

## Our Purpose



Both airports primarily exist to serve air travel needs of a large geographic area. **Baltimore/Washington International Thurgood Marshall Airport**, a commercial airline service facility, as well as **Martin State Airport** which serves general aviation business and pleasure aircraft, are owned and operated by the **Maryland Aviation Administration (MAA)**.

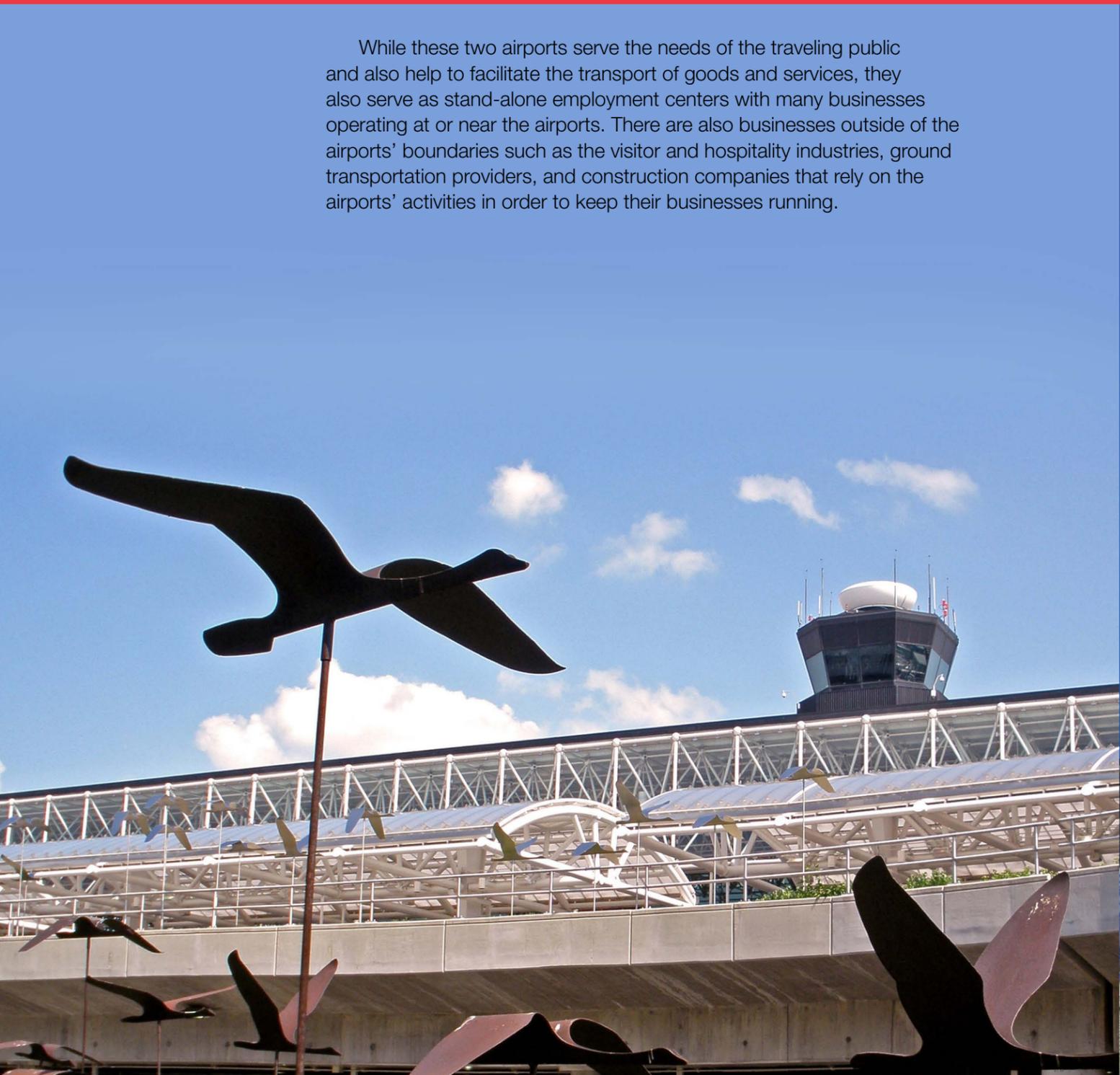
While these two airports serve the needs of the traveling public and also help to facilitate the transport of goods and services, they also serve as stand-alone employment centers with many businesses operating at or near the airports. There are also businesses outside of the airports' boundaries such as the visitor and hospitality industries, ground transportation providers, and construction companies that rely on the airports' activities in order to keep their businesses running.

## The Regional And Local Economic Impacts of

**Baltimore/Washington International Thurgood Marshall Airport**  
**Martin State Airport**



The Maryland Aviation Administration undertook a study to measure the economic impact of the airport activity associated with its two airports. This economic impact analysis evaluates the contribution of the two airports to the region's employment and tax base, and quantifies the revenue generated by airport activity. These impacts go beyond local, regional and state boundaries, creating waves of additional benefits that affect the regional economy.



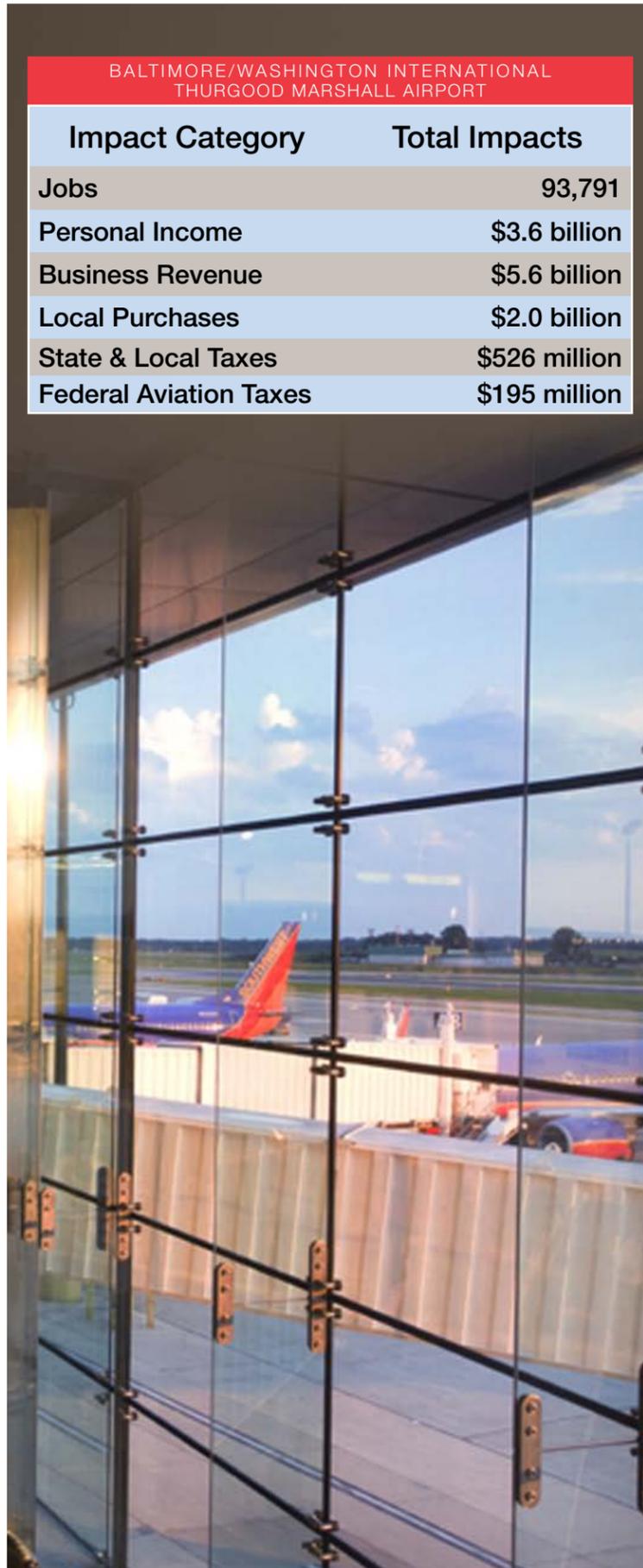
**BWI** Marshall is a world-class airport, providing invaluable access to destinations around the world. While the passenger and cargo service is relied upon by many residents and businesses in the region, the economic contributions of the airport are oftentimes overlooked. BWI Marshall acts not only as an air transportation center, but also as an economic generator and a catalyst for growth in the region. From passenger airlines to taxi services to retail operators in the terminal and security services, as well as a host of other businesses, these activities require personnel who work at the airport and contribute to the regional economy. With construction and maintenance of the facilities, additional employment and spending is attributable to the airport's operation on a day-to-day basis. Visitors who travel to the region create additional economic spending, and all of the activities generate taxes for the local and state governments. Even businesses not located at the airport rely on the access that is provided to move their goods or personnel by air.

In addition to these direct or airport-specific activities, jobs are also created in the region because the airport-related employees spend their wages locally on goods and services such as food and housing. These impacts are another component of the airport's economic contribution. Local firms who rely on the airport also make purchases creating indirect impacts.

Based on 2010 data, BWI Marshall's economic impacts include almost 94,000 jobs, \$3.6 billion in personal income, \$5.6 billion in business revenue, and over \$2.0 billion in local purchases. Combined, the tax contribution is over \$721 million per year.

**STUDY FINDINGS**

- Over 82% of the jobs directly generated by airport activity are concentrated in the airline/airport category.
- Nearly 62% of the jobs created by airport activity are associated with residents of Baltimore City, Anne Arundel County, and Baltimore County.
- In 2010, approximately \$73 million was spent by BWI for capital construction activities and related services.
- Visitors that arrived via BWI Marshall support nearly 40,000 direct jobs in the region including restaurant, hotel, entertainment, retail, and transportation employees.



BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT	
Impact Category	Total Impacts
Jobs	93,791
Personal Income	\$3.6 billion
Business Revenue	\$5.6 billion
Local Purchases	\$2.0 billion
State & Local Taxes	\$526 million
Federal Aviation Taxes	\$195 million



MARTIN STATE AIRPORT	
Impact Category	Total Impacts
Jobs	1,632
Personal Income	\$95.4 million
Business Revenue	\$209.4 million
Local Purchases	\$45.3 million
State & Local Taxes	\$9.5 million

**Martin** is a general aviation airport that supports a variety of services including flight training, private and corporate aviation and the Maryland Air National Guard. The airport's role is to facilitate general aviation activities, providing a base for local and visiting pilots to reach the region, with an emphasis on serving the corporate aviation and military users.

The same methodology used at BWI Marshall was utilized to quantify the economic contribution of Martin's operation to the regional economy. The total impacts, including the direct, on-airport jobs; induced spending; and indirect but related activities were evaluated to determine Martin's economic impact for 2010. Martin's annual economic impacts include over 1,600 jobs, \$95.4 million in personal income, \$209.4 million in business revenue, and over \$45.3 million in local purchases. The state and local tax contribution is over \$9.5 million.

