\$78,412	\$91,385	\$12,973	16.5%
Total	\$358,535	\$390,112	\$31,577	8.8%
Business Revenue (\$1,000)	\$550,716	\$704,328	\$153,612	27.9%
Local Purchases (\$1,000)	\$168,173	\$189,026	\$20,853	12.4%
State & Local Taxes (\$1,000)	\$35,854	\$41,352	\$5,498	15.3%

Totals may not add due to rounding

With respect to the economic impacts generated directly by the airport, direct jobs decreased by 234 (-7.1 percent), primarily reflecting a decrease in capital expenditures (CAPEX) over the study period which resulted in reduced construction jobs, included as part of direct jobs. Secondly, some airports experienced a loss of tenant base employment. An example of this is the result of the six-month closure of Maryland Airport during the study period. For the most part, these were somewhat offset by gains in tenant base at other key airports.

Induced jobs increased by 192 jobs, reflecting a higher average salary of direct job holders. Indirect jobs increased by 85 jobs, reflecting an increase in local purchases of about \$20.9 million. This increase is still maintained in spite of an increase in productivity in the service, retail, and manufacturing sectors of the economy since the recession. The growth in productivity in supplying industries has resulted in lower job to sales ratios throughout the downturn in an economic recovery. In all, total on-site jobs increased by 0.7 percent.

The direct personal wage and salary income increased by \$11.3 million, reflecting the growth in average income per direct job despite a decline in direct jobs. The induced income and consumption impact increased by 5.5 percent, reflecting a slightly lower personal income multiplier as estimated by the Bureau of Economic Analysis for the region. Indirect income increased by \$13 million, again reflecting an increase in local expenditures by airport-dependent firms. In total, personal income rose by 8.8 percent.

Business revenue grew by \$153.6 million (27.9 percent), primarily reflecting an increase in tenant operations as well as the addition of new airport-related tenants at key airports. State and local taxes increased by \$5.5 million.

Similarly, the visitor impacts presented in this study followed the same methodology used in the previous 2012 study, and as a result, direct comparisons can be made between the two. Between 2012 and 2014, total annual estimated visitors increased by 1.4 percent from 350,000 to 355,000 passengers.

The growth in visitors at the 35 public use GA airports in Maryland contributed to increases in total jobs, income, business revenue and taxes over the 2012-2014 period, as demonstrated in **Table 7**.

**Table 7
COMPARISON OF VISITOR GENERATED ECONOMIC IMPACTS 2012-2014**

Visitor Impacts Summary Comparison	2012	2014	Difference	Percent
Jobs				
Direct Jobs	1,316	1,737	421	32.0%
Induced Jobs	373	621	248	66.5%
Indirect Jobs	720	693	(27)	-3.8%
Total Jobs	2,409	3,051	642	26.7%
Personal Income (\$1,000)				
Direct	\$26,893	\$39,725	\$12,832	47.7%
Induced	\$23,208	\$34,086	\$10,878	46.9%
Indirect	\$33,793	\$24,550	(\$9,243)	-27.4%
Total	\$83,894	\$98,361	\$14,467	17.2%
Business Revenue (\$1,000)	\$114,533	\$161,006	\$46,473	40.6%
Local Purchases (\$1,000)	\$54,000	\$50,339	(\$3,661)	-6.8%
State & Local Taxes (\$1,000)	\$8,389	\$10,426	\$2,037	24.3%

Totals may not add due to rounding

The growth in transient visitors led to a 642 total job increase, led primarily by a 421 job increase in direct jobs. This was fueled by not only the increase in number of estimated visitors, but also by an increase in average daily expenditures and an increase in length of stay as supported by the results of the passenger survey data.

The increase in direct jobs contributed to the growth in induced employment. Also, it should be noted that higher spending was offset by continued productivity gains and effects of the economic recovery, especially in food service establishments, as reported by the U.S. Bureau of Census. This was reflected by fewer direct jobholders in those sectors. It is important to note that these declines in jobs-to-sales ratios are being experienced not only in Maryland, but in other states, MSAs, and the nation as a whole.

Indirect jobs fell due to a decrease in the Bureau of Economic Analysis RIMS II multiplier data for the hotel and dining sectors, which is used in developing the indirect job relationship to direct and induced jobs. Indirect earnings and local purchases also subsequently declined. However, despite the decline in indirect income, total income increased by \$14.5 million (17.2 percent) paralleling the overall growth in total jobs.

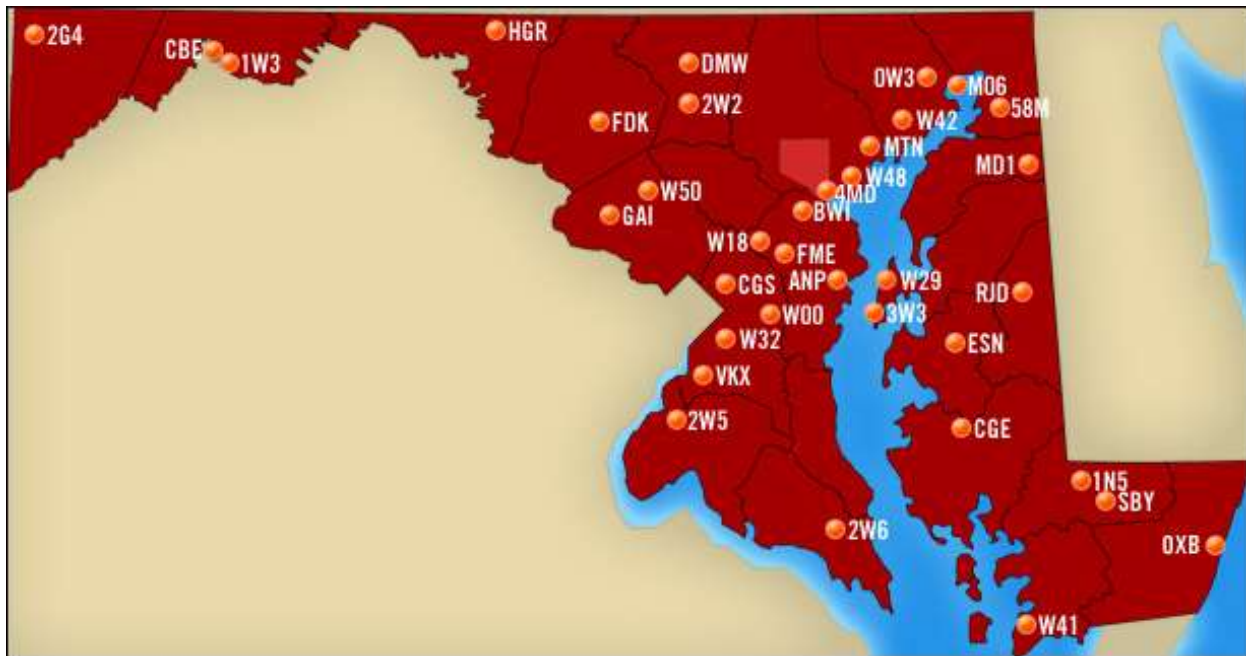
Business revenue also increased \$46.5 million due to the increase in visitor spending. State and local taxes increased by \$2 million.

APPENDIX A

SUMMARY OF GA AIRPORT ECONOMIC IMPACTS BY AIRPORT

Appendix A summarizes the economic impacts of each of the 35 airports. **Exhibit 2** shows the location of each of the airports within the State of Maryland.

Exhibit 2 LOCATION OF PUBLIC USE GENERAL AVIATION AIRPORTS IN MARYLAND



Source: MAA

BWI	Baltimore/Washington International Thurgood Marshall Airport	OW3	Harford County Airport
W29	Bay Bridge Airport	M06	Havre de Grace Seaplane Base
1N5	Bennett Airport	3W3	Kentmorr Airpark
CGE	Cambridge-Dorchester Airport	ANP	Lee Airport
DMW	Carroll County Regional/ Jack B. Poage Field	MTN	Martin State Airport
58M	Claremont Airport	2W5	Maryland Airport
2W2	Clearview Airpark	MD1	Massey Aerodrome
CGS	College Park Airport	1W3	Mexico Farms Airport
W41	Crisfield-Somerset Airport	GAI	Montgomery County Airpark
W50	Davis Airport	OXB	Ocean City Municipal Airport
ESN	Easton Airport/Newnam Field	4MD	Pier 7 Heliport
W48	Essex Skypark	VKX	Potomac Airfield
W42	Fallston Airport	RJD	Ridgely Airpark
FDK	Frederick Municipal Airport	2W6	St. Mary's County Regional Airport
W00	Freeway Airport	SBY	Salisbury-Ocean City: Wicomico Regional Airport
2G4	Garrett County Airport	W18	Suburban Airpark
CBE	Greater Cumberland Regional Airport	FME	Tipton Airport
HGR	Hagerstown Regional Airport – Richard A. Henson Field	W32	Washington Executive/Hyde Field

Bay Bridge Airport (W29)

The Bay Bridge Airport is a general aviation airport owned by Queen Anne’s County and is open for public use. The airport is located on Kent Island approximately 1 mile west of Stevensville, MD. The airport has 1 asphalt runway available for use (2,714 x 60 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- T-hangars and paved tiedowns.

Aviation activity at the Bay Bridge Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	86	Local GA	22,400
Multi-engine	14	Transient GA	12,768
Helicopter	2	Military/Air Taxi	112
Ultralight	2		
Totals	104	Total Operations	35,280

Bay Bridge Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	28	51	79
Induced Jobs	13	18	31
Indirect Jobs	3	21	23
Total Jobs	43	90	133
Personal Income (\$1,000)			
Direct	\$1,203	\$1,201	\$2,404
Induced	\$1,076	\$1,030	\$2,106
Indirect	\$149	\$737	\$886
Total	\$2,428	\$2,969	\$5,397
Business Revenue (\$1,000)	\$1,426	\$4,767	\$6,193
Local Purchases (\$1,000)	\$275	\$1,512	\$1,787
State & Local Taxes (\$1,000)	\$257	\$315	\$572

Bennett Airport (1N5)

The Bennett Airport is a small, privately owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula about 4 miles northwest of Salisbury, MD. The airport has two turf runways available for use (2,300 x 95 ft. and 3,150 x 95 ft.) and provides the following services:

- Minor power plant service;
- Agricultural operations (Aerial spraying);
- T-hangars and turf tiedowns.

Aviation activity at the Bennett Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	9	Local GA	1,837
Multi-engine	0	Transient	300
Totals	9	Total Operations	2,137

Bennett Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	1		1
Total Jobs	4		4
Personal Income (\$1,000)			
Direct	\$81		81
Induced	\$72		72
Indirect	\$35		35
Total	\$189		189
Business Revenue (\$1,000)	\$240		240
Local Purchases (\$1,000)	\$52		52
State & Local Taxes (\$1,000)	\$20		20

Cambridge-Dorchester Airport (CGE)

The Cambridge-Dorchester Airport is a publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately 3 miles southeast of Cambridge, MD. The airport has one asphalt/grooved runway available for use (4,477 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- Agricultural operations (Aerial Spraying);
- T-hangars and paved tiedowns.

Aviation activity at the Cambridge-Dorchester Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	35	Local GA	2,910
Multi-engine	1	Transient GA	19,742
		Military	450
Totals	36	Total Operations	23,102

Cambridge-Dorchester Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	16	79	95
Induced Jobs	6	28	34
Indirect Jobs	4	32	36
Total Jobs	27	139	165
Personal Income (\$1,000)			
Direct	\$439	\$1,826	\$2,265
Induced	\$392	\$1,567	\$1,959
Indirect	\$236	\$1,133	\$1,368
Total	\$1,067	\$4,525	\$5,592
Business Revenue (\$1,000)	\$1,727	\$7,306	\$9,033
Local Purchases (\$1,000)	\$509	\$2,323	\$2,832
State & Local Taxes (\$1,000)	\$113	\$480	\$593

Carroll County Regional Airport (DMW)

The Carroll County Regional Airport is owned by Carroll County and is open for public use. The airport is located approximately 3 miles north of Westminster, MD. The airport has 1 asphalt/grooved runway available for use (5,100 x 100 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Charter flights;
- T-hangars and paved tiedowns.

Aviation activity at the Carroll County Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	82	Local GA	26,625
Multi-engine	13	Transient GA	8,875
Helicopter	1	Military	90
Jet	3	Air taxi	500
Totals	99	Total Operations	36,090

Carroll County Regional Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	55	55	110
Induced Jobs	26	20	46
Indirect Jobs	46	22	68
Total Jobs	127	97	224
Personal Income (\$1,000)			
Direct	\$2,561	\$1,286	\$3,847
Induced	\$2,290	\$1,103	\$3,394
Indirect	\$2,455	\$791	\$3,246
Total	\$7,306	\$3,180	\$10,487
Business Revenue (\$1,000)	\$70,853	\$5,112	\$75,965
Local Purchases (\$1,000)	\$4,856	\$1,622	\$6,478
State & Local Taxes (\$1,000)	\$774	\$337	\$1,112

Claremont Airport (58M)

The Claremont Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in the northeastern corner of Maryland approximately 3 miles southwest of Elkton, MD. The airport has one asphalt runway available for use (3,000 x 70 ft.) and provides the following services:

- Fuel Sales (100LL and MOGAS);
- Minor airframe service;
- Minor power plant service;
- Flight instruction;
- T-hangars and turf tiedowns.

Claremont Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>	
Single-engine	42
Multi-engine	2
Totals	36

<u>Annual Aircraft Operations</u>	
Local GA	8,974
Transient GA	2,840
Military	723
Air Taxi	89
Total Operations	12,626

Claremont Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	8	6	14
Induced Jobs	3	2	5
Indirect Jobs	2	2	4
Total Jobs	13	11	23
Personal Income (\$1,000)			
Direct	\$281	\$165	\$446
Induced	\$251	\$142	\$393
Indirect	\$102	\$82	\$184
Total	\$634	\$390	\$1,023
Business Revenue (\$1,000)	\$1,100	\$558	\$1,658
Local Purchases (\$1,000)	\$201	\$169	\$370
State & Local Taxes (\$1,000)	\$67	\$41	\$108

Clearview Airpark (2W2)

The Clearview Airpark is a privately owned general aviation airport that is open for public use. The airport is located in Carroll County and approximately 7 miles south of Westminster, MD. The airport has one asphalt runway available for use (1,840 x 30 ft.) and provides the following services:

- Fuel Sales (100LL);
- T-hangars and paved & turf tiedowns.

Aviation activity at the Clearview Airpark represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	35	Local GA	13,770
		Transient GA	1,530
Totals	35	Total Operations	15,300

Clearview Airpark generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	2	2	4
Induced Jobs	1	1	2
Indirect Jobs	0	1	1
Total Jobs	3	4	7
Personal Income (\$1,000)			
Direct	\$58	\$84	\$142
Induced	\$52	\$72	\$124
Indirect	\$8	\$31	\$39
Total	\$118	\$186	\$304
Business Revenue (\$1,000)	\$163	\$226	\$389
Local Purchases (\$1,000)	\$17	\$63	\$80
State & Local Taxes (\$1,000)	\$13	\$20	\$32

College Park Airport (CGS)

The College Park Airport is a small airport owned by the Maryland National Capital Park and Planning Commission and is available for public use. The airport is located approximately 1 mile east of College Park, MD and the University of Maryland College Park campus. The airport has one asphalt runway available for use (2,610 x 60 ft.) and provides the following services:

- Fuel Sales (100LL);
- Restaurant;
- Paved and turf tiedowns.

Aviation activity at the College Park Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	32	Local GA	2,265
Multi-engine	3	Transient GA	1,554
Helicopter	2	Military	200
		Charter	42
Totals	37	Total Operations	4,061

College Park Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	27	6	33
Induced Jobs	12	2	14
Indirect Jobs	3	2	6
Total Jobs	42	11	53
Personal Income (\$1,000)			
Direct	\$1,072	\$173	\$1,246
Induced	\$959	\$149	\$1,108
Indirect	\$178	\$87	\$266
Total	\$2,210	\$409	\$2,619
Business Revenue (\$1,000)	\$736	\$591	\$1,326
Local Purchases (\$1,000)	\$424	\$179	\$603
State & Local Taxes (\$1,000)	\$234	\$43	\$278

Crisfield-Somerset County Airport (W41)

The Crisfield-Somerset County Airport is a small, publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately 3 miles northeast of Crisfield, MD. The airport has one asphalt runway available for use (2,490 x 75 ft.) and 1 turf runway (3,280 x 120 ft.). The following services are available at this airport:

- Fuel Sales (100LL);
- Paved and turf tiedowns.

Aviation activity at the Crisfield-Somerset County Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	4	Local GA	1,157
		Transient GA	804
Totals	4	Total Operations	1,961

Crisfield-Somerset County Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	2	3	6
Induced Jobs	1	1	2
Indirect Jobs	1	1	2
Total Jobs	4	6	10
Personal Income (\$1,000)			
Direct	\$84	\$101	\$185
Induced	\$75	\$87	\$162
Indirect	\$36	\$42	\$78
Total	\$195	\$230	\$425
Business Revenue (\$1,000)	\$132	\$298	\$430
Local Purchases (\$1,000)	\$90	\$85	\$175
State & Local Taxes (\$1,000)	\$21	\$24	\$45

Davis Airport (W50)

The Davis Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in Central Maryland approximately 3 miles north of Laytonsville, MD. The airport has one turf/asphalt runway available for use (2,005 x 25 ft.) and provides the following services:

- Minor airframe service;
- Minor power plant service;
- Paved and turf tiedowns.

Aviation activity at the Davis Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	17	Local GA	5,000
		Transient GA	100
Totals	17	Total Operations	5,100

Davis Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	4	NA	4
Induced Jobs	2		2
Indirect Jobs	2		2
Total Jobs	7		7
Personal Income (\$1,000)			
Direct	\$116		\$116
Induced	\$104		\$104
Indirect	\$79		\$79
Total	\$299		\$299
Business Revenue (\$1,000)	\$249		\$249
Local Purchases (\$1,000)	\$146		\$146
State & Local Taxes (\$1,000)	\$32		\$32

Easton Airport/Newnam Field (ESN)

The Easton Airport is a publicly owned general aviation airport that is open for public use. The airport is located on the Delmarva Peninsula approximately 2 miles north of Easton, MD. The airport has two asphalt runways available for use (4,003 x 100 ft. and 5,500 x 100 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe/power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Aerial photography;
- Avionics service;
- Charter flights/corporate flight departments;
- Automobile rentals;
- Airport restaurant;
- T-hangars and paved tiedowns.

Aviation activity at the Easton Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	147	Local GA	24,580
Multi-engine	22	Transient GA	27,830
Jet	21	Military	13,622
Helicopter	2	Air Taxi	1,657
Totals	192	Total Operations	67,689

Easton Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	121	120	241
Induced Jobs	50	43	93
Indirect Jobs	101	48	149
Total Jobs	272	211	483
Personal Income (\$1,000)			
Direct	\$4,093	\$2,773	\$6,866
Induced	\$3,660	\$2,379	\$6,039
Indirect	\$5,423	\$1,732	\$7,155
Total	\$13,177	\$6,884	\$20,060
Business Revenue (\$1,000)	\$31,307	\$11,154	\$42,461
Local Purchases (\$1,000)	\$11,118	\$3,551	\$14,669
State & Local Taxes (\$1,000)	\$1,397	\$730	\$2,126

Essex Skypark (W48)

The Essex Skypark is a small, publicly owned general aviation airport that is open for public use. The airport is located on the Back River approximately 3 miles southeast of Baltimore, MD. The airport has one asphalt runway available for use (2,084 x 28 ft.) and one water runway (3,000 x 300 ft.), which is primarily used by ultralight seaplanes. The following services are available at this airport:

- T-hangars and turf tiedowns.

Aviation activity at the Essex Skypark represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	25	Local GA	7,954
Multi-engine	1	Transient GA	593
Helicopter	<u>1</u>		
Totals	27	Total Operations	8,546

Essex Skypark generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$105		\$105
Induced	\$94		\$94
Indirect	\$5		\$5
Total	\$204		\$204
Business Revenue (\$1,000)	\$225		\$225
Local Purchases (\$1,000)	\$11		\$11
State & Local Taxes (\$1,000)	\$22		\$22

Fallston Airport (W42)

The Fallston Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 1 mile south of Fallston, MD. The airport has one asphalt runway available for use (2,200 x 50 ft.) and provides the following services:

- Fuel Sales (100LL);
- Flight instruction;
- Aircraft rental;
- T-hangars and turf tiedowns.

Aviation activity at the Fallston Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	23	Local GA	3,753
		Transient GA	1,251
		Military	100
Totals	23	Total Operations	5,104

Fallston Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$44		\$44
Induced	\$40		\$40
Indirect	\$5		\$5
Total	\$89		\$89
Business Revenue (\$1,000)	\$40		\$40
Local Purchases (\$1,000)	\$9		\$9
State & Local Taxes (\$1,000)	\$9		\$9

Frederick Municipal Airport (FDK)

The Frederick Municipal Airport is a publicly owned general aviation airport that is open for public use. The airport is located in Frederick County at the junction of I-70 and I-270. The airport has two asphalt runways available for use (5,220 x 100 ft. and 3,600 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Avionics service;
- Charter flights;
- Glider operations;
- T-hangars and paved tiedowns.

Aviation activity at the Frederick Municipal Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	161	Local GA	51,267
Multi-engine	15	Transient GA	38,177
Jet	7	Military	1,399
Helicopter	10	Air Taxi	4,058
Totals	193	Total Operations	94,901

Frederick Municipal Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	364	162	526
Induced Jobs	191	58	249
Indirect Jobs	219	65	284
Total Jobs	775	284	1,059
Personal Income (\$1,000)			
Direct	\$20,789	\$3,717	\$24,507
Induced	\$18,592	\$3,190	\$21,781
Indirect	\$10,967	\$2,330	\$13,297
Total	\$50,348	\$9,237	\$59,585
Business Revenue (\$1,000)	\$95,519	\$14,993	\$110,513
Local Purchases (\$1,000)	\$29,524	\$4,777	\$34,301
State & Local Taxes (\$1,000)	\$5,337	\$979	\$6,316

Freeway Airport (W00)

The Freeway Airport is a small, privately owned general aviation airport that is open for public use. The airport is located 2 miles northwest of Mitchellville, MD and approximately 15 miles east of downtown Washington, DC. The airport has one asphalt runway available for use (2,420 x 40 ft.) and provides the following services:

- Fuel Sales (100LL);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- Paved and turf tiedowns.

Aviation activity at the Freeway Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	55	Local GA	23,000
Multi-engine	3	Transient GA	1,000
Ultralight	1	Military	100
		Air Taxi	15
Totals	59	Total Operations	24,115

Freeway Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	18	4	22
Induced Jobs	7	2	9
Indirect Jobs	9	1	10
Total Jobs	34	7	41
Personal Income (\$1,000)			
Direct	\$563	\$120	\$683
Induced	\$503	\$103	\$606
Indirect	\$480	\$54	\$534
Total	\$1,545	\$278	\$1,823
Business Revenue (\$1,000)	\$1,450	\$376	\$1,826
Local Purchases (\$1,000)	\$810	\$110	\$920
State & Local Taxes (\$1,000)	\$164	\$29	\$193

Garrett County Airport (2G4)

The Garrett County Airport is publicly owned by Garrett County and is available for public use. The airport is located approximately 13 miles northeast of Oakland, MD. The airport has one asphalt runway available for use (5,000 x 75 ft.) and provides the following services:

- Fuel Sales (Jet A, 100LL);
- Flight instruction;
- Aircraft rental;
- Charter flights;
- T-hangars and paved tiedowns.

Aviation activity at the Garrett County Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	25	Local GA	7,400
Multi-engine	4	Transient GA	6,500
Helicopter	3	Military	250
		Air Taxi	300
Totals	32	Total Operations	14,450

Garrett County Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	4	27	31
Induced Jobs	2	10	11
Indirect Jobs	0	11	11
Total Jobs	6	48	54
Personal Income (\$1,000)			
Direct	\$111	\$647	\$758
Induced	\$99	\$555	\$655
Indirect	\$20	\$387	\$407
Total	\$230	\$1,590	\$1,820
Business Revenue (\$1,000)	\$348	\$2,517	\$2,864
Local Purchases (\$1,000)	\$47	\$794	\$840
State & Local Taxes (\$1,000)	\$24	\$169	\$193

Greater Cumberland Regional Airport (CBE)

Although the Greater Cumberland Regional Airport is located 3 miles south of Cumberland, MD in West Virginia, the airport is part of the Maryland’s aviation system and is owned by the Potomac Highlands Airport Authority. The Greater Cumberland Regional Airport has two asphalt runways available for use, (5,048 x 150 ft. and 2,442 x 150 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Glider operations;
- T-hangars and paved tiedowns.

Aviation activity at the Greater Cumberland Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	48	Local GA	11,500
Multi-engine	4	Transient GA	2,500
Jet	1	Military	300
Helicopter	1		
Totals	54	Total Operations	14,300

Greater Cumberland Regional Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	25	10	34
Induced Jobs	16	4	19
Indirect Jobs	40	4	44
Total Jobs	80	18	98
Personal Income (\$1,000)			
Direct	\$1,960	\$256	\$2,216
Induced	\$1,753	\$219	\$1,972
Indirect	\$2,227	\$139	\$2,367
Total	\$5,940	\$614	\$6,554
Business Revenue (\$1,000)	\$2,997	\$925	\$3,922
Local Purchases (\$1,000)	\$4,171	\$286	\$4,456
State & Local Taxes (\$1,000)	\$630	\$65	\$695

Hagerstown Regional Airport – Richard A. Henson Field (HGR)

The Hagerstown Regional Airport is located 4 miles north of Hagerstown, MD. The Hagerstown Regional Airport has two asphalt runways available for use, (7,000 x 150 ft. and 3,160 x 100 ft. grooved) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service/major power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Commercial service air passenger service/Charter flights;
- Avionics service;
- Air cargo;
- Automobile rentals;
- Corporate flight departments;
- Tower;
- T-hangars and paved tiedowns.

Aviation activity at the Hagerstown Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	122	Local GA	18,659
Multi-engine	28	Transient GA	22,503
Jet	4	Military	8,704
Ultralights	3	Air Taxi/Commercial	5,732
Helicopter	5		
Totals	162	Total Operations	55,598

Hagerstown Regional Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	659	162	821
Induced Jobs	319	58	377
Indirect Jobs	184	65	249
Total Jobs	1,162	285	1,447
Personal Income (\$1,000)			
Direct	\$32,007	\$3,726	\$35,732
Induced	\$28,623	\$3,197	\$31,820
Indirect	\$9,657	\$2,335	\$11,992
Total	\$70,287	\$9,258	\$79,545
Business Revenue (\$1,000)	\$93,877	\$15,028	\$108,905
Local Purchases (\$1,000)	\$19,790	\$4,788	\$24,578
State & Local Taxes (\$1,000)	\$7,450	\$981	\$8,432

Harford County Airport (0W3)

The Harford County Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 3 miles east of Churchville, MD in Harford County. The airport offers one asphalt runway (2,000 x 40 ft.) and two turf runways (2,000 x 75, 1,600 x 75 ft.). The following services are provided at this airport:

- Fuel Sales (100LL);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- T-hangars and paved tiedowns.

Aviation activity at the Harford County Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	55	Local GA	13,249
Gliders/Ultralight	5	Transient GA	4,416
		Military	175
Totals	60	Total Operations	17,840

Harford County Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	17	18	34
Induced Jobs	7	6	13
Indirect Jobs	2	7	9
Total Jobs	25	31	56
Personal Income (\$1,000)			
Direct	\$578	\$430	\$1,008
Induced	\$516	\$369	\$886
Indirect	\$93	\$250	\$343
Total	\$1,187	\$1,049	\$2,236
Business Revenue (\$1,000)	\$523	\$1,634	\$2,157
Local Purchases (\$1,000)	\$338	\$512	\$850
State & Local Taxes (\$1,000)	\$126	\$111	\$237

Havre de Grace Seaplane Base (M06)

The Havre de Grace Seaplane Base is a small, privately owned general aviation airport that is open for public use. The primary use of the airport is for ultralights. The airport is located approximately 1 mile east of Havre de Grace, MD. The airport has two water runways available for use (8,000 x 200 ft.).

Aviation activity at the Havre de Grace Seaplane Base represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Seaplanes	2	Transient GA	30
Totals	2	Total Operations	30

Havre de Grace Seaplane Base generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	3	NA	3
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	4		4
Personal Income (\$1,000)			
Direct	\$113		\$113
Induced	\$101		\$101
Indirect	\$11		\$11
Total	\$224		\$224
Business Revenue (\$1,000)	\$132		\$132
Local Purchases (\$1,000)	\$17		\$17
State & Local Taxes (\$1,000)	\$24		\$24

Kentmorr Airpark (3W3)

The Kentmorr Airpark is a small, privately owned general aviation airport that is open for public use. The airpark was established as a residential airpark and is owned and operated by the local homeowners association. The airpark is located on Kent Island, approximately 5 miles southwest of Stevensville, MD, and provides convenient access to a marina, restaurant, and golf course. The airpark has one turf runway available for use (2,400 x 75 ft.), and provides turf aircraft parking.

Aviation activity at the Kentmorr Airpark represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	10	Local GA	350
		Transient GA	560
		Military	40
Totals	10	Total Operations	950

Kentmorr Airpark generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	1		1
Personal Income (\$1,000)			
Direct	\$35		\$35
Induced	\$31		\$31
Indirect	\$1		\$1
Total	\$67		\$67
Business Revenue (\$1,000)	\$132		\$132
Local Purchases (\$1,000)	\$1		\$1
State & Local Taxes (\$1,000)	\$7		\$7

Lee Airport (ANP)

The Lee Airport is a family-run general aviation airport that is open for public use. The airport is located approximately 5 miles southwest of Annapolis, MD. The airport has one asphalt runway available for use (2,505 x 48 ft.) and provides the following aviation related services:

- Fuel Sales (100LL);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- T-hangars and turf tiedowns.

Aviation activity at the Lee Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	80	Local GA	13,028
Multi-engine	3	Transient GA	2,000
		Military	500
Totals	83	Total Operations	15,528

Lee Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	19	8	27
Induced Jobs	7	3	10
Indirect Jobs	7	3	10
Total Jobs	33	14	48
Personal Income (\$1,000)			
Direct	\$490	\$210	\$700
Induced	\$438	\$180	\$619
Indirect	\$386	\$111	\$496
Total	\$1,314	\$501	\$1,815
Business Revenue (\$1,000)	\$1,963	\$740	\$2,703
Local Purchases (\$1,000)	\$835	\$227	\$1,061
State & Local Taxes (\$1,000)	\$139	\$53	\$192

Martin State Airport (MTN)

The Martin State Airport is a general aviation airport owned and operated by the Maryland Aviation Administration and is open for public use. The airport is located approximately 9 miles east of Baltimore, MD. The airport has one concrete runway available for use (6,996 x 180 ft.) and 1 helipad (65 x 65 ft.). The following aviation-related services are provided at Martin State Airport:

- Fuel Sales (100LL and Jet A);
- Major airframe service/major power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Air ambulance;
- Avionics service;
- Control tower;
- Corporate flight departments;
- Community and T-hangars;
- Paved and turf tiedowns.

Aviation activity at the Martin State Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	149	Local GA	28,385
Multi-engine	26	Transient GA	41,280
Jet	15	Military	4,101
Helicopter	7	Corporate	1,416
Military	24		
Totals	221	Total Operations	75,182

Martin State Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	927	270	1,197
Induced Jobs	496	96	592
Indirect Jobs	632	108	740
Total Jobs	2,055	473	2,529
Personal Income (\$1,000)			
Direct	\$54,773	\$6,172	\$60,944
Induced	\$48,983	\$5,296	\$54,279
Indirect	\$33,099	\$3,883	\$36,981
Total	\$136,855	\$15,350	\$152,205
Business Revenue (\$1,000)	\$262,824	\$24,967	\$287,791
Local Purchases (\$1,000)	\$71,361	\$7,961	\$79,322
State & Local Taxes (\$1,000)	\$14,507	\$1,627	\$16,134

Maryland Airport (2W5)

The Maryland Airport is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 4 miles east of Indian Head, MD. The airport has one asphalt runway (3,740 X 75 ft.), and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft sales;
- Avionics services;
- Charter flights;
- Corporate flight departments;
- T-hangars and paved tiedowns.

Aviation activity at the Maryland Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	61	Local GA	15,000
Multi-engine	3	Transient GA	1,000
		Military	1,000
		Air Taxi	20
Totals	64	Total Operations	17,020

Maryland Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	13	4	18
Induced Jobs	6	2	8
Indirect Jobs	1	2	3
Total Jobs	21	7	28
Personal Income (\$1,000)			
Direct	\$588	\$121	\$709
Induced	\$526	\$104	\$629
Indirect	\$77	\$54	\$131
Total	\$1,190	\$279	\$1,469
Business Revenue (\$1,000)	\$416	\$377	\$793
Local Purchases (\$1,000)	\$145	\$111	\$256
State & Local Taxes (\$1,000)	\$126	\$30	\$156

Massey Aerodrome (MD1)

The Massey Aerodrome is a small, privately owned general aviation airport/restoration museum that is open for public use. The airport is located in Western Maryland approximately 2 miles east of Massey, MD. The airport has one turf runway available for use (3,000 x 100 ft.) but does not provide any services. The airport is operated by volunteers, and hence does not have a quantifiable economic impact.

Aviation activity at the Massey Aerodrome represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	12	Local GA	3,600
Gliders	5	Transient GA	1,200
		Military	350
Totals	17	Total Operations	5,150

Massey Aerodrome generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	1		1
Personal Income (\$1,000)			
Direct	\$35		\$35
Induced	\$31		\$31
Indirect	\$4		\$4
Total	\$70		\$70
Business Revenue (\$1,000)	\$132		\$132
Local Purchases (\$1,000)	\$7		\$7
State & Local Taxes (\$1,000)	\$7		\$7

Mexico Farms Airport (1W3)

The Mexico Farms Airport is a small, privately owned general aviation airport that is open for public use. The airport is located in Western Maryland approximately 3 miles south of Cumberland, MD. The airport has two turf runways available for use (2,120 x 190 ft. and 2,100 x 195 ft.) but does not provide any services.

Aviation activity at the Mexico Farms Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	8	Local GA	825
Ultralights	6	Transient GA	436
Totals	14	Total Operations	1,261

Mexico Farms Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	2	NA	2
Induced Jobs	1		1
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$53		\$53
Induced	\$47		\$47
Indirect	\$7		\$7
Total	\$106		\$106
Business Revenue (\$1,000)	\$199		\$199
Local Purchases (\$1,000)	\$17		\$17
State & Local Taxes (\$1,000)	\$11		\$11

Montgomery County Airpark (GAI)

The Montgomery County Airpark is a publicly owned general aviation airport that is open for public use. The airport is located 3 miles northeast of Gaithersburg, MD. The airport has one asphalt runway available for use (4,200 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Minor airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Charter flights;
- Corporate flight departments;
- Airport restaurant;
- T-hangars and paved tiedowns.

Aviation activity at the Montgomery County Airpark represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	135	Local GA	27,418
Multi-engine	16	Transient GA	15,329
Jet	3	Air Taxi	8,350
Helicopter	2		
Totals	156	Total Operations	51,097

Montgomery County Airpark generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	41	98	139
Induced Jobs	16	35	51
Indirect Jobs	62	39	101
Total Jobs	119	172	290
Personal Income (\$1,000)			
Direct	\$1,163	\$2,257	\$3,420
Induced	\$1,040	\$1,937	\$2,977
Indirect	\$3,459	\$1,404	\$4,863
Total	\$5,662	\$5,597	\$11,259
Business Revenue (\$1,000)	\$2,776	\$9,062	\$11,839
Local Purchases (\$1,000)	\$6,420	\$2,878	\$9,298
State & Local Taxes (\$1,000)	\$600	\$593	\$1,193

Ocean City Municipal Airport (OXB)

The Ocean City Municipal Airport is owned by the Town of Ocean City and is open for public use. The airport is located approximately 2 miles southwest of Ocean City, MD. The airport has two asphalt/concrete runways available for use (3,204 x 75 ft. and 4,074 x 75 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- Charter service;
- Skydiving;
- Sightseeing Packages;
- T-hangars and paved tiedowns.

Aviation activity at the Ocean City Municipal Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	15	Local GA	7,400
Multi-engine	7	Transient GA	29,600
Helicopter	1	Military	300
TurboProp	2	Air Taxi	150
Totals	25	Total Operations	37,450

Ocean City Municipal Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	23	190	213
Induced Jobs	11	67	78
Indirect Jobs	26	76	102
Total Jobs	60	333	393
Personal Income (\$1,000)			
Direct	\$983	\$4,355	\$5,338
Induced	\$879	\$3,736	\$4,616
Indirect	\$1,460	\$2,733	\$4,193
Total	\$3,323	\$10,824	\$14,146
Business Revenue (\$1,000)	\$5,312	\$17,583	\$22,895
Local Purchases (\$1,000)	\$2,712	\$5,603	\$8,316
State & Local Taxes (\$1,000)	\$352	\$1,147	\$1,500

Pier 7 Heliport (4MD)

The Pier 7 Heliport is a privately owned helipad that is open for public use. The heliport is located in Baltimore. The heliport has 1 helipad available for use (45 x 45 ft.).

Aviation activity at the Pier 7 Heliport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Helicopter	4	Local GA	650
		Transient GA	3,000
		Charter	50
Totals	4	Total Operations	3,700

Pier 7 Heliport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	26	20	45
Induced Jobs	14	7	21
Indirect Jobs	8	8	16
Total Jobs	48	34	83
Personal Income (\$1,000)			
Direct	\$1,597	\$474	\$2,071
Induced	\$1,428	\$407	\$1,835
Indirect	\$445	\$278	\$722
Total	\$3,470	\$1,159	\$4,628
Business Revenue (\$1,000)	\$5,000	\$1,813	\$6,813
Local Purchases (\$1,000)	\$750	\$569	\$1,319
State & Local Taxes (\$1,000)	\$368	\$123	\$491

Potomac Airfield (VKX)

The Potomac Airfield is a small, publicly owned general aviation airport that is open for public use. The airport is located in close proximity to Washington, DC in Prince George’s County. The airport has one asphalt runway available for use (2,665 x 40 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and 80oct);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- Charter flights;
- T-hangars and turf tiedowns.

Aviation activity at the Potomac Airfield represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	78	Local GA	10,000
Multi-engine	2	Transient GA	1,999
Totals	80	Total Operations	11,999

Potomac Airfield generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	23	12	35
Induced Jobs	10	4	15
Indirect Jobs	25	5	30
Total Jobs	59	21	80
Personal Income (\$1,000)			
Direct	\$973	\$301	\$1,274
Induced	\$870	\$258	\$1,129
Indirect	\$1,326	\$168	\$1,494
Total	\$3,169	\$727	\$3,897
Business Revenue (\$1,000)	\$2,140	\$1,110	\$3,250
Local Purchases (\$1,000)	\$2,348	\$345	\$2,693
State & Local Taxes (\$1,000)	\$336	\$77	\$413

Ridgely Airpark (RJD)

The Ridgely Airpark is a small, privately owned general aviation airport that is open for public use. The airport, formerly known as Ridgely-Pelican is located on the Delmarva Peninsula about 2 miles northeast of Ridgely, MD and 35 miles east of the Bay Bridge. The airport has one asphalt runway available for use (3,200 x 50 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A);
- Glider operations;
- Flight instruction;
- Aircraft rental;
- Banner towing;
- T-hangars and paved tiedowns.

Aviation activity at the Ridgely Airpark represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	13	Local GA	6,500
Glider/Ultralight	21	Transient GA	5,400
Totals	34	Total Operations	11,900

Ridgely Airpark generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	6	NA	6
Induced Jobs	2		2
Indirect Jobs	1		1
Total Jobs	8		8
Personal Income (\$1,000)			
Direct	\$138		\$138
Induced	\$123		\$123
Indirect	\$117		\$117
Total	\$378		\$378
Business Revenue (\$1,000)	\$379		\$379
Local Purchases (\$1,000)	\$244		\$244
State & Local Taxes (\$1,000)	\$40		\$40

Salisbury-Ocean City: Wicomico Regional Airport (SBY)

The Salisbury-Ocean City: Wicomico Regional Airport is located 4 miles east of Salisbury, MD. The Salisbury-Ocean City: Wicomico Regional Airport has one asphalt runway (5,000 x 100 ft.) and one asphalt/concrete runway (6,400 x 100 ft.). The airport provides the following aviation-related services:

- Fuel Sales (100LL and Jet A);
- Major airframe service/major power plant service;
- Commercial service passenger service;
- Flight instruction;
- Aircraft rental;
- Control tower;
- Corporate flight departments;
- Air freight operations;
- Automobile rentals;
- T-hangars and paved tiedowns.

Aviation activity at the Salisbury-Ocean City: Wicomico Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	54	Local GA	11,278
Multi-engine	49	Transient GA	14,347
Jet	3	Military	13,567
Helicopter	2	Commercial	6,614
Ultralights	2		
Totals	110	Total Operations	45,806

Salisbury-Ocean City: Wicomico Regional Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	437	297	734
Induced Jobs	206	105	312
Indirect Jobs	207	119	326
Total Jobs	850	521	1,371
Personal Income (\$1,000)			
Direct	\$20,097	\$6,795	\$26,892
Induced	\$17,972	\$5,830	\$23,803
Indirect	\$10,478	\$4,277	\$14,755
Total	\$48,548	\$16,902	\$65,450
Business Revenue (\$1,000)	\$56,844	\$27,500	\$84,344
Local Purchases (\$1,000)	\$16,855	\$8,770	\$25,624
State & Local Taxes (\$1,000)	\$5,146	\$1,792	\$6,938

St. Mary's County Regional Airport (2W6)

The St. Mary's County Regional Airport is owned by St. Mary's County and is open for public use. The airport is located approximately 4 miles northeast of Leonardtown, MD. The airport has one asphalt runway available for use (4,150 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental and sales;
- Charter flights;
- Air ambulance;
- T-hangars and paved tiedowns.

Aviation activity at the Capt. Walter Francis Duke Regional Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	158	Local GA	23,707
Multi-engine	11	Transient GA	15,804
Jet	2	Air Taxi	936
Helicopter	7	Military	254
Glider	6	Total Operations	30,701
Totals	184		

St. Mary's County Regional Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	79	98	178
Induced Jobs	42	35	77
Indirect Jobs	51	39	91
Total Jobs	173	173	346
Personal Income (\$1,000)			
Direct	\$4,617	\$2,272	\$6,889
Induced	\$4,129	\$1,950	\$6,078
Indirect	\$2,577	\$1,415	\$3,992
Total	\$11,322	\$5,637	\$16,959
Business Revenue (\$1,000)	\$40,342	\$9,120	\$49,462
Local Purchases (\$1,000)	\$4,221	\$2,902	\$7,122
State & Local Taxes (\$1,000)	\$1,200	\$598	\$1,798

Suburban Airpark (W18)

The Suburban Airpark is a small, privately owned general aviation airport that is open for public use. The airport is located approximately 2 miles southeast of Laurel, MD. The airport has one asphalt runway available for use (2,324 x 40 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL);
- Flight instruction;
- T-hangars.

Aviation activity at the Suburban Airpark represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	19	Local GA	1,500
Helicopter	<u>1</u>	Transient GA	<u>10</u>
Totals	20	Total Operations	1,510

Suburban Airpark generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	1	NA	1
Induced Jobs	0		0
Indirect Jobs	0		0
Total Jobs	2		2
Personal Income (\$1,000)			
Direct	\$30		\$30
Induced	\$27		\$27
Indirect	\$17		\$17
Total	\$74		\$74
Business Revenue (\$1,000)	\$132		\$132
Local Purchases (\$1,000)	\$33		\$33
State & Local Taxes (\$1,000)	\$8		\$8

Tipton Airport (FME)

The Tipton Airport is owned and operated by the Tipton Airport Authority and is open for public use. The airport is located about 1 mile southwest of Fort Meade (Odenton), MD. The airport has one asphalt runway available for use (3,000 x 75 ft.) and provides the following services:

- Fuel Sales (100LL and Jet A);
- Hangars and paved tie downs;
- Minor power plant service.

Aviation activity at the Tipton Airport represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	105	Local GA	46,850
Multi-engine	5	Transient GA	885
Helicopter	9	Military	67
		Air Taxi	104
Totals	119	Total Operations	47,906

Tipton Airport generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	70	4	74
Induced Jobs	39	2	40
Indirect Jobs	78	1	79
Total Jobs	186	7	193
Personal Income (\$1,000)			
Direct	\$4,435	\$118	\$4,553
Induced	\$3,966	\$101	\$4,067
Indirect	\$4,247	\$52	\$4,299
Total	\$12,648	\$272	\$12,920
Business Revenue (\$1,000)	\$18,493	\$366	\$18,859
Local Purchases (\$1,000)	\$7,743	\$107	\$7,850
State & Local Taxes (\$1,000)	\$1,341	\$29	\$1,369

Washington Executive Airport/Hyde Field (W32)

The Washington Executive/Hyde Field is a privately owned general aviation airport that is open for public use. The airport is located approximately 2 miles southwest of Clinton, MD. The airport has one asphalt runway available for use (3,000 x 60 ft.) and provides the following aviation-related services:

- Fuel Sales (100LL and Jet A);
- Major airframe service;
- Major power plant service;
- Flight instruction;
- Aircraft rental;
- Charter flights;
- T-hangars and paved tiedowns.

Aviation activity at the Washington Executive/Hyde Field represents the following operational statistics regarding based aircraft and number of operations:

<u>Based Aircraft</u>		<u>Annual Aircraft Operations</u>	
Single-engine	50	Local GA	5,260
Multi-engine	2	Transient GA	260
Ultralight	1	Military	49
Helicopter	1	Charter	325
Totals	54	Total Operations	5,894

Washington Executive/Hyde Field generated the following impacts:

Impact Summary	On-Site	Visitor	Total
Jobs			
Direct Jobs	22	4	26
Induced Jobs	13	1	14
Indirect Jobs	30	1	31
Total Jobs	65	6	71
Personal Income (\$1,000)			
Direct	\$1,436	\$111	\$1,547
Induced	\$1,285	\$95	\$1,380
Indirect	\$1,519	\$48	\$1,567
Total	\$4,240	\$254	\$4,494
Business Revenue (\$1,000)	\$4,199	\$337	\$4,536
Local Purchases (\$1,000)	\$2,930	\$98	\$3,028
State & Local Taxes (\$1,000)	\$449	\$27	\$476