Delaware Statewide Aviation
ECONOMIC IMPACT ANALYSIS
2022 Final Technical Report

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CHAPTER 1

Introduction

CHAPTER 1: INTRODUCTION

1.1 Introduction

The purpose of this study is to quantify the economic impact and contribution of public-use airports in Delaware to the State's economy. The outcomes of this analysis are presented in terms of jobs, income, taxes generated, GDP, and total economic output in dollars. Through the economic impact analysis of Delaware's airports, stakeholders are provided with a clear understanding that their investments in local airports foster job creation and incomes while generating additional tax revenue for State and local governments.

1.2 Economic Impact Definitions

Prior to presenting results of the analysis, it is helpful to define the technical terms that are used in this report:

Economic Impact Terms

- Direct Impacts: The tangible, immediate effects originating from aviation-related activities. These include employment at airports, payroll, output from airport operations, capital investments, services provided by airport-based businesses, as well as spending by visitors who arrive via air.
- Indirect/Induced Impact: These are secondary respending effects that ripple through the wider economy due to the initial direct impacts. For instance, when aviation employees and air visitors spend their earnings in local businesses, this spending supports jobs, payroll, and output across various industries within Delaware.
- Delaware Gross Domestic Product: The total value of goods and services produced from airport economic activity during 2022 in Delaware.
- Total Output: A comprehensive measure that combines Direct and Indirect/Induced impacts, representing the economic value generated by the aviation industry within Delaware.
- Tax Impacts: The estimated State and local tax revenues generated from aviation activities. These taxes help fund public services and infrastructure, thereby contributing to the overall quality of life in Delaware.

Economic Impact Categories:

- On-Airport Employment: Economic impacts generated by activities that occur directly on the airport property, such as airport management, airlines, maintenance, fuel sales, and concessions.
- On-Airport Capital Spending: The economic impact resulting from construction and development projects at the airport, including temporary construction jobs and purchase of materials.

- Visitor Spending: The economic impact of visitors who travel through the airport, encompassing their spending in the local economy on hotels, restaurants, retail, and entertainment.

1.3 Airports Studied

Currently, there are 10 public-use airport facilities, along with the DelDOT Helistop, located in the State of Delaware. Of these, only four (Delaware Airpark, Delaware Coastal Airport, New Castle Airport and Summit Airport) are included in the National Plan of Integrated Airport Systems (NPIAS).
Each of the NPIAS and non-NPIAS airports was visited and surveyed as a part of the inventory effort. These on-site visits were made to determine employment levels and business activity. The 10 public-use airport facilities include the following:

NPIAS Airports

- Delaware Airpark
- Delaware Coastal Airport
- New Castle Airport
- Summit Airport

Non-NPIAS Public-Use Airports

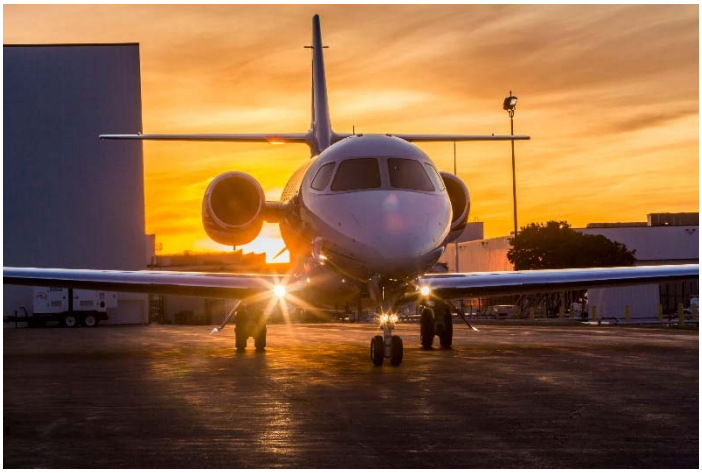
- Chandelle Airport
- Civil Air Terminal/Dover AFB
- Chorman Airport
- Jenkins Airport
- Laurel Airport
- Smyrna Airport

1.4 Direct Inputs for Economic IMPLAN model

Direct inputs were collected for the economic impact model using a variety of sources such as surveys, interviews, published data, and on-site visits. There were three key input factors: (1) the number of jobs at the airport, (2) the average annual capital expenditures, and (3) annual visitor spending. The following summary details were then developed:

- Jobs: It was estimated that ***direct*** on-airport business and employer employment totaled 6,950 full-time equivalent jobs statewide (not including jobs associated with capital expenditures or capital spending at airports).
- Average Annual Capital Expenditures: Across the State, more than $7.9 million in ***direct*** capital development was spent at all Delaware airports in 2022.
- Direct Annual Visitor Spending: Visitors using Delaware's airports spent over $12.1 million in the same year.

1.5 Economic Impact Methodology



The method used to estimate the total economic impacts for airports in Delaware involved inputting the direct impacts (spending for operations, capital expenditures, and visitor expenditures) into the IMPLAN economic modeling system to calculate the induced effects of direct spending. By definition, induced economic impacts are the multiplied effects of the direct impacts. Using this modeling system, the study documents the number of jobs, income, and economic output created and sustained by each airport in Delaware.

Technically, the study tracks the flow of expenditures through different economic sectors until the money is incrementally exported from the region via purchases of external goods and services.

Therefore, the economic impacts of aviation can be felt in parts of Delaware's economy that are quite distant from aviation. Regions that are more economically self-sufficient have higher respending "multipliers" than do regions that are more dependent on regional imports since less of the money is drained out of the community for goods and services.

1.6 Economic Impact Results

As a preview of the analysis, a summary of the economic impact results is presented in Table 1-1.

Table 1.1: Economic Impact Results

LOC ID	Airport Name	Jobs	Income	GDP	Output	Total State & Local Taxes
0N4	Chandelle Airport	23	$1,325,200	$1,452,000	$2,096,800	$92,300
D74	Chorman Airport	30	$1,475,100	$1,849,100	$2,906,400	$115,600
33N	Delaware Airpark	38	$2,069,000	$2,683,800	$4,775,800	$192,100
GED	Delaware Coastal Airport	617	$52,073,800	$101,409,700	$165,925,600	$5,368,600
15N	Jenkins Airport	< 1	$71,300	$74,300	$115,200	$4,900
N06	Laurel Airport	3	$113,200	$136,000	$188,300	$8,200
ILG	New Castle Airport	2,203	$149,870,900	$253,429,700	$391,195,200	$12,789,500
38N	Smyrna Airport	< 1	$71,300	$74,300	$115,200	$4,900
EVY	Summit Airport	225	$17,801,100	$32,359,800	$48,183,600	$1,722,200
CAT	Civil Air Terminal, Dover AFB	9	$398,400	$579,400	$980,800	$47,600
DOV	Dover AFB	5,882	$352,205,500	$419,585,200	$473,342,100	$16,976,200
0N4	Chandelle Airport	23	$1,325,200	$1,452,000	$2,096,800	$92,300
Total		**9,030**	**$577,474,800**	**$813,633,300**	**$1,089,825,000**	**$37,322,100**

Economic impact analyses reveal more than just numbers and complex financial terms; they showcase the influence of economic factors, linking individual experiences with larger economic trends. Airports also serve as commercial centers for the business sector, assisting economic growth through streamlined travel, bolstering local industries, and encouraging economic innovation.

Moreover, airports play a role in emergency medical services, such as the State Police Aviation Unit, which provides essential transportation in critical situations. Additionally, aerial applicators significantly contribute to Delaware's agricultural sector by enhancing crop production and health. Another important aspect is mosquito control, which not only benefits agriculture but also boosts tourism by making outdoor areas more comfortable for visitors.

In conclusion, the economic impact analysis highlights the diverse advantages of aviation investment in Delaware. From improving travel and business prospects to aiding healthcare and strengthening local communities, including the substantial role of military installations like Dover Air Force Base, the economic influence of aviation in Delaware is significant.

CHAPTER 2

Inventory & Data Collection

CHAPTER 2: INVENTORY & DATA COLLECTION

2.1 Review of Recent Previous Studies

A review of recent previous economic impact studies relating to Delaware airports or aviation was made. Several other sources were examined including the American Association of State Highway Traffic Officials (AASHTO) and the US Department of Transportation (USDOT). From this research, a number of previous studies were identified:

National Level

- *The Economic Impact of Civil Aviation on the U.S. Economy* – September 2023, Federal Aviation Administration
  - This study estimated the 2020 economic impact of civil aviation from the four NPIAS airports in Delaware to be $283 million, while sustaining 1,375 jobs.
  - With Direct Impacts being $270 million, and 878 jobs.
- *Economic Impact of General Aviation Airports* - Aircraft Owners & Pilots Association Website: www.aopa.org
- *ACRP Synthesis 7- Airport Economic Impact Methods and Models* - 2008 Airport Cooperative Research Program, Transportation Research Board
- ACRP Synthesis 125- Communication, Implementation, and Outcomes of Airport Economic Impact Studies- 2023 Airport Cooperative Research Program, Transportation Research Board

Delaware Studies

- *Delaware State Aviation System Plan* - 2019 for Delaware Department of Transportation
- *Delaware Airport Community Value* - 2016 for Delaware Department of Transportation
- *Economic Impact Assessment of Delaware Airports* - 2018 for Delaware Department of Transportation
- *Economic Impact Assessment of Delaware Airports* - 2013 for Delaware Department of Transportation

The review of these reports considered their results, but more importantly, the components that each report examined, and the methodology used. It was assumed that the older reports had data that was outdated or not completely relevant to the current economic picture. However, the methodology used for these analyses and the specific types of input were important to this effort to ensure that all relevant factors would be considered. The 2018 Delaware report was most helpful for this study, in that many of the methodologies remained the same. Factors common to most or all these economic impact studies included the following:

- Outputs of the Studies:
  - Direct Spending: On-airport spending for employment, operations, and capital expenditures. This includes direct off-

airport spending by air travelers for rental cars, hotels, restaurants, etc.
  - Indirect/Induced Benefits: Multiplied effects of the circulation of money through spending and re-spending.
  - Jobs and Income: The aviation sectors from which the jobs and income were generated such as airline, general aviation, manufacturing, etc.
  - Total Output in Dollars: The combined impacts of direct and indirect/induced spending.
- Descriptions and Quantification of the Importance of Aviation to the Economy

In addition to these items, many of the studies and reports documented transportation savings and the tax impacts of aviation. Others were very detailed in breaking down the economic impacts by the type of industry or even by the type of air traveler. To provide a background context, some of the studies considered the local demographic trends and quantified the aviation activity that occurred at each airport. For the Delaware studies, a key factor in the development of a total economic impact number was the inclusion of military aviation impact from Dover Air Force Base and New Castle Airport Air National Guard Wing.

All of the studies previewed used some version of a regional input-output modeling system. These economic impact models (including the IMPLAN, REMI, and RIMS II) take their base data from the national input-output tables developed by the U.S. Department of Commerce, Bureau of Economic Analysis (BEA). Each of these models share a similar structure, but there are slight distinctions between each model. For example, all of the methods are based on input-output or social accounting principles but differ in the manner in which the data inserted into the model were assembled and manipulated. All three of the models are county-based and thus can be suitable for both small and large-scale geographies. All methodologies use non-survey input-output tables. However, the IMPLAN model has additional details concerning income-consumption linkages and tax impacts. These factors are important since they show information most relevant to tax-paying constituents.

Results of Review

The review of past economic impact studies focused on methodologies and key components of economic assessments. These studies emphasized direct spending, induced benefits, and the generation of jobs and income in the aviation sector. They also highlighted the overall economic output and the sector's significance to the economy. The unique aspect of this study for 2023, compared to previous ones, is the introduction of Gross Domestic Product (GDP - Value Added) as an economic impact measure and a detailed breakdown of economic impacts by industry category at individual airports, covering employment, capital spending, and visitor spending impacts.

2.2 Previous Results for Delaware Airports

The most recent previous economic study that involved Delaware airports was examined and information regarding the results was extracted for

use as baseline estimates for this study. That study used the IMPLAN economic modeling system and is directly comparable to the results of this updated study. Table 2-1 presents a summary of the economic impact of each Delaware Airport as presented in the most recent (2018) study. Dover Air Force Base was considered separately because of its large impact and ability to mask general aviation trends in the State.

Table 2-1 - Previous Economic Impact Values, by Airport (2018)[1]

Airport	Employment	Income	Output	State & Local Taxes
Chorman Airport	31	$1,059,000	$2,303,700	$75,100
Civil Air Terminal	31	$916,600	$2,001,900	$127,100
Delaware Airpark	70	$2,953,900	$8,273,300	$262,300
Delaware Coastal Airport	780	$24,117,900	$147,872,800	$3,884,500
Laurel Airport	22	$529,400	$1,203,300	$61,800
New Castle Airport	2,619	$138,538,800	$325,719,100	$10,175,200
Summit Airport	423	$20,710,200	$65,615,700	$2,321,400
Private, Public-Use Airports*	6	$259,600	$591,300	$26,400
STATE TOTAL GA Airports	**3,982**	**$189,085,400**	**$553,581,100**	**$16,933,800**

*Three private, public-use airports include Chandelle, Jenkins, and Smyrna Airport.

[1]Source: Economic Impact Assessment of Delaware Airports -2018 for Delaware Department of Transportation

Dover Air Force Base eclipsed the general aviation totals with the following:

- Jobs – 8,030
- Income - $366,825,700
- Output - $564,000,000
- State and Local Taxes - $20,967,300

2.3 Study Methodology

For this study, Input-Output (I-O) analysis was used to determine direct, indirect/induced, and total economic impacts for Delaware airports. These impacts are measured in terms of jobs, income, and economic output. In addition, this modeling included the tax revenue impacts of aviation activity in Delaware.

As an overview, I-O analysis is a method to capture the complex interdependencies between different sectors of an economy. In a typical I-O table, industries are both consumers and producers. They produce outputs that are consumed by other industries as inputs, and they use inputs from other industries to create their outputs.

This study used the IMPLAN modeling system to estimate the economic impacts of changes in an economy. IMPLAN extends the traditional I-O model by incorporating additional data and methodologies to allow for more detailed regional economic analysis. It includes:

- Sectors: IMPLAN divides the economy into 546 different industry sectors, based on a universal classification system.
- Regional Focus: Unlike some economic models, IMPLAN can be tailored to specific regions, capturing the local economic structure and inter-industry relationships.

- Multipliers: IMPLAN calculates multipliers for output, employment, income, and the value-added for each industry in a region. Multipliers represent the overall economic impact that a change in one industry will have throughout the economy.

IMPLAN is mostly used for economic impact studies, policy analyses, and supply chain analysis. As such, it can assess the economic effects of different policy choices, as well as investigate the impact of changes within a particular industry's supply chain. For this study, IMPLAN was used to generate multipliers of common economic metrics at airports – jobs, income, GDP, output, and tax revenues. Discussed below are the components and inputs of the analysis that deal with each of the impact measures.

2.4 Direct Economic Impact Inputs

By definition, direct impacts are associated with providers of services at an airport. They are immediate consequences of airport economic activity. The value of direct impacts is the sum of all payroll, capital expenditures, operating and maintenance costs, taxes, and fees incurred by providers of services at the airport. In addition, direct impacts include users of airport services that are derived from off site economic activities that are attributable to the airport. The value of these impacts is the sum of the fees and charges paid, time and cost savings, expenses related to food, lodging, ground transportation, and similar outlays.

The collection of data concerning direct impacts is essential for the accurate assessment of overall economic impacts of aviation. Therefore, a survey of different components of aviation in Delaware was undertaken for on-airport businesses and employers, and registered aircraft owners. In addition, interviews with airport management were held to record their input on activities and trends at their airports. Response varied by airport, but overall, much valuable information was collected. In some cases, extrapolation of the survey information was needed to cover non-respondents.

Direct impact inputs for this study included the following:

- On-Airport Employment
- Average Annual Capital Spending
- Off-airport Visitor Spending

On-Airport Employment

Where operational expenditures are not available, the employment component can be used in conjunction with the IMPLAN model to estimate the spending of the various businesses and organizations on an airport. The IMPLAN model can estimate forward and backward. That is, estimates of employment can be made from expenditure input and estimates of expenditures can be made from employment input. Thus, data regarding one or the other can produce completed output from the economic multiplier modeling.

Visits were made in June and September of 2023 to each Delaware airport to interview airport managers to confirm estimates of on-airport employment. For the smaller airports, this was a relatively simple process. Airport managers were very familiar with

the operators on their fields and could respond to the surveys. In some cases, they would have to contact some on-airport businesses to get updated numbers.

On-Airport Capital Spending

In Delaware, airport managers knew the average annual amount of capital spending for their airports but not the number of workers associated with each capital improvement project. Thus, the IMPLAN modeling used the direct impact of average annual capital improvement expenditures to derive employment numbers. A five-year history was collected for each airport and average spending was derived from that period. Results show the aggregated jobs numbers generated by these average expenditures.

Off-Airport Visitor Spending

This study and hundreds of others funded by the FAA support the concept that off-airport air traveler visitor spending leads to job creation and economic impact. The FAA study, "The Economic Impact of U.S. Civil Aviation: 2020" published in August of 2022, states: "Among all sectors, however, Airline Visitor Expenditures is clearly in the lead with primary output of $136.2 billion, reflecting the scope and importance of air travel as a means of transport. In 2020 total primary output for the civil aviation industry as a whole was $350.6 billion."[2]

Visitors using airports spend money at local hotels, rental car agencies, restaurants, and other businesses. As can be imagined, a survey effort needed to track the expenditures of every individual airport user in Delaware would require resources much greater than those available for this effort. Therefore, a surrogate measure of air visitor spending was developed that did not require surveys of arriving passengers. This method first estimated the number of visitors to an airport. Then, an estimated expenditure per visitor was applied to the total number of visitors, quantifying direct economic impacts. Using the IMPLAN model, these expenditures could be translated into jobs and added to the direct employment totals. This method was used for both airline and general aviation visitors.

Commercial Airport Airline Visitors

For most of 2022, ILG did not have commercial passenger airline service. Frontier Airlines operated at New Castle Airport from March 1st, 2022, to May 9th, 2022 and offered flights from ILG to Orlando and Punta Gorda, Florida, but ended their service prior to the busy summer season. Since then, Avelo Airlines stepped in and has become the primary carrier at ILG. Avelo began service to ILG in February 2023 and now offers flights to Myrtle Beach, San Juan (PR), and several destinations in Florida. It should be noted that while enplanements prior to Avelo were low in 2022 with just 5,000 passengers, enplanements surged in 2023 to more than 132,000. The 2023 passenger levels are not captured in this study since the year 2022 is the base year. However, the overall results for ILG will be considered the minimum level of economic impact due to the higher passenger numbers in 2023.

[2] Source: https://www.faa.gov/sites/faa.gov/files/2022-08/2022-APL-038%202022_economic%20impact_report.pdf

The number of true visitors, times a per-trip spending level yielded an estimate of direct airline passenger visitor spending. In this regard, true visitors to airline airports are those who do not live in the airports' service area. Based on airline routes and flight times, 20 percent of passengers were assumed to be true visitors in 2022.

To simplify the calculation, it was assumed that enplanements will equal deplanements over the long term. Thus, enplanements times the visitor percentages yielded the number of true visitors for commercial service airports. A spending estimate, as described in a following section, was then multiplied by each airport's number of airline visitors.

General Aviation Visitors

For many years, the Aircraft Owners and Pilots Association (AOPA) published a number - 2.5 pilots and passengers - as the average occupancy of itinerant general aviation aircraft. The FAA accepted this number, primarily because there were no definitive surveys showing different statistics. Recent checks of both the AOPA and FAA websites have shown these estimates are no longer published. However, the estimates are reasonable, given the makeup of the general aviation fleet in Delaware.

For this study it was assumed that only a small percentage of itinerant general aviation aircraft landings contain actual visitors. The following assumptions were made for the percentage of itinerant aircraft landings containing visitors:

Airport Type	Visitor Percent
Privately owned, public-use facilities	0.0-2.5%
Publicly owned, general aviation airports in rural areas	5.0%
Publicly owned general aviation airports in urban areas	10.0%
General Aviation activity at airline airports	25.0%

Using this method, the number of general aviation visitors was estimated for each airport in Delaware. As with the airline visitors, a spending estimate was applied to these totals and the resulting expenditures were used to estimate direct jobs.

Visitor Spending Levels

An important part of the data collection, particularly for assessing the indirect economic impacts of aviation, is information pertaining to travel expenditures in Delaware. This would include such statistics as the number of visitors to each airport, their average daily expenditures, their average length of stay, and any modal differences in expenditure patterns. Components of this data were available through the Delaware Tourism Office.[3] In this regard, visitor profiles have been developed to capture vital information concerning travel and spending patterns of visitors.

By definition, visitors are people who travel more than 50 miles from home. Although the majority of these visitors come by automobile, modal differences were not noted in the profiles. Therefore, it was assumed that spending patterns for auto

[3] Source: http://www.visitdelaware.com/about-us/tourism-statistics/

travelers was similar to spending patterns for air travelers. This assumption is likely to understate the actual spending by air visitors to Delaware who will have, in most cases, the added costs of renting cars at local airports.

Based off the Length of Stay Southern Delaware Tourism 2022 Survey,[4] the average tourist spent 3.45 nights in Sussex County per trip. Using Federal per diem rates for 2022 and average stay (3 nights), the average spending per visitor was $570. In comparison, the inflation-adjusted spending number for the previous study was $613 per visitor. These numbers confirm that the new estimates for this study are very reasonable.

Once these new estimates of visitor spending were applied to the number of estimated visitors, a total spending amount was developed for each airport. Those amounts were then split by industry sectors based on Table 2-2 spending profile and translated into direct job totals by the IMPLAN model.

Table 2-2 - 2021 Delaware Visitor Spending Profile by County and Category

Spending Categories (millions of $)	Kent		New Castle		Sussex		Total DE	
	$	% split	$	% split	$	% split	$	% split
Hotel & Other	$112.00	16.5%	$240.00	9.5%	$270.10	10.1%	$622.10	10.6%
Rental/Second Homes	$12.30	1.8%	$21.90	0.9%	$1,541.10	57.9%	$1,575.30	26.9%
Entertainment	$127.60	18.8%	$361.20	14.3%	$119.80	4.5%	$608.50	10.4%
Food & Beverage	$188.50	27.8%	$720.00	28.6%	$421.10	15.8%	$1,329.60	22.7%
Shopping	$176.60	26.1%	$655.80	26.0%	$274.80	10.3%	$1,107.20	18.9%
Transportation	$60.60	8.9%	$521.50	20.7%	$36.60	1.4%	$618.80	10.6%
Total	**$677.60**		**$2,520.30**		**$2,663.50**		**$5,861.50**	

Source: http://www.visitdelaware.com/about-us/tourism-statistics/

2.5 Indirect/Induced Impacts

Indirect/Induced economic impacts are the multiplied effects of the direct impacts. Indirect impacts are those associated with the initial cycle of respending, while induced impacts include all other cycles of respending until the original amount is no longer in the region of study. By tracing the spending impacts through all the various economic sectors via IMPLAN modeling, it can be shown that the economic impacts of aviation can be felt in parts of Delaware's economy that are far removed from aviation. Regions that are more economically self-sufficient have higher respending multipliers than do regions that are more dependent.

IMPLAN Model

IMPLAN, developed originally by the U.S. Forest Service, is a comprehensive impact system that is built on the framework of input-output and social accounting methodology. The database is maintained at the county level, affording the analyst an opportunity to create regions for study that are aggregations of counties. The database includes the latest business censuses supplemented by County

[4] Source: https://onsite.d3corp.com/media/markets/so-del/2022-sdt-visitor-survey.pdf

Business Patterns and other data derived from the Bureau of Economic Analysis.

The input-output and social accounting models are derived from national data with adjustments made to reflect regional specialization, size and industrial composition. The procedures used to accomplish this are well-known and accepted in the literature on nonsurvey techniques. Since IMPLAN provides a comprehensive system (i.e., the complete input-output table or social accounts), it is possible to trace impacts of change in one sector on other sectors in a detailed fashion. The IMPLAN software permits users to:

- Develop a complete set of social account matrices
- Develop user-specified multiplier tables
- Change any component of the system: production functions, trade flows, or database
- Create custom impact analyses by entering final demand changes
- Obtain any report in the system to examine the model's assumptions and calculations

In addition, the IMPLAN databases are composed of the following components:

- Employment;
- Industry Output;
- GDP (Value Added)
  - Employee Compensation;
  - Proprietary Income;
  - Other Property Type Income;
  - Indirect Business Taxes;
- Institutional Demands
- Personal Consumption Expenditures (PCE) - three income levels;
- Federal Government Military and Non-Military Purchases;
- State and Local Government Education and Non-Education Purchases;
- Commodity Credit Corporation;
- Inventory Purchases;
- Capital Formation;
- Foreign Exports;
- Federal, State and Local Government Sales;
- Inventory Sales.
- National Structural Matrices
  - Use
  - Make
  - Inter-Institutional Transfers (SAM)

An advantage of the IMPLAN model is the data editing capability, allowing all underlying data, ranging from value added, employment, and final demands, to production functions, byproducts, regional purchase coefficients, and much more to be edited.

Multiplier Example

The effects of induced economic impacts can be demonstrated through the following example. A new aviation company opens at a Delaware airport, generating 100 new direct jobs, most of them filled by local residents. At the end of the year, the Delaware Department of Labor notes that employment has risen by 175 - yet only 100 new direct jobs were created. Why did an additional 75 jobs appear in the State? The process by which these jobs were created is known as the multiplier or ripple effect and is a result of several factors: the new firm making purchases of inputs from other firms in the region (thereby generating additional output and potentially indirect employment) as well as the impacts of the expenditures of wages and salaries earned by the 100 new employees, which is an example of indirect and induced impacts. IMPLAN provides an accounting system and associated model to trace the indirect and induced impacts of these new employees.

There are several additional multipliers that can be calculated. For example, when a sector expands production, it will increase payments to labor,

generating additional wages and salaries that will be spent in the region, leading to induced impacts. Further, other industries whose production has to expand to meet these new demands will also spend more on wages and salaries, resulting in indirect impacts. Thus, an income multiplier may be generated that reveals the relationship between direct income generation and total income, accounting for both indirect and induced impacts (in similar fashion to output). The analysis can also be transformed into employment terms. Referring back to the example above, it becomes clear why 175 jobs were created in total when only 100 direct jobs were created. The answer is the multiplier process, which includes both indirect and induced impacts.

Variations in multipliers across sectors and regions are to be expected. A small regional economy, with a modest representation of industry, may not be able to provide all the necessary inputs required by local industry. Thus, there will be considerable importation of inputs (sometimes referred to as leakages), affecting the indirect impacts. Generally, the larger the value of the imports, the lower the value of the multiplier. As the economic region under consideration gets smaller, a decrease in the value of multipliers, encompassing both indirect and induced impacts, could be expected. This translates to progressively smaller multiplier values when moving from an individual state to a multi-county metropolitan region and finally to a single county. However, exceptions may occur in regions where a particular sector has a significant representation.

Tax Estimates

IMPLAN includes the estimation of tax impacts associated with expenditures. These important transactions include those between the government and consumers (taxes, transfers such as unemployment compensation, and welfare), between firms and government (such as business taxes) and between consumers and firms (dividends from stock ownership). These institutional transactions are captured in a social accounting matrix. With a social accounting system, the multipliers tend to be larger than those derived from the I-O system alone. The primary benefit of using an I-O model that includes a social accounting system is the quantification of taxes collected through the various transactions between sectors. In this regard, State and local taxes were estimated for each Delaware airport studied in this analysis. Information contained in the IMPLAN model for taxes includes direct, indirect, induced, and total impacts for the following areas:

- Sub-County General
- Sub-County Special Districts
- County
- State
- Federal
- Total

For this analysis, the most relevant tax information involves the summation of State, County, and Sub-County General and Special Districts. This is money going back into the local economy through government spending. Although the federal tax portion is significant, it is not as area-specific as State and local tax revenues. Thus, for each airport in Delaware, the tax impact shown is a sum of all but the federal tax impacts.

GDP and Total Economic Output

Knowing both GDP and Total Economic Output is helpful because it provides a well-rounded view of the aviation sector's economic significance. This information informs decision-making, resource allocation, policy development, and strategic planning related to aviation and its role in the State's economy.

When using IMPLAN software (or similar economic modeling tools), the GDP (value added) metric is often one of the key outputs. This tool leverages input-output analysis to assess direct and indirect/induced impacts of an economic entity, like an airport, to the larger economy. GDP and Total Economic Output offer different perspectives on the economic impact of the aviation sector. GDP provides a focused view of the aviation industry's direct contribution to the State's economy, while Total Economic Output encompasses all economic activities related to aviation, including indirect/induced multiplier effects. Together, they offer a comprehensive picture of the sector's significance. More specifically, these metrics include:

- Total Economic Output provides a comprehensive view by considering all economic activities associated with aviation, including direct, indirect, and induced impacts. This helps in capturing the full extent of aviation's influence on the region or state's economy.
- GDP (value added) allows for the identification of the specific value created within the region or state's borders by aviation-related activities. It shows how much economic value is generated directly within the state, accounting for expenses and intermediate inputs. This information is crucial for understanding the direct economic contribution of the aviation sector.

The differences can be demonstrated in the following example:

A general aviation airport serves private and small aircraft, providing services such as fueling, hangar rentals, flight training, and maintenance. In this example, the general aviation airport generates $5 million in total revenue from various activities, including fuel sales, aircraft maintenance, and rental income from hangars and offices. This $5 million represents the total economic output of the airport, encompassing all the revenue generated by its various operations.

To calculate the GDP or value added by the general aviation airport, the costs incurred in generating that $5 million in revenue must be considered. In this regard, the airport incurs expenses on personnel salaries, maintenance and repair of facilities, utilities, and other operational costs. Assuming these expenses amount to $3 million, the GDP can be calculated by subtracting these expenses from the total economic output: $5 million - $3 million = $2 million.

In this example, the GDP is $2 million. This represents the net contribution of the airport to the economy, accounting for the costs incurred in its operations. The $3 million in expenses represent payments to suppliers, employees, and other

businesses, which are part of the broader total economic output but are subtracted to determine the specific value added by the airport itself.

2.6 Airport Data Profile

For each Delaware airport, a data profile was developed to assist in the analysis and estimation of its economic impact. The data gathered for each public-use airport comprised the following categories:

- Airport Functions and Use
- Survey of Registered Aircraft Owners

Each of these topics are described below.

Airport Functions and Use

Currently, there are 10 public-use airport facilities, along with the DelDOT Helistop, located in the State of Delaware. Of these, only four (Delaware Airpark, Delaware Coastal Airport, New Castle Airport and Summit Airport) are contained in the National Plan of Integrated Airport Systems (NPIAS). Each of NPIAS and non-NPIAS airports was visited and surveyed as a part of the inventory effort. These on-site visits were made to determine employment levels and business activity. The 10 public-use airport facilities include the following plus the DelDOT Helistop:

- Chandelle Airport
- Civil Air Terminal/Dover AFB
- Chorman Airport
- Delaware Airpark
- Delaware Coastal Airport
- Jenkins Airport
- Laurel Airport
- New Castle Airport
- Smyrna Airport
- Summit Airport

In order to understand the relative size and activity of each public-use airport in Delaware, a description is presented that details the service area, the type of aircraft that uses each facility, and the overall activity, along with a brief description of the airfield and landside areas making up the airport. Table 2-3 presents a summary of this information. To better understand the table, it is appropriate to define the terms used in the description categories.

Ownership

In Delaware, as in other parts of the nation, general aviation airports are either publicly owned or privately owned. Listed in the table are both publicly and privately owned, public-use airports. Some privately owned airports in the State are deemed restricted or private-use facilities and as such, are not listed in the table. The Civil Air Terminal is a State-owned, joint use civil-military aviation facility operated by the Delaware River and Bay Authority.

Airport Reference Code (ARC) Class

The Airport Reference Code has two components: the aircraft approach category, and the airplane design group. The first component is depicted by a letter (A, B, C, D, or E) and is related to the aircraft approach speed. The second component is depicted by a Roman numeral and is related to the airplane wingspan.

- Aircraft Approach Category is based upon 1.3 times an aircraft's stall speed in their landing configuration at their maximum certificated landing weight:
  - A: Speed less than 91 knots.
  - B: Speed 91 knots or more but less than 121 knots.
  - C: Speed 121 knots or more but less than 141 knots.
  - D: Speed 141 knots or more but less than 166 knots.

  - E: Speed 166 knots or more.

- Airplane Design Group is based upon wingspan:
  - I: Up to but not including 49 feet.
  - II: 49 feet up to but not including 79 feet.
  - III: 79 feet up to but not including 118 feet.
  - IV: 118 feet up to but not including 171 feet.
  - V: 171 feet up to but not including 214 feet.
  - VI: 214 feet up to but not including 262 feet.

Under this system, short runway airports and turf airports are classified as A-I and Less than A-I, respectively. Airports expected to accommodate mostly single-engine airplanes are classified as B-I. Airports in the General Utility classification, serving larger general aviation and commuter-type aircraft are categorized as B-II airports. Finally, small to medium sized airports serving business jets and larger aircraft are classified as C-III airports.

Runways

The number, size, and surface type of runways at an airport indicate the type of aircraft serviced at that airport. Airports with multiple runways are able to operate when wind conditions are not favorable to a single runway. Also, the larger the runways, the larger and faster the aircraft that it can accommodate.

The surface type of runway indicates which airports are seasonal and which facilities can be used during all weather conditions. Turf runways cannot be plowed for snow removal and often tend to get muddy during rainy seasons. Use of these airports is highly dependent upon favorable weather conditions. Because of this, most turf runway airports support mostly personal flying rather than business flying. Asphalt or concrete runways, on the other hand, can be open year-round and can serve business needs during wet and snowy seasons. Airports with these types of runways tend to have a higher level of business activity than turf runway airports.

Based Aircraft and Operations

The number of based aircraft and operations at an airport shows the activity level of the facility. The higher the activity level, the more economic impact the airport is likely to generate. Based aircraft refers to the number of permanently stationed aircraft at an airport. Operations refer to the number of takeoffs and landings that occur at an airport. A takeoff and a landing are two operations.

Service Area

The service areas described for each airport were either regional or local, depending upon their size and the facilities available. The local service area implies a 30-mile driving radius (or 45 minutes driving time) from the airport. This service area is generally limited to those living relatively near the airport and using the airport to base their aircraft. Local service area airports are low activity facilities that primarily accommodate pilot training and personal flying.

For this study, an airport with a regional service area implies a driving radius larger than 30 miles for users and the attraction of corporate general aviation aircraft. Regional service airports are generally higher activity airports (with the exception of the Civil Air Terminal) with larger runway facilities. They are generally able to accommodate many of the business class aircraft including multi-engine turboprops and business jets and tend to attract business use due to their facilities and ground services.

Activity Types

Airports accommodate numerous types of aviation activity which support both commerce and personal

use. Activity types listed by airport operators included:

- Air Cargo - This type of cargo delivery to general aviation airports is usually on a special order basis. These are not regularly scheduled flights, but serve Just-In-Time (JIT) delivery needs of area businesses and industries.

- Crop Spraying - Application of pesticides and fertilizers are made from specially fitted aircraft. In Delaware, there is a significant amount of seasonal aerial crop spraying. Mosquito control is another use for spray planes in a state that has significant acres of wetlands and marsh areas.

- Powerline Surveillance - Powerlines often traverse land that is not easily accessible from highways. For this reason, aircraft have been used by power companies to survey their lines and detect potential problems with vegetation growth or other facility problems.

- Pilot Training - Pilot training occurs at general aviation airports through flight schools or private instructors. If a public-use airport doesn't have a flight school, it is still likely that private instruction is provided at the airport.

- Corporate Aviation - Most corporate aviation is conducted using larger turboprop or turbo jet aircraft. However, many single engine aircraft are also used for business purposes. Typically, corporate aviation implies the use of professional pilots, while business aviation can mean private pilots using their aircraft for business purposes.

- Military Aviation - Military aviation activity is the regular or occasional use of an airport by military aircraft. For example, the Air National Guard units located at New Castle Airport are regular users, while other general aviation airports in the State receive occasional training flights. Dover Air Force Base is obviously classified as military aviation.

- Aeromedical Evacuation (Medevac) - Medevac is the life-saving activity of helicopter and fixed wing aircraft in transporting sick or injured persons to hospital facilities via air. For critical trauma victims, the first hour is called the golden hour because every minute of delay decreases the likelihood of complete recovery. Most medevac activity involves transfers of patients from one hospital to another more specialized in the field of patient needs.

- Tourism/Sightseeing - Tourism and sightseeing are important aviation activities since they draw discretionary spending from tourists to a particular area. Coupled with local attractions such as beaches, Bally's Casino & Resort, or conventions, tourism and sightseeing aviation activity can provide supplemental economic impact.

- Glider/Balloon Activity - Often, these types of aviation activity are associated with festivals or specialized airports. While not large economic impact endeavors, some corporations sponsor balloons with high visibility company logos printed on the balloon itself.

- Banner Towing - Banner towing activities in support of aerial advertising occur in highly populated areas such as beaches or at sporting events. These operations are localized and seasonal.

Table 2-3 - Delaware Public Use Airport and Heliport Facilities

Airport	Ownership	ARC Class**	# of Runways	Runway	Runway Dimensions	Runway Surface	Based Aircraft	Civil Aircraft Operations	Service Area	Business Aviation Activity
Chandelle Airport	Private	Less Than A-I	1	04/22	2,533' x 28'	Asphalt	23	2,630	Local	Crop Spraying, Powerline Surveillance, Pilot Training
Chorman Airport	Private	B-I	1	16/34	3,588' x 50'	Asphalt	44	9,937	Local	Crop Spraying
Civil Air Terminal Dover AFB*	Civil-Mil. Joint Use	E-VI	2	01/19 14/32	9,602' x 150' 12,903' x 150'	Concrete Asphalt	0	236	Regional	Corporate Aviation, NASCAR Race Air Travel Support, Military Aviation
Delaware Airpark	Public	B-II	1	09/27	4,201' x 75'	Asphalt	48	30,050	Regional	Crop Spraying, Pilot Training, Corporate Aviation, Sight Seeing, Tourism
Delaware Coastal Airport	Public	B-III	2	04/22 10/28	5,500' x 150' 3,109' x 75'	Asphalt Asphalt	68	32,900	Regional	Pilot Training, Aircraft Manufacturing, Corporate Aviation, Tourism, Banner Towing, Military Aviation, Medevac
Jenkins Airport	Private	Less Than A-1	1	12/30	2,035' x 70'	Turf	20	60	Local	Aircraft Salvage
Laurel Airport	Private	Less Than A-I	1	15/33	3,175' x 270'	Turf	7	4,057	Local	Crop Spraying
New Castle Airport	Public	D-III	3	01/19 09/27 14/32	7,012' x 150' 7,275' x 150' 4,602' x 150'	Asphalt Asphalt Asphalt	219	46,057	Regional	Air Cargo, Pilot Training, Corporate Aviation, Military Aviation, Medevac, Tourism
Smyrna Airport	Private	Less Than A-I	1	10/28	2,600' x 125'	Turf	10	3,080	Local	Pilot Training
Summit Airport	Private	B-II	2	11/29 17/35	3,601' x 200' 4,488' x 65'	Turf Asphalt	21	25,487	Regional	Corporate Aviation, Military Aviation, Aircraft Maintenance
DELDOT Helistop	Public	N/A	1	H1	60' x 60'	Concrete	0	50	Local	Helicopter Operations

* Joint-use facility with State-owned civil facilities.

** ARC = Airport Reference Code

2.7 Socioeconomic Indicators

Socioeconomic statistics are generally used to describe the economic and demographic trends expected to occur in a particular area. Socioeconomic factors are a key measure of economic health in a region. Socioeconomic factors have been shown in numerous studies sponsored by the FAA to be related to an area's demand for aviation facilities and services. Among the most significant are population, income, and employment. This section identifies each of these factors and presents historical statistics and trends for the years 2013-2022 for all three Delaware counties.

Population

Analysis of population is crucial for planning decisions and assessing major economic development proposals, including those at airports. Population trends often determine the demand for future facilities and serve as a marker for many county and urban characteristics. Thus, identifying Delaware's population trends is vital for this study.

Table 2-4 illustrates the historical population growth for Delaware counties. Sussex County has exhibited the most significant percentage growth (24.5%), and the highest population increase (a net gain of 50,425 over the 2013-2022 period). During this period, Delaware's overall population grew by 10.0%, outpacing the national growth rate of 5.2%. The Compound Annual Growth Rate (CAGR) further highlights this trend, with Delaware's overall CAGR at 1.07% compared to the national rate of 0.57%

Table 2-4 - Delaware Historical Population Trends

Year	Kent	New Castle	Sussex	State Total	United States
2013	168,711	551,357	205,531	925,599	316,735,375
2014	171,031	554,745	209,384	935,160	319,270,047
2015	172,605	558,446	213,545	944,596	321,829,327
2016	173,940	561,010	218,080	953,030	324,367,742
2017	175,786	562,840	222,873	961,499	326,623,063
2018	177,853	565,277	227,942	971,072	328,542,157
2019	180,255	568,200	232,842	981,297	330,233,102
2020	182,362	570,873	238,879	992,114	331,511,512
2021	184,371	572,714	247,722	1,004,807	332,031,554
2022	186,946	575,494	255,956	1,018,396	333,287,557
Net Change	**18,235**	**24,137**	**50,425**	**92,797**	**16,552,182**
% Change	**10.8%**	**4.4%**	**24.5%**	**10.0%**	**5.2%**

Table 2-4 - Delaware Historical Population Trends

Year	Kent	New Castle	Sussex	State Total	United States
CAGR: 2013-2022	**1.15%**	**0.48%**	**2.47%**	**1.07%**	**0.57%**
Pre-COVID CAGR: 2013-2019	1.11%	0.50%	2.10%	0.98%	0.70%
COVID CAGR: 2020-2021	1.10%	0.32%	3.70%	1.28%	0.16%
Year	Kent	New Castle	Sussex	State Total	United States

Source: Bureau of Economic Analysis, "Table CAINC1: 2 Population," (accessed December 2023).

The population trends during the early period of the COVID-19 pandemic reveal a mixed impact across Delaware counties. While Kent County and New Castle County experienced a slight slowdown in population growth, indicating potential influences of the pandemic on migration or demographic changes, Sussex County remarkably maintained a higher growth rate. This suggests that Sussex County had unique attractions or conditions that continued to draw people even during these challenging times. Overall, the State of Delaware displayed resilience in population growth, with the overall rate slightly increasing during the pandemic, suggesting that the State's population dynamics were not as adversely affected by the pandemic as might have been expected.

Future population growth between 2020-2050 from the Delaware Population Consortium (DPC) show the State's total population surpassing 1.0 million persons as of 2022 and continuing to increase to more than 1.1 million persons by 2050, reflecting an overall 30-year increase of 12.5% or 123,000 additional persons (Table 2-5). Similar to census-based trends from the prior decade, the DPC projections for 2020-2050 also show the highest levels of growth in Sussex County (+29%) followed by Kent County (+12%) and New Castle County (+5.7%).

Table 2-5 – Population Projection for Delaware Counties: 2050

Population Projection	Kent	New Castle	Sussex	State Total
2050	213,883	592,561	361,422	1,167,866
Growth Rate	14.4%	3.0%	41.2%	14.7%
CAGR 2022-50	0.48%	0.10%	1.24%	0.49%
Difference	26,937	17,067	105,466	149,470

Source: https://stateplanning.delaware.gov/demography/documents/dpc/DPC2020v0.pdf

Employment

Employment figures are a direct indicator of economic activity and are thus linked to the demand for air transportation facilities and services. Increasing employment trends suggest heightened economic activity, which typically results in more use of aviation and air transportation services. Table 2-6 showcases historical employment statistics for Delaware counties. The data reveal that overall employment in Delaware grew by 19.6 percent over

the 2013-2022 period. This growth exceeds the national employment growth rate of 16.5% for the same period. Sussex County demonstrated the most rapid growth at 32.9%, while New Castle County had the most modest growth at 15.4%. Between 2013 and 2022, overall employment in Delaware increased by 106,533 jobs.

Table 2-6 - Delaware Historical Employment

Year	Kent	New Castle	Sussex	State Total	United States
2013	86,581	356,870	101,240	544,691	182,328,100
2014	87,631	363,863	104,955	556,449	186,239,800
2015	88,470	372,094	108,268	568,832	190,325,800
2016	90,381	376,026	112,198	578,605	193,425,900
2017	91,843	377,841	115,009	584,693	196,394,100
2018	94,122	383,938	118,961	597,021	200,292,200
2019	95,276	387,091	120,399	602,766	201,635,200
2020	95,060	377,880	119,186	592,126	195,286,600
2021	100,564	392,302	127,486	620,352	202,752,100
2022	104,668	411,974	134,582	651,224	212,442,000
Net Change	**18,087**	**55,104**	**33,342**	**106,533**	**30,113,900**
% Change	**20.9%**	**15.4%**	**32.9%**	**19.6%**	**16.5%**
CAGR: 2013-2022	**2.13%**	**1.61%**	**3.21%**	**2.00%**	**1.71%**
Pre-COVID CAGR: 2013-2019	1.61%	1.36%	2.93%	1.70%	1.69%
COVID CAGR: 2020-2021	5.79%	3.82%	6.96%	4.77%	3.82%

Source: Bureau of Economic Analysis, "Table CAEMP25N: Total Full-Time and Part-Time Employment by NAICS Industry" (accessed December 2023).

The employment growth rates during the early period of the COVID-19 pandemic indicated a strong recovery and resilience across all Delaware counties. Notably, Kent County, New Castle County, and Sussex County all experienced significant increases in their employment growth rates during the pandemic compared to the pre-pandemic period. Sussex County showed an exceptional job market resilience or growth, with the highest increase in employment growth rate. This positive trend suggests effective measures in job preservation and creation at both the county and State levels, reflecting a robust response to the initial challenges posed by the pandemic. Delaware's employment growth rate during the pandemic (4.77%) was higher than the national rate (3.82%), indicating a robust recovery and resilience in its job market.

Income

Income and economic activity are closely tied to the demand for aviation services and facilities. There's a known correlation between concentrated economic activity and the need for air transportation.

Income statistics, such as Total Personal Income (TPI) and Per Capita Personal Income (PCPI), are key indicators of economic health. PCPI, in particular, is useful for tracking growth trends as it isolates income growth from population growth. For this reason, PCPI statistics for Delaware counties were gathered for this study. Table 2-7 details the historical PCPI growth at the county, State, and national level.

The period observed witnessed a significant increase in PCPI across all counties, with Sussex County experiencing the highest growth rate. The COVID-19 pandemic's effects on the economy are also mirrored in the income statistics, especially noticeable in the abrupt changes in income growth rates around 2020, reflecting the economic disruptions caused by the pandemic.

Table 2-7 - Study Area Historical PCPI

Year	Kent	New Castle	Sussex	State Total	United States
2013	86,581	356,870	101,240	544,691	182,328,100
2014	87,631	363,863	104,955	556,449	186,239,800
2015	88,470	372,094	108,268	568,832	190,325,800
2016	90,381	376,026	112,198	578,605	193,425,900
2017	91,843	377,841	115,009	584,693	196,394,100
2018	94,122	383,938	118,961	597,021	200,292,200
2019	95,276	387,091	120,399	602,766	201,635,200
2020	95,060	377,880	119,186	592,126	195,286,600
2021	100,564	392,302	127,486	620,352	202,752,100
2022	104,668	411,974	134,582	651,224	212,442,000
Net Change	**18,087**	**55,104**	**33,342**	**106,533**	**30,113,900**
% Change	**20.9%**	**15.4%**	**32.9%**	**19.6%**	**16.5%**
CAGR: 2013-2022	**2.13%**	**1.61%**	**3.21%**	**2.00%**	**1.71%**
Pre-COVID CAGR: 2013-2019	1.61%	1.36%	2.93%	1.70%	1.69%
COVID CAGR: 2020-2021	5.79%	3.82%	6.96%	4.77%	3.82%

Source: Bureau of Economic Analysis, "Table CAINC1: 3 Per Capita Personal Income," (accessed December 2023).

Per Capita Personal Income (PCPI) trends during the early period of the COVID-19 pandemic demonstrated substantial income growth and economic resilience in Delaware. Kent County exhibited a notable increase in the PCPI growth rate, possibly reflecting significant economic benefits or income growth during the pandemic. While New Castle County showed modest growth, Sussex County's PCPI growth rate increased exceptionally, highlighting its strong economic performance and income growth during this period. The State of Delaware as a whole experienced an increase in PCPI growth rate, suggesting a statewide economic resilience and the effectiveness of measures taken to support and enhance income during the pandemic, despite the global economic disruptions.

Average Annual Wages by Major Industry Sector

In addition to Per Capita Personal Income, it is helpful to examine the average annual wages by major industrial sector. This examination permits comparisons of wages by industry type and permits decision makers to see the types of industries that are more desirable in terms of recruiting for economic development. Table 2-8 presents a summary of average annual wages by major industrial sector for each county and for the State as a whole.

Table 2-8 - 2022 Average Wages by Major Industry Sector

Sector	Kent	New Castle	Sussex	Delaware
11 -Agriculture, Forestry, Fishing and Hunting	$46,454	$45,562	$47,441	$46,799
22 -Utilities	$102,466	$138,749	$112,390	$129,936
23 -Construction	$62,987	$73,948	$58,557	$68,656
31-33 -Manufacturing	$60,185	$93,741	$57,603	$73,550
42 -Wholesale Trade	$66,315	$87,219	$82,177	$93,580
44-45 -Retail Trade	$37,221	$39,523	$36,038	$38,475
48-49 -Transportation and Warehousing	$50,066	$50,900	$52,256	$51,083
51 -Information	$74,072	$90,526	$92,337	$89,194
52 -Finance and Insurance	$91,085	$123,463	$88,278	$120,078
53 -Real Estate and Rental and Leasing	$52,342	$71,615	$59,118	$66,415
54 -Professional, Scientific, and Technical Services	$74,673	$128,952	$96,126	$119,773
55 -Management of Companies and Enterprises	$126,129	$171,392	$124,159	$168,251
56 -Administrative and Support and Waste Management and Remediation Services	$53,574	$56,566	$46,526	$54,782
61 -Educational Services	$53,303	$64,198	$54,893	$60,829
62 -Health Care and Social Assistance	$52,292	$70,459	$64,861	$66,924
71 -Arts, Entertainment, and Recreation	$34,070	$29,604	$29,377	$30,285
72 -Accommodation and Food Services	$23,414	$23,774	$26,834	$24,833
81 -Other Services (except Public Administration)	$41,312	$43,801	$40,287	$42,693
92 -State Government, excluding education and hospitals	$67,718	$63,953	$55,795	$65,506
Total- All Industries	**$53,344**	**$75,223**	**$51,478**	**$67,901**

Source: Delaware Department of Labor, Office of Occupational & Labor Market Information

2.8 Top Industries by Employment, by County

The IMPLAN model provides a wealth of data concerning the economic make up of each Delaware county. For this section, an analysis of the makeup of top businesses and industries in each county provides an overview of the potential need for aviation transportation services.

Kent County

Table 2-9 provides a summary of the top 15 industries in Kent County by employment rank in 2022. Changes in Kent County, DE, between 2017 and 2022 include significant job growth in State government (non-education), real estate, full-service restaurants, and limited-service restaurants. New additions to the top 15 list, such as securities and commodity contracts intermediation and brokerage and employment services, reflect shifts in the local job market. On the other hand, some sectors, like gambling industries, religious organizations, and individual and family services, dropped out of the top 15, indicating changes in employment trends and priorities in the region. These shifts likely reflect changes in government employment, restaurant industry growth, and increased demand for services related to real estate and financial intermediation which could have been influenced by COVID-19.

Table 2-9 – Top 15 Employer Industries in Kent County, DE, 2022

Rank	2017 Rank Pos. Change	Sector	Jobs	Income	GDP (Value Added)	Output
1	0	State Government, Non-Education	7,153	$654,351,806	$806,151,800	$806,151,800
2	1	Federal Government, Military	4,843	$471,254,707	$452,386,641	$452,386,641
3	1	Local Government, Education	3,947	$329,805,327	$411,542,415	$411,542,415
4	1	Real Estate	3,318	$20,596,665	$120,812,851	$536,391,008
5	2	Hospitals	2,469	$216,692,687	$249,360,816	$479,871,967
6	5	Full-Service Restaurants	2,438	$67,663,691	$102,636,139	$211,582,489
7	1	Limited-Service Restaurants	2,396	$60,260,389	$90,012,457	$227,705,065
8	new	Securities and Commodity Contracts Intermediation and Brokerage	2,373	$14,655,796	$15,701,409	$166,823,959
9	new	Employment Services	2,337	$136,149,527	$193,807,650	$306,357,947
10	-4	Retail - General Merchandise Stores	1,713	$66,957,391	$86,102,378	$155,989,334
11	1	Individual and Family Services	1,662	$57,331,848	$48,375,743	$69,041,698
12	2	Poultry Processing	1,636	$104,657,355	$138,095,231	$612,653,826
13	0	Retail - Food and Beverage Stores	1,492	$59,639,446	$73,708,995	$127,032,605
14	1	Federal Government, Non-Military	1,472	$179,166,146	$270,354,625	$270,354,625
15	new	Warehousing and Storage	1,449	$78,857,401	$84,216,483	$157,496,396
Top 15 Employer Industry Totals			**40,698**	**$2,518,040,180**	**$3,143,265,634**	**$4,991,381,775**

Source: IMPLAN Model, 2022

The COVID-19 pandemic likely played a role in shaping some of these changes. The increase in government employment can be partly attributed to pandemic-related initiatives and the need for public health and safety measures. Government agencies and institutions, especially those involved in healthcare and emergency response, may have expanded their workforces to address the crisis.

The decline in the retail sector's influence may be linked to the pandemic's impact on consumer behavior. Lockdowns, social distancing measures, and a shift towards online shopping led to reduced foot traffic in physical retail stores. Many businesses in the retail sector faced challenges, including closures and reduced operations.

Additionally, the growth of logistics-related industries like Warehousing and Storage could be influenced by increased demand for storage and distribution services as e-commerce surged during the pandemic. The need for efficient supply chains and warehousing facilities became more critical in ensuring the timely delivery of goods to consumers.

New Castle County

Table 2-10 presents a summary of the top 15 industries in New Castle County, ranked by employment totals for 2022. The economy continues to be dominated by Nondepository Credit Intermediation, Hospitals, and Real Estate sectors, though the dynamics within these sectors have evolved. Nondepository Credit Intermediation remains the largest employer, solidifying Wilmington's status as the financial capital of Delaware. The medical industry, notably hospitals, has seen an increase in employment, continuing to utilize general aviation for critical services like life-flight programs. The real estate sector, while slightly reduced in employment, remains a significant player, increasingly leveraging Unmanned Aircraft Systems (UAS) for property showcasing.

New entrants like Securities and Commodity Contracts Intermediation and Brokerage highlight a diversification in the financial sector. The rise in Warehousing and Storage, along with Couriers and Messengers, reflects a growing demand in logistics and delivery services, likely driven by the e-commerce boom. The legal services sector has also emerged as a key employer, indicating a robust legal and regulatory environment. These shifts underscore the evolving economic landscape of New Castle County, adapting to new technological advancements and changing market demands.

Table 2-10 – Top 15 Employer Industries in New Castle County, DE, 2022

Rank	2017 Rank Pos. Change	Sector	Jobs	Income	GDP (Value Added)	Output
1	0	Nondepository Credit Intermediation	19,657	$2,783,936,232	$3,321,556,432	$4,669,185,613
2	0	Hospitals	18,064	$2,196,598,239	$2,519,229,490	$4,206,047,870
3	0	Real Estate	14,962	$528,547,444	$1,586,135,480	$3,459,810,429
4	8	State Government, Education	12,686	$1,291,075,533	$1,589,736,325	$1,589,736,325
5	new	Securities and Commodity Contracts Intermediation and Brokerage	11,979	$771,285,181	$673,004,533	$1,435,820,469
6	-1	Local Government, Education	11,099	$1,026,358,146	$1,280,724,948	$1,280,724,948
7	-3	Full-Service Restaurants	10,565	$324,175,751	$475,510,223	$947,588,842
8	new	Warehousing and Storage	9,581	$526,242,929	$561,978,303	$1,046,654,871
9	1	Management of Companies and Enterprises	9,524	($118,416,850)	$1,829,010,524	$2,720,338,530

Table 2-10 – Top 15 Employer Industries in New Castle County, DE, 2022

Rank	2017 Rank Pos. Change	Sector	Jobs	Income	GDP (Value Added)	Output
10	new	Couriers and Messengers	9,058	$125,468,007	$262,196,120	$371,335,140
11	-3	Limited-Service Restaurants	8,926	$258,594,063	$374,312,495	$887,178,997
12	new	Legal Services	8,153	$1,251,653,420	$2,061,284,608	$2,595,645,103
13	0	Employment Services	7,673	$540,317,460	$751,104,788	$1,120,626,472
14	-3	Monetary Authorities and Depository Credit Intermediation	7,200	$1,044,244,215	$10,076,630,727	$11,223,613,947
15	-9	Other Financial Investment Activities	6,802	$386,468,941	$485,213,998	$1,255,216,406
Top 15 Employer Industry Totals			**165,929**	**$12,936,548,711**	**$27,847,628,995**	**$38,809,523,962**

Source: IMPLAN Model, 2022

COVID-19 likely had a profound impact on these industry shifts. The growth in hospitals aligns with the increased healthcare demands during the pandemic. The rise in sectors like Warehousing and Storage, and Couriers and Messengers, can be directly linked to the surge in e-commerce and online shopping as consumers shifted to digital platforms during lockdowns and social distancing.

Sussex County

Table 2-11 presents a summary of the top 15 industries in Sussex County as of 2022, highlighting the prevailing trends in employment. Full-Service Restaurants continue to lead, now with 9,004 jobs, reflecting the area's strong appeal as a tourist destination. The Real Estate sector follows closely, growing to 8,493 jobs, indicative of the ongoing development in beach tourism, second homes, and rental properties. The Poultry Processing industry remains a significant employer, albeit with a slight decrease in jobs. Notably, Employment Services have risen in importance, signaling a diversifying economy.

New entrants to the top 15 include the Construction of New Single-Family Residential Structures, Retail - Nonstore Retailers, Transit and Ground Passenger Transportation, and Local Government, Non-Education. These additions reflect a dynamic shift in the county's economy, with construction underscoring the ongoing residential growth, and transit services highlighting the evolving transportation needs of the area. The healthcare sector, represented by Hospitals and Offices of Physicians, continues to suggest a substantial retirement population. The aviation industry, particularly general aviation, remains integral to the region, supporting tourism and local transportation needs.

Table 2-11 – Top 15 Employer Industries in Sussex County, DE, 2022

Rank	2017 Rank Pos. Change	Sector	Jobs	Income	GDP (Value Added)	Output
1	0	Full-Service Restaurants	9,004	$323,456,591	$472,744,162	$875,078,211
2	0	Real Estate	8,493	$146,805,974	$566,884,451	$1,630,422,517
3	0	Poultry Processing	6,016	$392,964,632	$518,291,043	$2,263,715,406
4	0	Local Government, Education	5,580	$441,489,524	$550,905,792	$550,905,792
5	0	Hospitals	4,495	$498,938,190	$572,574,465	$992,292,893
6	0	Limited-Service Restaurants	3,665	$107,393,589	$155,709,704	$366,282,804
7	3	Employment Services	3,526	$143,816,084	$201,669,268	$371,492,473
8	0	Retail - Food and Beverage Stores	2,514	$99,821,137	$122,208,752	$212,076,693
9	new	Construction of New Single-Family Residential Structures	2,306	$178,410,013	$229,625,858	$395,152,438
10	3	Landscape and Horticultural Services	2,137	$95,737,195	$116,921,576	$227,171,934
11	1	Offices of Physicians	2,103	$218,579,819	$218,676,513	$322,581,556
12	new	Retail - Nonstore Retailers	2,056	$56,862,367	$267,337,457	$450,930,610
13	new	Transit and Ground Passenger Transportation	1,910	$30,433,429	$41,790,340	$72,064,817
14	new	Local Government, Non-Education	1,867	$156,943,341	$196,920,525	$196,920,525
15	-6	Nursing and Community Care Facilities	1,748	$115,846,727	$118,963,613	$180,095,076
Top 15 Employer Industry Totals			**57,420**	**$3,007,498,612**	**$4,351,223,519**	**$9,107,183,745**

Source: IMPLAN Model, 2022

The COVID-19 pandemic likely influenced some of these industry changes. The rise in nonstore retail is consistent with the increased online shopping during the pandemic. The growth in the construction sector might be attributed to a trend towards suburbanization and second-home ownership, as people sought more space and remote work became more feasible. The steady demand in the healthcare sector reflects the critical role this industry played during the pandemic. Overall, COVID-19 may have accelerated existing trends and created new demands within Sussex County's economy.

2.9 Delaware Airports Impact on Local Businesses

The presence of airports in Delaware, such as the commercially serviced New Castle Airport, the general aviation-focused Delaware Coastal Airport, and the strategically significant Dover Air Force Base, creates a strong economic environment for local businesses. Similarly, Delaware Airpark supports the flight training program at Delaware State University, while Chorman, Laurel, and Chandelle airports have strong roles in aerial spray operations. Summit Airport, like Delaware Coastal, has provided steady

employment to hundreds in their avionics and airframe modification businesses.

The impact of these airports extends into non-aviation sectors, with local enterprises such as hotels, restaurants, retail shops, and car rental services flourishing to meet the demands of travelers, airport staff, military personnel, and business professionals. This airport system not only satisfies the direct requirements of the aviation and defense sectors but also strengthens the local economy by creating diverse employment opportunities.

Real Estate and Infrastructure Development

The development surrounding Delaware's aviation system drives significant real estate and infrastructure growth. The presence of these airports increases the demand for commercial spaces, leading to the development of industrial parks and business complexes. This growth supports the local real estate market and attracts various non-aviation businesses, enriching the economic landscape. Infrastructure upgrades, including access roads, public transportation, and utilities, are often necessitated by this development, improving connectivity and accessibility for the community. Both New Castle and Delaware Coastal airports are good examples of this economic interaction with industrial and commercial real estate development.

Tourism and Hospitality

New Castle Airport's commercial airline services contribute to Delaware's tourism by facilitating easy access for visitors, thereby benefiting the local hospitality industry. While Dover Air Force Base does not serve commercial passengers, its presence and activities contribute to the local economy in other significant ways, including supporting the hospitality sector indirectly through official visits, military functions, and related activities. The influx of tourists and official visitors boosts demand for accommodation, dining, and entertainment, driving revenue in the hospitality sector and enhancing the appeal of local tourist destinations.

Community Development

The economic activities associated with Delaware's airports, including the significant contribution of Dover Air Force Base, lead to notable community development. Infrastructure improvements to support increased airport traffic and demands enhance the quality of life for local residents by offering better connectivity and access to services. These developments benefit not only the airports and their direct users but also the wider community, contributing to the overall vitality and sustainability of the region.

Conclusion

In summary, the economic activities surrounding Delaware's airports have a significant impact on the State's economy. They support growth across various sectors, including aviation, tourism, hospitality, real estate, logistics, and defense, contributing to community development through infrastructure enhancements. Understanding the comprehensive economic significance of these

airports, especially the important role of Dover Air Force Base, highlights their importance to Delaware's economic vitality.

2.10 Survey Results

Two surveys were conducted as a part of this study. The Airport Management Survey focused on understanding the types of aviation activities, businesses or employers at airports, and capital expenditures, thereby offering insights into direct employment impact and investment in airport infrastructure. The Survey of Registered Aircraft Owners collected data on aircraft types, home airport, spending, flight activities, and business-aviation relationships. This survey helped quantify spending by aircraft owners, activity levels, and the economic role of aviation in businesses. Together, these surveys provided a comprehensive view of the economic impact of aviation in Delaware, including job creation, spending patterns, and the broader role of aviation in supporting local businesses and industries. A detailed breakdown of the results of the airport user survey can be found in Appendix 2-A.

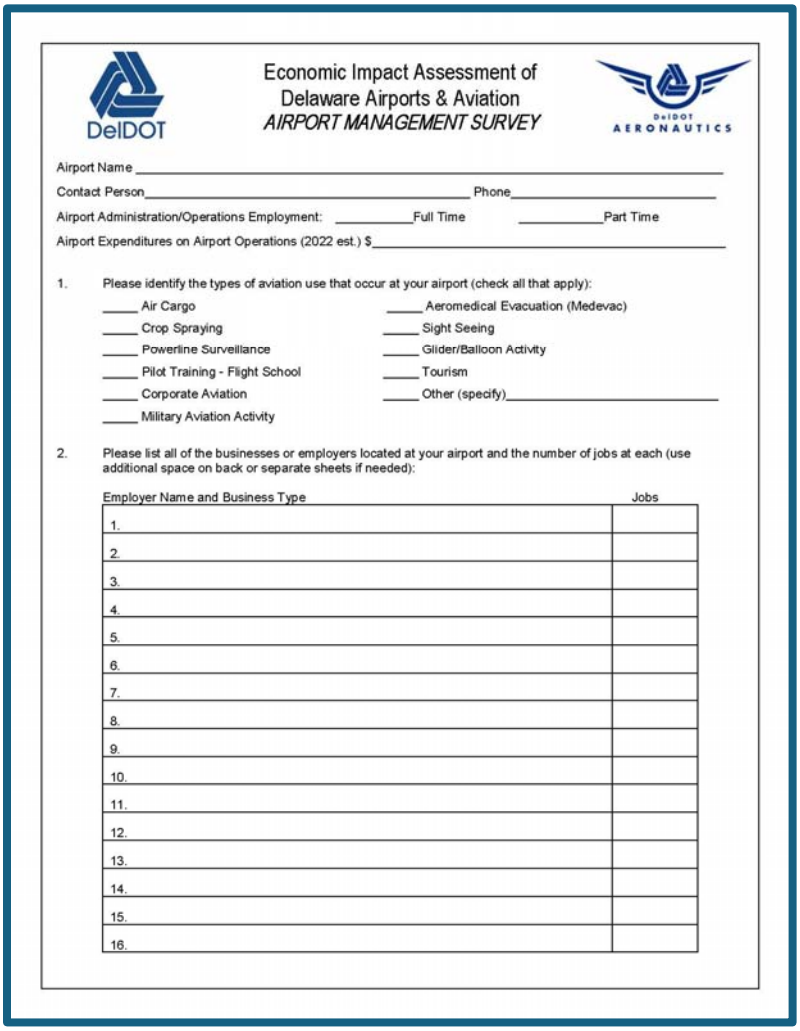
Survey of Airport Management

Each question in the Airport Management Survey plays a distinct role in assessing the economic impact of an airport. Understanding the significance of each question can help in comprehending how they collectively contribute to a comprehensive economic impact study:

- Airport Administration and Ops. Employment: The number of full-time and part-time employees in airport administration and operations. This information is needed to assess the direct employment impact of the airport.

- Airport Expenditures on Airport Operations (2022 est.): The estimated total expenditures for airport operations for the year 2022. This data provides insight into the operational costs of the airport and its financial contribution to the local economy.

These initial questions were designed to gather basic but essential information about the airport, which sets the context for the more detailed questions that follow in the survey.



DelDOT

Economic Impact Assessment of
Delaware Airports & Aviation
AIRPORT MANAGEMENT SURVEY

DelDOT AERONAUTICS

Airport Name _____

Contact Person_____ Phone_____

Airport Administration/Operations Employment: _____Full Time _____Part Time

Airport Expenditures on Airport Operations (2022 est.) $_____

1. Please identify the types of aviation use that occur at your airport (check all that apply):

_____ Air Cargo
_____ Crop Spraying
_____ Powerline Surveillance
_____ Pilot Training - Flight School
_____ Corporate Aviation
_____ Military Aviation Activity
_____ Aeromedical Evacuation (Medevac)
_____ Sight Seeing
_____ Glider/Balloon Activity
_____ Tourism
_____ Other (specify)_____

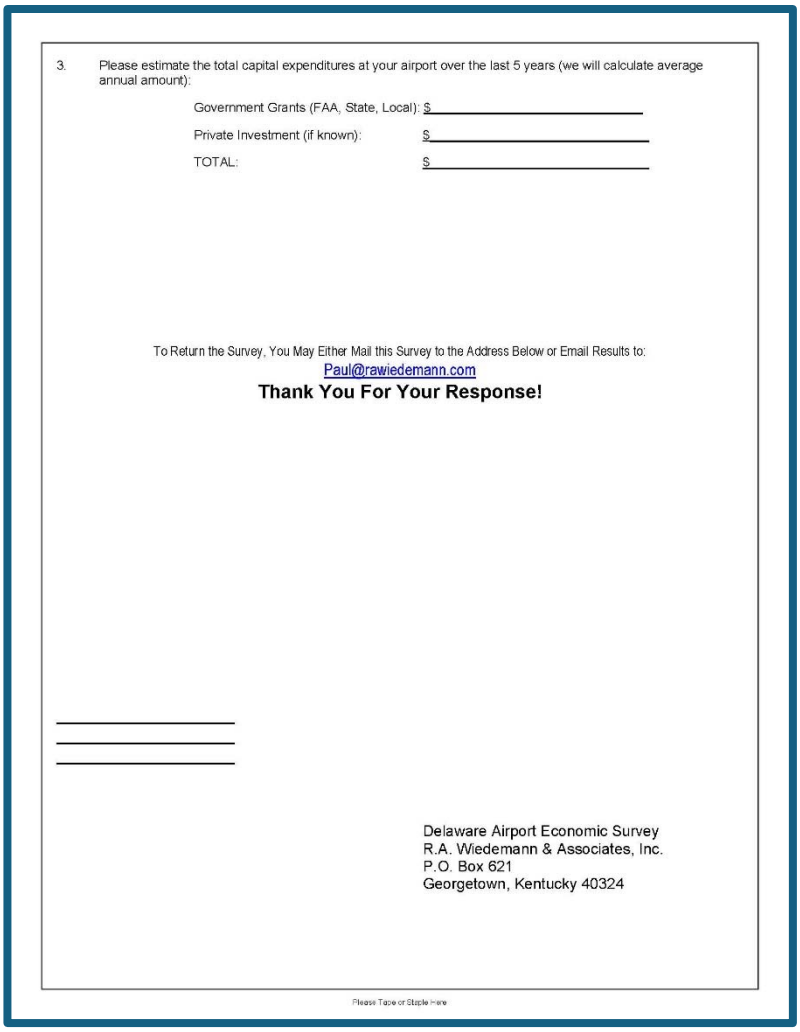
2. Please list all of the businesses or employers located at your airport and the number of jobs at each (use additional space on back or separate sheets if needed):

Employer Name and Business Type	Jobs
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
13.	
14.	
15.	
16.	

Please identify the types of aviation use that occur at your airport (check all that apply):

- Air Cargo
- Aeromedical Evacuation (Medevac)
- Crop Spraying
- Sight Seeing
- Powerline Surveillance
- Glider/Balloon Activity
- Pilot Training - Flight School
- Tourism
- Corporate Aviation
- Military Aviation Activity
- Other (specify)

Identifying the types of aviation activities taking place at the airport helps in understanding the diversity and breadth of the airport's operations. For example, business jet operations would be linked to a higher volume of local corporate and business related economic activities, while tourism-oriented flights can significantly impact local hospitality and retail sectors.



3. Please estimate the total capital expenditures at your airport over the last 5 years (we will calculate average annual amount):

Government Grants (FAA, State, Local): $_____

Private Investment (if known): $_____

TOTAL: $_____

To Return the Survey, You May Either Mail this Survey to the Address Below or Email Results to:
Paul@rawiedemann.com
Thank You For Your Response!

Delaware Airport Economic Survey
R.A. Wiedemann & Associates, Inc.
P.O. Box 621
Georgetown, Kentucky 40324

Please Tape or Staple Here

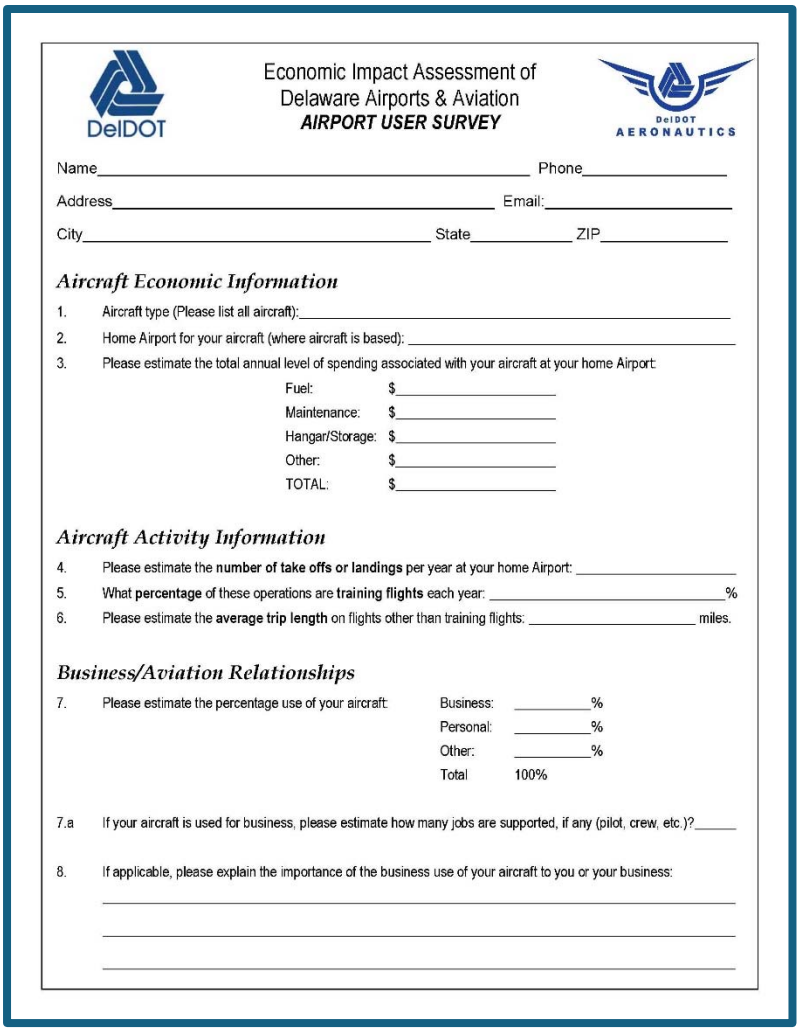
Businesses or Employers Located at the Airport and Number of Jobs:

This question provides data on direct employment generated by the airport. The number and nature of businesses also offer insights into the airport's role as an economic hub. Employment figures are required for calculating the direct economic impact, including wages and the airport's contribution to local employment rates.

Total Capital Expenditures Over the Last 5 Years: Capital expenditures reflect the level of investment in the airport infrastructure. This includes expansions, upgrades, and maintenance, which are vital for the long-term sustainability and growth of airport operations. Understanding investment patterns helps in assessing the airport's economic footprint and its potential for future growth. It also indicates the level of confidence that government and private sectors have in the economic viability of the airport.

Survey of Registered Aircraft Owners

For airport specific studies such as this, surveys are often the only way to access local data. In this regard, a survey was developed and mailed to 300 registered aircraft owners with Delaware addresses. The survey and the aggregate results are presented in the following sections.



Economic Impact Assessment of
Delaware Airports & Aviation
AIRPORT USER SURVEY

Name_____ Phone_____

Address_____ Email:_____

City_____ State_____ ZIP_____

Aircraft Economic Information

1. Aircraft type (Please list all aircraft):_____
2. Home Airport for your aircraft (where aircraft is based): _____
3. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Fuel: $_____
Maintenance: $_____
Hangar/Storage: $_____
Other: $_____
TOTAL: $_____

Aircraft Activity Information

4. Please estimate the **number of take offs or landings** per year at your home Airport: _____
5. What **percentage** of these operations are **training flights** each year: _____%
6. Please estimate the **average trip length** on flights other than training flights: _____ miles.

Business/Aviation Relationships

7. Please estimate the percentage use of your aircraft:

Business: _____%
Personal: _____%
Other: _____%
Total 100%

7.a If your aircraft is used for business, please estimate how many jobs are supported, if any (pilot, crew, etc.)?_____

8. If applicable, please explain the importance of the business use of your aircraft to you or your business:

_____
_____
_____

Aircraft Economic Information

Three questions included in this section involved:

- Aircraft type (listing all aircraft).
- Home Airport (where the aircraft is based).
- Annual spending associated with the aircraft at the home Airport, including fuel, maintenance, hangar-storage, and other expenses.

Information gained from these questions was used to quantify overall spending by aircraft owners at each Delaware airport. In addition to statewide averages, sample sizes at most of the airports permitted direct assessment of aircraft user expenditures at specific airports. For those airports with insufficient numbers of responses, average expenditures by aircraft type (single engine, multi-engine, jet, etc.) could be estimated from the statewide averages and applied to fleet mix numbers for the airports in question.

Aircraft Activity Information

Three questions in this section included:

- Estimate the number of take offs or landings per year at the home Airport
- Estimate the annual percentage of training flights
- Estimate the average trip length

By including questions about aircraft activity, expenditures on aircraft could be related to activity

levels. In addition, the number of short training flights including touch-and-go operations could be factored into the overall aircraft owner profile. Because many small planes are used on a part-time basis for business purposes, the survey asked respondents to quantify the types of usage.

Business/Aviation Relationships

To capture data for on-airport employers, three questions were included in this section:

- Estimate the percentage business/personal use of your aircraft
- Total number of employees at that location in 2022
- Explain the importance of the business use of aircraft to your company or business.

These questions attempted to quantify the relationships between aviation and businesses in the local community. The first question asked if the company was aviation or non-aviation related. The second question asked the total number of employees at that location for the most recent year. The last question was open-ended and permitted respondents to explain the importance of aviation to their business or company. Responses to this question provided anecdotal testimonials to the importance of the local airport in supporting local jobs and businesses.

Airport and Tenant Expenditures

From the surveys of aircraft tenants and on-airport businesses (described in the previous section), much was learned about expenditures that occur on airports. In this regard, aviation-related expenditures could be grouped into several categories:

- Airport Capital Expenditures
- Aircraft User Expenditures
- Number of Jobs of Airport Businesses and Employers

These primary categories can account for most of the spending that occurs at an airport.

Airport Capital Expenditures

Airport capital expenditures provide direct economic impacts for construction and materials supply sectors of the Delaware economy. Each year, capital improvement programs are identified and updated for Delaware airports that are eligible for federal and State funding assistance. Information from these programs was used in this analysis to provide a realistic estimate for capital spending on an annual basis. For those privately owned airports that are not eligible for federal or State assistance, estimates of annual capital spending were made based on conversations with the owners and historical records of improvement spending. On a statewide basis, more than $7.8 million in capital development was spent at all Delaware airports in 2022.

Airport User Expenditures

The Registered Aircraft Survey polled aircraft owners, requesting information on the level of spending associated with their aircraft on an annual basis. From the results of this survey, the following

general averages of expenditure patterns could be identified for single and twin-engine propeller aircraft:

Twenty-Six respondents, accounting for 30 based aircraft at Delaware public-use airports spent an average of $2,609 annually per aircraft for fuel, $3,583 for maintenance, $3,123 for storage and $573 for other items. Average annual aircraft spending (fuel, maintenance, storage, taxes, and other) per aircraft (30) equaled $9,889.

Average Overall Spending

Spending Category	Annual Spending
Average Fuel Costs	$2,609
Average Maintenance Costs	$3,583
Average Storage Costs	$3,123
Other Costs	$573
Total Average Costs	**$9,889**

This information was helpful since less than 100 percent response was received from based aircraft owners and operators. Using the statewide averages above, extrapolation of aircraft user expenditure amounts could be made, given a knowledge of the based aircraft fleet mix type. The statewide estimate of aircraft user expenditures (excluding business jets) totaled $4.34 million for 2022. This number does not include the costs for 80 based business jet aircraft in the State. It is estimated that the corporate flight departments that manage these business jets expend more almost $100 million annually.

Jobs of Airport Businesses and Other Employers

A difficult segment of information to collect involved the number of direct jobs at each airport. In this regard, airport managers were asked for employment information. All complied and listed information for airport management as well as for on-airport businesses and organizations. For companies for which they did not have information, follow-up calls were made to confirm employment totals.

Another consideration was whether or not the enterprise was aviation related. In this regard, Delaware Coastal Airport has an industrial park on airport property with businesses that are not aviation related. Those businesses were not included in the employment and expenditure estimates for this study. Only aviation-related businesses were included since that more accurately portrays the real value of aviation to the Delaware economy. Using the methods described above, the statewide estimate of direct airport business and employer employment totaled 1,900 Full Time Equivalent (FTE) employees (not including Dover AFB).

Summary of Survey Results

The surveys revealed that the Delaware economy is impacted by interaction of local businesses at Delaware airports. In this regard, surveys of airport users indicated that half of all single engine aircraft flights were for business use. When asked to describe the importance of business use of aircraft to their companies and businesses, survey respondents indicated one or more of the following general categories:

- Agricultural Applications
- Efficiency in Property Surveying

- Emergency Parts Pickup and Crane Inspections
- Flexible Travel Schedule and Traffic Avoidance
- Business-Related Training and Certifications
- Client Services Beyond Driving Range
- Building and Maintaining Client Base
- Critical for Business Operations
- Transporting Company Leadership and R&D Teams

For some industries, like agricultural applications (e.g., crop dusting), flight training, or aerial surveying, aviation is not merely an asset but the core of their existence. In other sectors, aviation plays a transformative role by enhancing company profitability, either through time-efficient travel, enabling wider market reach, or through specialized activities such as emergency parts pickup and aerial inspections of assets or construction progress. The adoption of business aviation, whether for flexible travel, client services, or transporting key personnel, directly bolsters the local economy by sustaining jobs and supporting various industries.

APPENDIX 2-A

Survey Results

APPENDIX 2-A: SURVEY RESULTS

In May 2023, Delaware Airport users and businesses were surveyed to evaluate local area business use and economic impact of Aviation in the State of Delaware. The Airport User/Business Survey was developed and mailed to 300 registered aircraft owners in Delaware. In addition to these direct mailings, the Airport User/Business were launched using a special Delaware website address in combination with www.surveymonkey.com so that respondents could complete them online.

The direct mailings and online surveys asked respondents to return completed surveys by June 18, 2023. During this period, a total of 41 Airport User/Employer Surveys were completed via online and mail-in respondents and 9 were returned as undeliverable.

2-A.1 Delaware Public Use Airports

A total of 30 User Surveys were collected from respondents that base their aircraft at a public use airport in Delaware.

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 30 Airport users responded to this question. Aircraft types included 30 single-engine aircraft, 1 multi-engine aircraft, 10 jet aircraft, one helicopter, and one other aircraft for a total of 43 aircraft (some respondents owned multiple aircraft).

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Thirty respondents, accounting for 43 based aircraft at Delaware public use airports spent an average of $37,035 annually per aircraft for fuel, $41,294 for maintenance, $14,564 for storage and $28,489 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (43) equaled $121,382. Total spending for the 30 based aircraft respondents to this question equaled $5,219,444.

Average spending per aircraft at Delaware public use airports:

- Single Engine (30): $9,322
- Multi Engine (1): $17,000
- Jet (2): $1,202,908
- Multiple Aircraft (10): $251,696
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.

3. Please indicate your total number of take-offs per year at your home Airport:

Twenty-Seven users with 39 aircraft (27 single engine aircraft, one multi engine aircraft, and 10 jet aircraft) reported an estimated 3,572 annual operations (1,786 takeoffs) for an average of 92 operations per aircraft or 132 operations per user.

Average spending on fuel per takeoff at Delaware public use airports:

- Single Engine (26): Spent an average of $51 in fuel per takeoff (1,443 takeoffs)
- Multi Engine (1): Spent an average of $50 in fuel per takeoff (40 takeoffs)
- Jet (2): Spent an average of $7,755 in fuel per takeoff (105 takeoffs)
- Multiple Aircraft (10): Spent an average of $3,535 in fuel per takeoff (198 takeoffs)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.

Total average spending per takeoff for the users that answered the question:

- Single Engine (26): Spent an average of $183 per takeoff (1,443 takeoffs)
- Multi Engine (1): Spent an average of $425 per takeoff (40 takeoffs)
- Jet (2): Spent an average of $22,913 per takeoff (105 takeoffs)
- Multiple Aircraft (10): Spent an average of $12,712 per takeoff (198 takeoffs)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 3,572 annual operations reported by respondents at Delaware public use airports, 312 (8.7 percent) were training flights.

The following shows the number of training flights by aircraft type:

- Single Engine (24): 307 Operations
- Jet (1): 2 Operations
- Multiple Aircraft (8): 3 Operations
- Multiple Aircraft (8) breakdown: 7 Jet aircraft, and 1 Helicopter.

5. Please estimate the average trip length on flights other than training flights:

Of the 3,572 annual operations reported by respondents at Delaware public use airports, 3,260 (91.3 percent) were for purposes other than training flights.

Breakdown of trip length by aircraft type:

- Single Engine (20): Averaged 200 miles per trip (1,036 trips)
- Multi Engine (1): Averaged 400 miles per trip (40 trips)
- Multiple Aircraft (10): Averaged 683 miles per trip (196 trips)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.
- Total (31): Averaged 281 miles per trip (1,272 trips)

Some respondents gave trip time instead of miles. The 8 respondents that responded with hours instead of miles traveled an average of 1.89 hours per takeoff.

Breakdown of trip time by aircraft type:

- Single Engine (6): Averaged 1.77 hours per trip (254 trips)
- Jet (2): Averaged 2.19 hours per trip (104 trips)
- Total (8): Averaged 1.89 hours per trip (358 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

A total of 29 Airport users responded to this question. They indicated that in terms of the percentage of flights flown, 24.2 percent of flights flown were for business reasons, 75.4 percent of flights flown were for personal reasons, and 0.4 percent of flights flown were for other reasons. In terms of the number of operations flown, respondents indicated that 863 operations were for business, 2,693 operations were for personal reasons and 16 operations were for other purposes.

Breakdown by aircraft type:

- Single Engine (26): Business (7.6%) Personal (91.9 %) Other (0.6%) - 2,886 total operations
- Multi Engine (1): Business (50.0%) Personal (50.0 %) Other (0.0%) - 80 total operations
- Jet (2): Business (100.0%) Personal (0.0 %) Other (0.0%) - 210 total operations
- Multiple Aircraft (10): Business (99.8%) Personal (0.2 %) Other (0.0%) - 396 total operations
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.
- Total (39): Business (24.2%) Personal (75.4 %) Other (0.4%) - 3,572 total operations

7. If your aircraft is used for business, please estimate how many jobs are supported, if any (pilot, crew, etc.):

A total of 11 Airport users representing 20 aircraft responded to this question. The 20 aircraft represented by respondents at Delaware public use airports supported 50.5 jobs.

Breakdown of jobs by aircraft type:

- Single Engine (7): Averaged 1.9 jobs per aircraft (13.5 total jobs)
- Multi Engine (1): Averaged 1.0 jobs per aircraft (1.0 total jobs)
- Jet (2): Averaged 5.5 jobs per aircraft (11.0 total jobs)
- Multiple Aircraft (10): Averaged 2.5 jobs per aircraft (25.0 total jobs)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.
- Total (20): Averaged 2.5 jobs per aircraft (50.5 total jobs)

2-A.2 New Castle Airport

A total of 11 User Surveys were collected from respondents that identified New Castle Airport as their home airport.

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 11 Airport users responded to this question. Aircraft types included 9 single-engine aircraft, 10 jet aircraft, and 1 helicopter for a total of 20 aircraft (some respondents owned multiple aircraft).

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Eleven respondents, accounting for 20 based aircraft at New Castle Airport spent an average of $77,002 annually per aircraft for fuel, $84,533 for maintenance, $28,401 for storage and $60,716 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (20) equaled $250,652. Total spending for the 11 based aircraft respondents to this question equaled $5,013,036.

Average spending per aircraft at New Castle Airport:

- Single Engine (8): $11,283
- Jet (2): $1,202,908
- Multiple Aircraft (10): $251,696
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.

3. Please indicate your total number of take-offs per year at your home Airport:

Ten users with 19 aircraft (8 single engine aircraft, and 10 jet aircraft) reported an estimated 1,232 annual operations (616 takeoffs) for an average of 65 operations per aircraft or 123 operations per user.

Average spending on fuel per takeoff at New Castle Airport:

- Single Engine (7): Spent an average of $82 in fuel per takeoff (313 takeoffs)
- Jet (2): Spent an average of $7,755 in fuel per takeoff (105 takeoffs)
- Multiple Aircraft (10): Spent an average of $3,535 in fuel per takeoff (198 takeoffs)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.

Total average spending per takeoff for the users that answered the question:

- Single Engine (7): Spent an average of $276 per takeoff (313 takeoffs)
- Jet (2): Spent an average of $22,913 per takeoff (105 takeoffs)
- Multiple Aircraft (10): Spent an average of $12,712 per takeoff (198 takeoffs)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter aircraft.

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 1,232 annual operations reported by respondents at New Castle Airport, 123 (10.0 percent) were training flights.

The following shows the number of training flights by aircraft type:

- Single Engine (7): 118 Operations
- Jet (1): 2 Operations
- Multiple Aircraft (8): 3 Operations
- Multiple Aircraft (8) breakdown: 7 Jet aircraft, and 1 Helicopter.

5. Please estimate the average trip length on flights other than training flights:

Of the 1,232 annual operations reported by respondents at New Castle Airport, 1,109 (90.0 percent) were for purposes other than training flights.

Breakdown of trip length by aircraft type:

- Single Engine (4): Averaged 240 miles per trip (122 trips)
- Multiple Aircraft (10): Averaged 683 miles per trip (196 trips)
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.
- Total (14): Averaged 513 miles per trip (319 trips)

Some respondents gave trip time instead of miles. The 5 respondents that responded with hours instead of miles traveled an average of 1.88 hours per takeoff.

Breakdown of trip time by aircraft type:

- Single Engine (3): Averaged 1.63 hours per trip (132 trips)
- Jet (2): Averaged 2.19 hours per trip (104 trips)
- Total (5): Averaged 1.88 hours per trip (236 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

A total of 11 Airport users responded to this question. They indicated that in terms of the percentage of flights flown, 50.9 percent of flights flown were for business reasons, 49.1 percent of flights flown were for personal reasons, and 0.0 percent of flights flown were for other reasons. In terms of the number of operations flown, respondents indicated that 628 operations were for business, 604 operations were for personal reasons and 0 operations were for other purposes.

Breakdown by aircraft type:

- Single Engine (7): Business (3.6%) Personal (96.4 %) Other (0.0%) - 626 total operations
- Jet (2): Business (100.0%) Personal (0.0 %) Other (0.0%) - 210 total operations
- Multiple Aircraft (10): Business (99.8%) Personal (0.2 %) Other (0.0%) - 396 total operations
- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.
- Total (19): Business (50.9%) Personal (49.1 %) Other (0.0%) - 1,232 total operations

7. If your aircraft is used for business, please estimate how many jobs are supported, if any (pilot, crew, etc.):

A total of 5 Airport users representing 13 aircraft responded to this question. The 13 aircraft represented by respondents at New Castle Airport supported 37 jobs.

Breakdown of jobs by aircraft type:

- Single Engine (1): Averaged 1.0 jobs per aircraft (1.0 total jobs)
- Jet (2): Averaged 5.5 jobs per aircraft (11.0 total jobs)
- Multiple Aircraft (10): Averaged 2.5 jobs per aircraft (25.0 total jobs)

- Multiple Aircraft (10) breakdown: 1 Single Engine aircraft, 8 Jet aircraft, and 1 Helicopter.
- Total (13): Averaged 2.8 jobs per aircraft (37.0 total jobs)

2-A.3 Delaware Coastal Airport

A total of 5 User Surveys were collected from respondents that identified Delaware Coastal Airport as their home airport.

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 5 Airport users responded to this question. Aircraft types included 5 single-engine aircraft, and one multi-engine aircraft for a total of 6 aircraft (some respondents owned multiple aircraft).

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Five respondents, accounting for six based aircraft at Delaware Coastal Airport spent an average of $2,233 annually per aircraft for fuel, $5,583 for maintenance, $1,733 for storage and $0 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (6) equaled $9,550. Total spending for the 5 based aircraft respondents to this question equaled $57,300.

Average spending per aircraft at Delaware Coastal Airport:
- Single Engine (5): $8,060
- Multi Engine (1): $17,000

3. Please indicate your total number of take-offs per year at your home Airport:

Five users with 6 aircraft (5 single engine aircraft, and 1 multi engine aircraft) reported an estimated 470 annual operations (235 takeoffs) for an average of 78 operations per aircraft or 94 operations per user.

Average spending on fuel per takeoff at Delaware Coastal Airport:
- Single Engine (5): Spent an average of $58 in fuel per takeoff (195 takeoffs)
- Multi Engine (1): Spent an average of $50 in fuel per takeoff (40 takeoffs)

Total average spending per takeoff for the users that answered the question:
- Single Engine (5): Spent an average of $207 per takeoff (195 takeoffs)
- Multi Engine (1): Spent an average of $425 per takeoff (40 takeoffs)

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 470 annual operations reported by respondents based at Delaware Coastal Airport, 44 (9.3 percent) were training flights.

The following shows the number of training flights by aircraft type:

- Single Engine (5): 44 Operations

5. Please estimate the average trip length on flights other than training flights:

Of the 470 annual operations reported by respondents based at Delaware Coastal Airport, 427 (90.7 percent) were for purposes other than training flights.

Breakdown of trip length by aircraft type:

- Single Engine (5): Averaged 285 miles per trip (173 trips)
- Multi Engine (1): Averaged 400 miles per trip (40 trips)
- Total (6): Averaged 307 miles per trip (213 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

A total of 5 Airport users responded to this question. They indicated that in terms of the percentage of flights flown, 31.4 percent of flights flown were for business reasons, 68.6 percent of flights flown were for personal reasons, and 0.0 percent of flights flown were for other reasons. In terms of the number of operations flown, respondents indicated that 148 operations were for business, 323 operations were for personal reasons and 0 operations were for other purposes.

Breakdown by aircraft type:

- Single Engine (5): Business (27.6%) Personal (72.4 %) Other (0.0%) - 390 total operations
- Multi Engine (1): Business (50.0%) Personal (50.0 %) Other (0.0%) - 80 total operations
- Total (6): Business (31.4%) Personal (68.6 %) Other (0.0%) - 470 total operations

7. If your aircraft is used for business, please estimate how many jobs are supported, if any (pilot, crew, etc.):

A total of 2 Airport users representing 3 aircraft responded to this question. The 3 aircraft represented by respondents at Delaware Coastal Airport supported 4.0 jobs.

Breakdown of jobs by aircraft type:

- Single Engine (2): Averaged 1.5 jobs per aircraft (3.0 total jobs)
- Multi Engine (1): Averaged 1.0 jobs per aircraft (1.0 total jobs)
- Total (3): Averaged 1.3 jobs per aircraft (4.0 total jobs)

2-A.4 Delaware Airpark

A total of 4 User Surveys were collected from respondents that identified Delaware Airpark as their home airport.

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 4 Airport users responded to this question. Aircraft types included 4 single-engine aircraft.

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Four respondents, accounting for four based aircraft at Delaware Airpark spent an average of $4,475 annually per aircraft for fuel, $3,625 for maintenance, $3,785 for storage and $750 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (4) equaled $12,635. Total spending for the 4 based aircraft respondents to this question equaled $50,540.

Average spending per aircraft at Delaware Airpark:

- Single Engine (4): $12,635

3. Please indicate your total number of take-offs per year at your home Airport:

Four users with 4 aircraft (4 single engine aircraft) reported an estimated 650 annual operations (325 takeoffs) for an average of 163 operations per aircraft or 163 operations per user.

Average spending on fuel per takeoff at Delaware Airpark:

- Single Engine (4): Spent an average of $55 in fuel per takeoff (325 takeoffs)

Total average spending per takeoff for the users that answered the question:

- Single Engine (4): Spent an average of $156 per takeoff (325 takeoffs)

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 650 annual operations reported by respondents based at Delaware Airpark, 45 (6.8 percent) were training flights.

The following shows the number of training flights by aircraft type:

- Single Engine (4): 45 Operations

5. Please estimate the average trip length on flights other than training flights:

Of the 650 annual operations reported by respondents based at Delaware Airpark, 606 (93.2 percent) were for purposes other than training flights.

Breakdown of trip length by aircraft type:

- Single Engine (3): Averaged 214 miles per trip (229 trips)

One of the respondents gave trip time instead of miles. Breakdown of trip time by aircraft type:

- Single Engine (1): Averaged 2.00 hours per trip (74 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

A total of 4 Airport users responded to this question. They indicated that in terms of the percentage of flights flown, 6.2 percent of flights flown were for business reasons, 93.8 percent of flights flown were for personal reasons, and 0.0 percent of flights flown were for other reasons. In terms of the number of operations flown, respondents indicated that 40 operations were for business, 610 operations were for personal reasons and 0 operations were for other purposes.

Breakdown by aircraft type:

- Single Engine (4): Business (6.2%) Personal (93.8 %) Other (0.0%) - 650 total operations

7. If your aircraft is used for business, please estimate how many jobs are supported, if any (pilot, crew, etc.):

A total of 2 Airport users representing 2 aircraft responded to this question. The 2 aircraft represented by respondents at Delaware Airpark supported 5.5 jobs.

Breakdown of jobs by aircraft type:

- Single Engine (2): Averaged 2.8 jobs per aircraft (5.5 total jobs)

2-A.5 Summit Airport

A total of 2 User Surveys were collected from respondents that identified Summit Airport as their home airport.

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 2 Airport users responded to this question. Aircraft types included 2 single-engine aircraft for a total of 2 aircraft.

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Two respondents, accounting for two based aircraft at Summit Airport spent an average of $1,850 annually per aircraft for fuel, $2,750 for maintenance, $3,900 for storage and $0 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (2) equaled $8,500. Total spending for the 2 based aircraft respondents to this question equaled $17,000.

Average spending per aircraft at Summit Airport:

- Single Engine (2): $8,500

3. Please indicate your total number of take-offs per year at your home Airport:

One user with one single engine aircraft reported an estimated 20 annual operations (10 takeoffs).

Average spending on fuel per takeoff at Summit Airport:

- Single Engine (1): Spent an average of $70 in fuel per takeoff (10 takeoffs)

Total average spending per takeoff for the users that answered the question:

- Single Engine (1): Spent an average of $860 per takeoff (10 takeoffs)

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 20 annual operations reported by respondents at Summit Airport, 0 (0.0 percent) were training flights.

5. Please estimate the average trip length on flights other than training flights:

Of the 20 annual operations reported by respondents at Summit Airport, 20 (100.0 percent) were for purposes other than training flights. The one response collected responded with hours instead of miles and traveled an average of 1.00 hour per takeoff.

Breakdown of trip time by aircraft type:

- Single Engine (1): Averaged 1.00 hours per trip (10 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

One Airport user responded to this question. They indicated that 100 percent of flights flown were for personal reasons.

Breakdown by aircraft type:

- Single Engine (1): Business (0.0%) Personal (100.0 %) Other (0.0%) - 20 total operations

2-A.6 Non-NPIAS Airports

User Surveys that were received from public use, non-NPIAS airports, were grouped together. Eight User Surveys were collected from respondents based at public use, non-NPIAS airports.

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 8 Airport users responded to this question. Aircraft types included 10 single-engine aircraft, and 1 other aircraft for a total of 11 aircraft (some respondents owned multiple aircraft).

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Eight respondents, accounting for 11 based aircraft at non-NPIAS airports spent an average of $1,588 annually per aircraft for fuel, $2,864 for maintenance, $2,264 for storage, and $700 for other. Average annual

aircraft spending (fuel, maintenance, storage, and other) per aircraft (11) equaled $7,415. Total spending for the 8 based aircraft respondents to this question equaled $81,568.

Average spending per aircraft at non-NPIAS airports:

- Single Engine (11): $7,415

3. Please indicate your total number of take-offs per year at your home Airport:

Seven users with 9 aircraft (9 single engine aircraft) reported an estimated 1,200 annual operations (600 takeoffs) for an average of 133 operations per aircraft or 171 operations per user.

Average spending on fuel per takeoff at non-NPIAS airports:

- Single Engine (9): Spent an average of $29 in fuel per takeoff (600 takeoffs)

Total average spending per takeoff for the users that answered the question:

- Single Engine (9): Spent an average of $131 per takeoff (600 takeoffs)

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 1,200 annual operations reported by respondents at non-NPIAS airports, 101 (8.4 percent) were training flights.

The following shows the number of training flights by aircraft type:

- Single Engine (8): 101 Operations

5. Please estimate the average trip length on flights other than training flights:

Of the 1,200 annual operations reported by respondents at non-NPIAS airports, 1,099 (91.6 percent) were for purposes other than training flights.

Breakdown of trip length by aircraft type:

- Single Engine (8): Averaged 155 miles per trip (511 trips)

One survey response had trip time instead of miles.

Breakdown of trip time by aircraft type:

- Single Engine (1): Averaged 2.00 hours per trip (38 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

A total of 8 Airport users responded to this question. They indicated that in terms of the percentage of flights flown, 4.0 percent of flights flown were for business reasons, 94.7 percent of flights flown were for personal reasons, and 1.3 percent of flights flown were for other reasons. In terms of the number of operations flown,

respondents indicated that 48 operations were for business, 1,136 operations were for personal reasons and 16 operations were for other purposes.

Breakdown by aircraft type:

- Single Engine (9): Business (4.0%) Personal (94.7 %) Other (1.3%) - 1,200 total operations

7. If your aircraft is used for business, please estimate how many jobs are supported, if any (pilot, crew, etc.):

A total of 2 Airport users representing 2 aircraft responded to this question. The 2 aircraft represented by respondents at non-NPIAS airports supported 4.0 jobs.

Breakdown of jobs by aircraft type:

- Single Engine (2): Averaged 2.0 jobs per aircraft (4.0 total jobs)

2-A.7 Privately Owned, Private-Use Airports

Four respondents, accounting for eight based aircraft at privately owned, private-use airports in Delaware spent an average of $1,425 annually per aircraft for fuel, $469 for maintenance, $1,175 for storage and $188 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (8) equaled $3,256.

Average spending per aircraft at Private airports:

- Single Engine (8): $3,256

2-A.8 Other States' Airports

Six User Surveys were received from Delaware residents who base their aircraft in other states (MD, PA, and NC).

1. Please indicate how many of the following types of aircraft you operate: (Single Engine Prop, Multi Engine Prop, Turboprop, Jet, Helicopter, Other).

A total of 6 Airport users responded to this question. Aircraft types included 6 single-engine aircraft, and one jet aircraft for a total of 7 aircraft (some respondents owned multiple aircraft).

2. Please estimate the total annual level of spending associated with your aircraft at your home Airport:

Five respondents, accounting for six out of State based aircraft, spent an average of $1,850 annually per aircraft for fuel, $5,750 for maintenance, $4,850 for storage and $1,667 for other. Average annual aircraft spending (fuel, maintenance, storage, and other) per aircraft (6) equaled $14,117. Total spending for the 5 aircraft respondents to this question equaled $84,700.

Average spending per aircraft:

- Single Engine (6): $14,117

3. Please indicate your total number of take-offs per year at your home Airport:

Four users with 5 aircraft (5 single engine aircraft) reported an estimated 624 annual operations (312 takeoffs) for an average of 125 operations per aircraft or 156 operations per user.

Average spending on fuel per takeoff:

- Single Engine (5): Spent an average of $36 in fuel per takeoff (312 takeoffs)

Total average spending per takeoff for the users that answered the question:

- Single Engine (5): Spent an average of $252 per takeoff (312 takeoffs)

4. From the above question, please estimate the percentage of training flights that you conduct each year:

Of the 624 annual operations reported by respondents with aircraft based in another State, 83 (13.3 percent) were training flights.

The following shows the number of training flights by aircraft type:

- Single Engine (2): 83 Operations

5. Please estimate the average trip length on flights other than training flights:

Of the 624 annual operations reported by respondents with aircraft based in another State, 541 (86.7 percent) were for purposes other than training flights.

Breakdown of trip length by aircraft type:

- Single Engine (4): Averaged 128 miles per trip (232 trips)

One of the respondents gave trip time instead of miles. Breakdown of trip time by aircraft type:

- Single Engine (1): Averaged 1.00 hours per trip (38 trips)

6. Please estimate the percentage use of your aircraft (Total should equal 100%):

A total of 5 Airport users responded to this question. They indicated that 100.0 percent of flights flown were for personal reasons (624 operations).

Breakdown by aircraft type:

- Single Engine (5): Business (0.0%) Personal (100.0 %) Other (0.0%) - 624 total operations.

CHAPTER 3

IMPLAN Results

CHAPTER 3: IMPLAN RESULTS

The final step in the analytical process of regional economic impact analysis is the estimation of the induced or multiplied effects of Delaware's direct and indirect/induced aviation impacts. Using the IMPLAN software, multiplier tables were generated for each Delaware county for all the potential impacted industries. Results and data from the estimation of direct and indirect/induced impacts were applied to the appropriate multiplier process and the results were summed for each airport to obtain output and employment totals supported by aviation. Table 3-1 presents a summary of total economic impacts for each Delaware airport in 2022. Appendix 3-A presents the detailed version of the tabular IMPLAN results.

Table 3-1: Statewide Impacts of Delaware Airports for 2022

LOC ID	Airport Name	Jobs	Income	GDP	Output	Total State & Local Taxes
0N4	Chandelle Airport	23	$1,325,200	$1,452,000	$2,096,800	$92,300
D74	Chorman Airport	30	$1,475,100	$1,849,100	$2,906,400	$115,600
33N	Delaware Airpark	38	$2,069,000	$2,683,800	$4,775,800	$192,100
GED	Delaware Coastal Airport	617	$52,073,800	$101,409,700	$165,925,600	$5,368,600
15N	Jenkins Airport	< 1	$71,300	$74,300	$115,200	$4,900
N06	Laurel Airport	3	$113,200	$136,000	$188,300	$8,200
ILG	New Castle Airport	2,203	$149,870,900	$253,429,700	$391,195,200	$12,789,500
38N	Smyrna Airport	< 1	$71,300	$74,300	$115,200	$4,900
EVY	Summit Airport	225	$17,801,100	$32,359,800	$48,183,600	$1,722,200
CAT	Civil Air Terminal, Dover AFB	9	$398,400	$579,400	$980,800	$47,600
DOV	Dover AFB	5,882	$352,205,500	$419,585,200	$473,342,100	$16,976,200
Total		**9,030**	**$577,474,800**	**$813,633,300**	**$1,089,825,000**	**$37,322,100**

Source: IMPLAN 2022 Model, Accessed 2023

The data reveals a total employment impact of 9,030 jobs, highlighting the significant role airports play in sustaining employment and contributing to the labor market in Delaware. The income generated through these airports was $577.5 million, with GDP totaling $813.6 million, signifying the substantial value added to the economy through airport operations. The total output, a measure of the overall economic activity spurred by these airports, was $1.09 billion, demonstrating the broad economic interactions facilitated by the aviation sector. In addition, total State and local tax revenues generated by airport activities amounted to an estimated $37.3 million in 2022.

The following sections show the derivation of economic impact results for on-airport employment, on-airport capital expenditures, and visitor spending as well as a summary of each airport's direct and indirect/induced economic impacts. In addition,

there is a discussion of market potential and future economic development at each airport. This documentation is the culmination of work involving the survey data, the secondary source data, and the IMPLAN multipliers in determining the economic impact of Delaware airports.

3.1 On-Airport Employment Economic Impact Results

This section presents the impacts accruing from on-airport jobs in Delaware. Table 3-2 summarizes these economic contributions but does not include visitor spending or capital expenditures. The data shows the multiplied effects of direct employment at public use airports across the State.

Table 3-2: On-Airport Employment Total Impacts

LOC ID	Airport Name	Jobs	Income	GDP	Output	Total State & Local Taxes
0N4	Chandelle Airport	22	$1,269,300	$1,372,000	$1,933,000	$86,800
D74	Chorman Airport	22	$947,900	$1,105,800	$1,385,800	$64,100
33N	Delaware Airpark	28	$1,589,000	$1,989,900	$3,432,800	$138,600
GED	Delaware Coastal Airport	593	$50,640,100	$99,359,000	$161,919,000	$5,213,500
15N	Jenkins Airport	< 1	$68,900	$70,800	$108,100	$4,700
N06	Laurel Airport	2	$97,200	$113,400	$142,100	$6,600
ILG	New Castle Airport	2,043	$142,071,900	$241,152,200	$369,774,400	$11,796,100
38N	Smyrna Airport	< 1	$68,900	$70,800	$108,100	$4,700
EVY	Summit Airport	221	$17,561,000	$32,003,100	$47,519,400	$1,699,000
CAT	Civil Air Terminal, Dover AFB	< 1	$53,300	$71,900	$80,000	$2,700
DOV	Dover AFB	5,882	$352,205,500	$419,585,200	$473,342,100	$16,976,200
Total		**8,815**	**$566,573,000**	**$796,894,100**	**$1,059,744,800**	**$35,993,000**

Source: IMPLAN 2022 Model, Accessed 2023

The table shows the significant economic footprint of these airports, with a total of 8,815 jobs generated, surpassing the direct employment figure (6,950) and indicating secondary employment impacts. These jobs have led to an income generation of $566.6 million, reflecting substantial earnings for individuals and contributing to the local economy's vitality. The Gross Domestic Product (GDP) from these activities is $796.9 million, demonstrating the value added to the economy through on-airport operations. Furthermore, the total output, indicating the overall economic activity driven by these airports, reached $1.06 billion, underscoring the extensive scope of economic transactions and interactions facilitated by the airport sector. In terms of fiscal impacts, these activities have contributed significantly to public finances, generating $36 million in State and local tax revenues.

3.2 Visitor Spending Economic Impact Results

Table 3-3 provides a detailed account of the

economic impact generated by 19,500 visitors spending $12.3 million in Delaware in 2022, according to data from the IMPLAN 2022 Model. The table shows the influence of this spending across various airports in Delaware, highlighting critical economic indicators such as employment generation, income, Gross Domestic Product (GDP), output, and State & local tax revenue.

Table 3-3: Visitor Spending Total Impacts

LOC ID	Airport Name	Jobs	Income	GDP	Output	Total State & Local Taxes
33N	Delaware Airpark	5	$180,900	$265,500	$465,700	$23,900
GED	Delaware Coastal Airport	7	$288,400	$435,900	$703,400	$43,300
ILG	New Castle Airport	131	$5,756,200	$9,227,500	$15,396,100	$820,100
EVY	Summit Airport	3	$102,300	$150,900	$257,800	$11,500
CAT	Civil Air Terminal, Dover AFB	9	$321,400	$471,600	$827,300	$42,500
Total		**154**	**$6,649,200**	**$10,551,400**	**$17,650,300**	**$941,300**

Source: IMPLAN 2022 Model, Accessed 2023

It should be noted that in 2022, New Castle Airport had only about 5,000 passenger enplanements, which has grown to more than 132,000 in 2023. Because the data for this study was taken from 2022 results, it can be assumed that the visitor spending for New Castle Airport will be significantly higher going forward.

As shown in Table 3-3, visitor spending has facilitated the creation of more than 150 jobs, $6.6 million in incomes, and $10.55 million in GDP. Moreover, the total output attributed to visitor spending was $17.65 million, indicating the economic activities and transactions stimulated by the visitors. Lastly, these expenditures have also positively impacted public finances, contributing $941,300 in State and local tax revenues.

3.3 Capital Spending Economic Impact Results

Table 3-4 provides an overview of the economic impact of the $7.9 million in capital spending across study airports in Delaware in 2022. The data, derived from the IMPLAN 2022 Model presents key economic indicators such as employment generation, income, Gross Domestic Product (GDP), output, and State & local tax revenue.

Table 3-4: Capital Spending Total Impacts

LOC ID	Airport Name	Jobs	Income	GDP	Output	Total State & Local Taxes
0N4	Chandelle Airport	1	$55,900	$80,000	$163,800	$5,500
D74	Chorman Airport	8	$527,200	$743,300	$1,520,600	$51,500
33N	Delaware Airpark	5	$299,100	$428,400	$877,300	$29,600
GED	Delaware Coastal Airport	17	$1,145,300	$1,614,800	$3,303,200	$111,800
15N	Jenkins Airport	< 1	$2,400	$3,500	$7,100	$200

Table 3-4: Capital Spending Total Impacts

LOC ID	Airport Name	Jobs	Income	GDP	Output	Total State & Local Taxes
N06	Laurel Airport	< 1	$16,000	$22,600	$46,200	$1,600
ILG	New Castle Airport	29	$2,042,800	$3,050,000	$6,024,700	$173,300
38N	Smyrna Airport	0	$2,400	$3,500	$7,100	$200
EVY	Summit Airport	2	$137,800	$205,800	$406,400	$11,700
CAT	Civil Air Terminal, Dover AFB	< 1	$23,700	$35,900	$73,500	$2,400
Total		**61**	**$4,252,600**	**$6,187,800**	**$12,429,900**	**$387,800**

Source: IMPLAN 2022 Model, Accessed 2023

This investment supported 61 jobs and the generation of $4.2 million in income for Delawareans. The impact on the Gross Domestic Product (GDP) was $6.2 million, reflecting the value added by these developments. Moreover, the total output from these investments reached $12.4 million, with $387,800 generated in State and local tax revenues.

3.4 Individual Airport Economic Impact Summaries

Individual airport economic impact summaries are presented below, with the detailed IMPLAN multiplier tables presented in Appendix 3-B.

Chandelle Airport

Chandelle Airport (0N4) is located 3 miles northeast of Dover in an agricultural and light residential area. The Airport has a paved runway 2,533 feet in length by 28 feet in width. Any expansion of the runway would be difficult due to the physical constraints of a highway at one end and woodlands at the other. The Airport has 23 based aircraft (21 Single Engine Aircraft and 2 Multi-Engine Aircraft) and accommodated 2,630 operations in 2022. The Airport serves its owner and a local set of pilots who use the facility for business and recreational/training purposes.

The primary economic activities at the airport involve aerial spray operations, flight training, the sale of aircraft fuel and oil, rental of hangar and tie-down space, and aircraft maintenance. Airport sponsors have worked on numerous improvement projects and have invested in the Airport. Desired future improvement projects include hangar development and rehabilitating the runway. Table 3-5 presents a summary of the economic impacts of Chandelle Airport.

Table 3-5 Economic Impacts for Chandelle Airport, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$1,086,000
Airport Expenditures	$1,352,000
Airport-Related Employment	18 Jobs
Induced Impacts	

Table 3-5 Economic Impacts for Chandelle Airport, Kent County, DE

Economic Impact Item	2022 Impact
Induced Impacts	$744,800
Total Induced Employment Impacts	4 Jobs
Grand Total Dollar Impacts	**$2,096,800**
Grand Total Income Impacts	**$1,325,200**
Grand Total Employment Impacts	**23 Jobs**
Grand Total GDP	**$1,452,000**
Estimated State and Local Taxes	**$92,300**

Source: IMPLAN 2022 Model, Accessed 2023

In total, the Chandelle Airport supported 23 jobs, provided $1.3 million in income, contributed $1.45 million to the GDP, and resulted in an economic output of $2.1 million, with State and local taxes amounting to $92,300.

Chorman Airport

Chorman Airport (D74) is located 2 miles southwest of Farmington in a mostly agricultural area. The Airport is a privately owned, public-use facility. It has one 3,588-foot by 50-foot paved runway. The Airport has 38 Single Engine Aircraft, 4 Multi Engine Aircraft, and 2 Helicopters for a total of 44 based aircraft and had 9,900 annual aircraft operations in 2022. The majority of aircraft operations at the Airport are in support of the Chorman crop spraying operation. Airport owners continue to invest in the Airport's infrastructure. The Airport has an 8-unit T-hangar and is planning on constructing another 8-unit T-hangar in the near future. Table 3-6 presents a summary of the economic impacts of Chorman Airport.

Table 3-6: Economic Impacts for Chorman Airport, Sussex County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$1,086,000
Airport Expenditures	$1,352,000
Airport-Related Employment	18 Jobs
Induced Impacts	
Induced Impacts	$744,800
Total Induced Employment Impacts	4 Jobs
Grand Total Dollar Impacts	**$2,096,800**
Grand Total Income Impacts	**$1,325,200**
Grand Total Employment Impacts	**23 Jobs**
Grand Total GDP	**$1,452,000**
Estimated State and Local Taxes	**$92,300**

Source: IMPLAN 2022 Model, Accessed 2023

In summary, Chorman Airport was responsible for 30 jobs, incomes of $1.5 million, a GDP contribution of $1.8 million, and a total economic output of $2.9 million, with State and local taxes generated amounting to $115,600.

Civil Air Terminal

The Civil Air Terminal (CAT) is located within the city limits of Dover adjacent to Dover Air Force Base (AFB). The CAT occupies roughly 20 acres and has a 2,000 square foot terminal building with 40-space auto parking lot. The airside operations area includes a 6.5-acre aircraft parking ramp with a taxiway connected to Dover Air Force Base. The CAT is currently operated by the Delaware River and Bay Authority (DRBA) under agreement with DelDOT. The CAT has no based aircraft, but it does serve as the main airport to accommodate general aviation aircraft used by NASCAR race drivers and teams to access Dover Downs Raceway. The NASCAR race weekend typically attracts 50 or more high-performance aircraft to the CAT. Many of these business jets and multi-engine turboprops use the expanded ramp for parking during that time with over 400 rental cars rented.

Key economic and business activities that occur at the CAT include the accommodation of corporate aviation into central Delaware and the support of the NASCAR race weekend at Dover Downs. No other airport in Kent County has all-weather capability and runways as long as Dover AFB. As a result, some corporate and business jet aircraft desire the use of the facility for safety and convenience. There is a landing fee charged by Dover AFB and administered by DRBA for civil aircraft using the CAT. Single engine propellor aircraft are prohibited from using Dover AFB (except for military flying club members).

The current economic impact of the CAT includes direct and induced components of output, employment and income. Table 3-7 presents a summary of each of these components of economic impact for the CAT.

Table 3-7: Economic Impacts for Civil Air Terminal, Dover AFB, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$315,900
Airport Expenditures	$662,500
Airport-Related Employment	7 Jobs
Induced Impacts	
Induced Impacts	$318,300
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	**$980,800**
Grand Total Income Impacts	**$398,400**
Grand Total Employment Impacts	**9 Jobs**
Grand Total GDP	**$579,400**
Estimated State and Local Taxes	**$47,600**

Source: IMPLAN 2022 Model, Accessed 2023

In 2022, the Civil Air Terminal at Dover AFB supported a total of 9 jobs, generated $398,400 in income, contributed $579,400 to the GDP, and achieved an economic output of $980,800, with State and local taxes amounting to $47,600. These results were derived almost entirely through visitor spending.

Delaware Airpark

Delaware Airpark (33N) is located 1 mile west of Cheswold in an agricultural and residential area. The Airport is owned by the State of Delaware and is being operated by DRBA. The Airport has a 4,200-foot by 75-foot runway, 48 based aircraft (43 Single Engine Aircraft, and 5 Multi Engine Aircraft), and had 32,900 annual aircraft operations in 2022. Delaware Airpark is home to Delaware State University's flight training program, and it serves both corporate and recreational flyers year-round.

Key economic and business activities that occur at the Airport include the flight training operation of Delaware State University, a maintenance shop, and a specialty FBO. Other business aviation activities at the Airport include business/corporate use of aircraft, and tourism. Of these activities, the most visible is the Delaware State University flight training operation which just added helicopter training. Table 3-8 presents a summary of each of these components of economic impact for Delaware Airpark.

Table 3-8: Economic Impacts for Delaware Airpark, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$1,620,000
Airport Expenditures	$3,097,500
Airport-Related Employment	28 Jobs
Induced Impacts	
Induced Impacts	$1,678,200
Total Induced Employment Impacts	10 Jobs
Grand Total Dollar Impacts	**$4,775,700**
Grand Total Income Impacts	**$2,069,100**
Grand Total Employment Impacts	**38 Jobs**
Grand Total GDP	**$2,683,800**
Estimated State and Local Taxes	**$192,100**

Source: IMPLAN 2022 Model, Accessed 2023

As shown, Delaware Airpark supported 38 jobs, generated an income of $2.1 million, added $2.7 million to the GDP, and achieved a total economic output of $4.8 million, with State and local taxes amounting to $192,100.

Delaware Coastal Airport

Delaware Coastal Airport (GED), formerly Sussex County Airport, is located 2 miles northeast of the city of Georgetown in an agricultural and industrial

development area. The Airport is owned and operated by the County government and serves general aviation, corporate aviation, the military, and the State Police. The Airport has two runways: Runway 4-22 is 5,500 feet by 150 feet and crosswind Runway 10-28 is 3,109 feet by 75 feet. GED also has over 450,000 square feet of aprons and over 834,000 square feet of taxiways/taxilanes. The Airport has 48 single-engine aircraft, 8 multi-engine aircraft, 5 jet aircraft, and 7 helicopters for a total of 68 based aircraft in 2022. For that year, the Airport had an estimated 32,900 aircraft operations, 7,000 of which were itinerant operations.

The Airport's primary economic activity is directed toward airframe modification, aircraft manufacturing, flight training, aircraft maintenance, and corporate aircraft storage. The largest aviation employer is ALOFT with 250 employees. This company specializes in modifying fuel tanks on Boeing Business Jets, along with interior completions and painting for other corporate business jet types. Other on-airport aviation employment is provided by the Delaware State Police in support of their southern Delaware helicopter medevac unit. Table 3-9 presents a summary of the economic impact results for Delaware Coastal Airport.

Table 3-9: Economic Impacts for Delaware Coastal Airport, Sussex County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$34,379,400
Airport Expenditures	$117,351,100
Airport-Related Employment	327 Jobs
Induced Impacts	
Induced Impacts	$48,574,500
Total Induced Employment Impacts	290 Jobs
Grand Total Dollar Impacts	**$165,925,600**
Grand Total Income Impacts	**$52,073,900**
Grand Total Employment Impacts	**617 Jobs**
Grand Total GDP	**$101,409,700**
Estimated State and Local Taxes	**$5,368,700**

Source: IMPLAN 2022 Model, Accessed 2023

In total, Delaware Coastal Airport supported 617 jobs, generated an income of $52.1 million, contributed $101.4 million to the GDP, and achieved a total economic output of $165.9 million, with State and local taxes amounting to $5.4 million. These results underscore the airport's economic contributions to Georgetown and the beach communities through employment, income, GDP growth, and tax revenue, marking its role in the economic development of the area.

Jenkins Airport

Jenkins Airport (15N) is located 1 mile west of the city of Wyoming in a mostly agricultural area. The Airport has one turf runway – 12-30 is 2,035 feet in

length by 70 feet in width, and is surrounded by fruit tree orchards and some residential development. Since the previous economic impact study, the primary runway (18-36) was closed. The Airport has 20 based aircraft and an estimated 60 annual aircraft operations. The primary economic activities on the Airport are aircraft salvage and parts sales. Jenkins Aircraft Parts buys old or damaged aircraft and salvages parts from those aircraft for use in the repair of other aircraft in the region and across the nation. For the future, it is likely that the facility will continue in its present role until ownership changes or the Airport is converted to a different use. Table 3-10 presents the results of the economic impact study for Jenkins Airport.

Table 3-10: Economic Impacts for Jenkins Airport, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$55,900
Airport Expenditures	$69,900
Airport-Related Employment	1 Job
Induced Impacts	
Induced Impacts	$45,300
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	**$115,200**
Grand Total Income Impacts	**$71,300**
Grand Total Employment Impacts	**1 Job**
Grand Total GDP	**$74,300**
Estimated State and Local Taxes	**$4,900**

Source: IMPLAN 2022 Model, Accessed 2023

In total, Jenkins Airport facilitated 1 job, generated an income of $71,300, contributed $74,300 to the GDP, and achieved an economic output of $115,200, with State and local taxes amounting to $4,900.

Laurel Airport

Laurel Airport (N06) is located 1 mile southwest of Laurel in an agricultural area. The Airport is not paved and is surrounded by open fields and some residential development. The Airport has one turf runway - a 3,175 foot by 150-foot runway. Any expansion would be difficult due to physical constraints of a highway at one end of the runway (State Highway 24) and property boundaries at the other runway end. Laurel has 7 single-engine aircraft based at the Airport and recorded 4,000 annual aircraft operations in 2022. The Airport's primary economic activity is agricultural spraying. The Airport had a large parachute jump training company that recently moved to a different airport in Maryland.

Other business and economic activities at the Airport include aircraft maintenance and rental of hangar and tie-down spaces. For the future, there are no plans to change the mission or operational character of the Airport. The Airport serves a geographic area in Delaware devoid of other aviation facilities and

thus increases the overall capacity and coverage of the State's airport system without cost to government. Table 3-11 presents the results of the economic impact study for Laurel Airport.

Table 3-11: Economic Impacts for Laurel Airport, Sussex County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$95,400
Airport Expenditures	$126,500
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	$61,800
Total Induced Employment Impacts	<1 Job
Grand Total Dollar Impacts	**$188,300**
Grand Total Income Impacts	**$113,200**
Grand Total Employment Impacts	**3 Jobs**
Grand Total GDP	**$136,000**
Estimated State and Local Taxes	**$8,100**

Source: IMPLAN 2022 Model, Accessed 2023

Overall, the airport supported a total of 3 jobs, generated an income of $113,200, contributed $136,000 to the GDP, and achieved an economic output of $188,300, with State and local taxes totaling $8,200.

New Castle Airport

New Castle Airport (ILG) is located 4 miles south of Wilmington in an industrial, commercial, and residential area. The Airport is owned by New Castle County and operated by the Delaware River & Bay Authority (DRBA). The 1,250-acre Airport has three runways, ten taxiways, and several aircraft parking ramps. The runways include:

- 7,275 foot by 150-foot asphalt surface runway (9/27)
- 7,012 foot by 150-foot asphalt surface runway (1/19)
- 4,602 foot by 150-foot asphalt surface runway (14/32)

New Castle Airport recently received airline service from Avelo Airlines, which is a low-fare carrier operating a fleet of Boeing 737 aircraft. As a result, work is being done to upgrade the passenger terminal and improve highway access to the Airport. The new service began in February of 2023, and they have been adding destinations as the carrier establishes itself at New Castle Airport. The new carrier currently serves 15 cities from Wilmington - San Juan, Sarasota, Charleston, Daytona Beach, Greenville/Spartanburg, Myrtle Beach, Nashville, Raleigh/Durham, Savannah, Wilmington NC, Fort Lauderdale, Fort Myers, Orlando, Tampa Bay, and West Palm Beach (seasonal). Prior to Avelo, the Airport had just over 5,000 enplanements in 2022. In 2023, the first full year of air service, the Airport had more than 132,000 enplanements.

The availability and length of the longest runways are sufficient to accommodate the largest business jet aircraft in the nation's fleet. In all, 74 business jets are located on the Airport. The Airport has 219 based aircraft (which includes 20 military aircraft) and accommodated 46,057 annual aircraft operations in 2022. The Airport's tenants range in size from major corporate clients to individual aircraft owners. Some of the on-airport businesses are not aviation related and thus were not included in estimates of employment, income, and dollar output. Major employers on the Airport that were included in the analysis were the FBOs, corporate flight departments, Flight Safety International (a pilot and mechanic training facility), and the Army and Air National Guard units. Table 3-12 presents the results of the economic impact study for New Castle Airport. Table 3-13 breaks down the results into on-airport jobs, capital spending, and visitor spending.

Military at New Castle Airport

The 166th Airlift Wing of the Delaware Air National Guard is stationed at New Castle Airport. This unit operates C-130 Hercules transport aircraft and is involved in a wide range of operations, including airlift, disaster relief, and support for military, humanitarian, and peacekeeping missions. Total Full Time Equivalent employment for the miliary at New Castle Airport is estimated at 532.

Table 3-12: Economic Impacts for New Castle Airport, New Castle County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$95,400
Airport Expenditures	$126,500
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	$61,800
Total Induced Employment Impacts	<1 Job
Grand Total Dollar Impacts	**$188,300**
Grand Total Income Impacts	**$113,200**
Grand Total Employment Impacts	**3 Jobs**
Grand Total GDP	**$136,000**
Estimated State and Local Taxes	**$8,100**

Source: IMPLAN 2022 Model, Accessed 2023

Table 3-13: New Castle Airport 2022 Impacts by Category

Impact Category	Jobs	Income	GDP	Output	Total State & Local Taxes
Delaware Airpark	5	$180,900	$265,500	$465,700	$23,900
Delaware Coastal Airport	7	$288,400	$435,900	$703,400	$43,300
New Castle Airport	131	$5,756,200	$9,227,500	$15,396,100	$820,100
Total	**2,203**	**$149,870,900**	**$253,429,700**	**$391,195,200**	**$12,789,500**

Source: IMPLAN 2022 Model, Accessed 2023

New Castle Airport Results

In total, New Castle Airport supported 2,203 jobs, generated $149.9 million in income, contributed $253.4 million to the GDP, and achieved $391.2 million in economic output, with State and local taxes amounting to $12.8 million. These figures highlight the airport's critical role in supporting employment, generating significant income, contributing to GDP growth, and producing substantial tax revenue for the local economy.

Smyrna Airport

Smyrna Airport (38N) is located 1 mile east of the town of Smyrna in an agricultural area. The Airport has no paving and is surrounded by open fields and wetlands. The current runway is 2,600 feet in length by 125 feet in width. Any expansion would be difficult due to physical constraints. The Airport has 10 based aircraft (8 Single Engine Aircraft and 2 gliders) and an estimated 3,080 annual aircraft operations. The primary economic activities on the Airport involve the sale of aircraft fuel and oil, and rental of hangar and tie-down space. For the future, it is likely that the facility will continue in its present role until ownership changes, or the Airport is converted to a different use. Table 3-14 presents the results of the economic impact analysis for Smyrna Airport.

Table 3-14: Economic Impacts for Smyrna Airport, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$55,900
Airport Expenditures	$69,900
Airport-Related Employment	1 Job
Induced Impacts	
Induced Impacts	$45,300
Total Induced Employment Impacts	0 Job
Grand Total Dollar Impacts	**$115,200**
Grand Total Income Impacts	**$71,300**
Grand Total Employment Impacts	**1 Job**
Grand Total GDP	**$74,300**
Estimated State and Local Taxes	**$4,900**

Source: IMPLAN 2022 Model, Accessed 2023

In total, Smyrna Airport supported 1 job, generated $71,300 in income, contributed $74,300 to the GDP, and had 115,200 in economic output, with State and local taxes amounting to $4,900.

Summit Airport

Summit Airport (EVY) is located 5 miles north of the town of Middletown in an agricultural and increasingly residential development area. The Airport has significant infrastructure, with one paved runway (4,487 feet by 65 feet) and one turf crosswind runway (3,600 feet by 200 feet). It is the largest privately owned airport in Delaware, occupying 209 acres. The Airport has 29 based aircraft and has an estimated 31,500 annual aircraft

operations. Summit is a National Plan of Integrated Airport Systems (NPIAS) airport, however, it has not applied for any grants from the FAA in more than 20 years.

The Airport is owned by Greenwich Aerogroup. Its primary economic activity is directed toward airframe, engine, and avionics maintenance and overhaul, with employment of 150. Both civil and military aircraft are brought to Summit Airport each year for maintenance, avionics, and modification. Other business activities that take place at the Airport include aircraft interior refurbishment, corporate aviation, and fuel sales. Table 3-15 presents the results of the economic impact analysis for Summit Airport.

Table 3-15: Economic Impacts for Summit Airport, New Castle County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$14,402,000
Airport Expenditures	$37,666,100
Airport-Related Employment	172 Jobs
Induced Impacts	
Induced Impacts	$10,517,600
Total Induced Employment Impacts	53 Jobs
Grand Total Dollar Impacts	**$48,183,700**
Grand Total Income Impacts	**$17,801,100**
Grand Total Employment Impacts	**225 Jobs**
Grand Total GDP	**$32,359,800**
Estimated State and Local Taxes	**$1,722,200**

Source: IMPLAN 2022 Model, Accessed 2023

In total, Summit Airport supported 225 jobs, generated $17.8 million in income, contributed $32.4 million to the GDP, and achieved an economic output of $48.2 million, with State and local taxes amounting to $1.7 million. These figures show the important contribution of a privately owned airport to local employment, income, GDP growth, and State and local tax revenue.

Dover Air Force Base

Dover Air Force Base is situated on approximately 3,900 acres located southeast of Dover. The Air Force Base is home to the Department of Defense's largest aerial port and approximately 11,000 Airmen and joint service members, civilians, and families. Its personnel are responsible for global airlift aboard C-5M Super Galaxy and C-17 Globemaster III aircraft. Additionally, the 436th Airlift Wing (AW) hosts key partners, such as the Air Force Reserve's 512th AW, Air Force Mortuary Affairs Operations (AFMAO), the Armed Forces Medical Examiner System (AFMES) and the Joint Personal Effects Depot (JPED), jointly responsible for the dignified return of fallen American service members.

The 436th and 512th AWs fly hundreds of missions throughout the world, providing movement of outsized cargo and personnel on scheduled, special

assignment, exercise, and contingency airlift missions. Together, they account for 20 percent (down 5% from last study) of the nation's strategic outsized airlift capability, projecting global reach to more than 100 countries.

Dover AFB creates significant economic impacts in the local community, primarily through the employment of thousands of military and civilian personnel. In addition, local purchases of goods and services support direct employment in the Dover area. The numbers of personnel employed at Dover AFB can be identified as follows:

Personnel	Employment
Active Duty Personnel	3,900
Reserve Personnel	1,500
Civilian Workers	1,000
Total	**6,400**

Table 3-16 presents the results of the economic impact analysis for Dover AFB for 2022.

Table 3-16: Economic Impacts for Dover AFB, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$313,860,000
Airport Expenditures	$337,871,400
Airport-Related Employment	5,050 Jobs
Induced Impacts	
Induced Impacts	$135,470,700
Total Induced Employment Impacts	832 Jobs
Grand Total Dollar Impacts	**$473,342,100**
Grand Total Income Impacts	**$352,205,500**
Grand Total Employment Impacts	**5,882 Jobs**
Grand Total GDP	**$419,585,200**
Estimated State and Local Taxes	**$16,976,200**

Source: IMPLAN 2022 Model, Accessed 2023

The 2022 Economic Impact Results for Dover AFB demonstrate a significant economic contribution to the local and broader economy through its On-Airport Employment. The AFB supported a total of 5,882 jobs, with an income generation of $352.2 million. This employment contributed $419.6 million to the Gross Domestic Product (GDP) and resulted in an economic output of $473.3 million. Additionally, the activities at Dover AFB generated $17 million in State and local taxes.

All Delaware Public Use Airports

Table 3-17 presents a summary of the economic impacts of all Delaware airports combined.

Table 3-17: Economic Impacts for All Airports, Delaware

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$469,768,900
Airport Expenditures	$746,749,700
Airport-Related Employment	7,106 Jobs
Induced Impacts	
Induced Impacts	$343,075,400
Total Induced Employment Impacts	1,924 Jobs
Grand Total Dollar Impacts	**$1,089,825,100**
Grand Total Income Impacts	**$577,474,900**
Grand Total Employment Impacts	**9,030 Jobs**
Grand Total GDP	**$813,633,000**
Estimated State and Local Taxes	**$37,322,100**

Source: IMPLAN 2022 Model, Accessed 2023

Overall, Delaware Airports were responsible for 9,030 jobs, an income of $577.5 million, a GDP contribution of $813.6 million, and a total economic output of $1.09 billion, with State and local taxes amounting to $37.3 million. These figures underscore the Delaware system of airports' vital contribution to employment, income generation, GDP growth, and tax revenue, marking their valuable economic impact within the State.

3.5 Return on Investment

Public investment in airport infrastructure is often questioned by opponents in order to suggest a better or more productive use of the money. This study examined the expenditures of private enterprise and public agencies at airports and documented the effects. Those effects were felt in Delaware's economy through spending and re-spending of the original investment. To identify the portion of public spending that could be used elsewhere, this study examined the impacts of capital expenditures.

With regard to capital expenditures, only three publicly owned airports were eligible for federal funding of those expenditures: Delaware Airpark, Delaware Coastal Airport, and New Castle Airport. Table 3-18 shows the average annual federal capital expenditures for each of the airports, along with their local matching fund amounts. The federal grant money is leveraged against a 10 percent local match. The local match is also matched by State funding on a 50-50 percent basis. Thus, for federally eligible projects, the local airport will only have to contribute 5 percent. Without considering the multiplier effects of capital spending at airports, there is an automatic

Table 3-18: Capital Spending IMPLAN Results- NIPIAS Airport

Airport	Jobs	Income	GDP	Output	State & Local Taxes
Delaware Airpark	5	$299,100	$428,400	$877,300	$29,600

Table 3-18: Capital Spending IMPLAN Results- NIPIAS Airport

Airport	Jobs	Income	GDP	Output	State & Local Taxes
Delaware Coastal	17	$1,145,300	$1,614,800	$3,303,200	$111,800
New Castle	29	$2,042,800	$3,050,000	$6,024,700	$173,300
Total	**50**	**$3,487,200**	**$5,093,200**	**$10,205,200**	**$314,700**

leverage of local funds at a rate of either 9 to 1 or 19 to 1. This investment return cannot be matched in the private sector.

When the ripple effect is considered, and dollars are converted into construction costs, and jobs and income, it can be shown that for every dollar spent at the various airports, an additional amount (between $0.42 to $0.93 dollars, depending upon the airport) is added to final output. Because the total construction dollars have already been leveraged at 9 to 1, this means that the local investment creates 9 times the amount of multiplier effects than other investments in capital projects that don't involve federal grants.

The upshot of this is the fact that capital investment in the local airport creates an abnormally high return on the investment in terms of jobs and income to the local community.

Table 3-19: Return on Investment

Airport	Federal (90%) Share	Local (10%) Share	Capital Spending[1]	Capital Spending Total Output	ROI %	Local (5%) Share ROI
Delaware Airpark	$554,174	$61,575	$615,748	$877,300	42%	27.5
Delaware Coastal	$1,536,794	$170,755	$1,707,549	$3,303,200	93%	37.7
New Castle	$3,335,153	$370,573	$3,705,726	$6,024,700	63%	31.5
Total	**$5,426,121**	**$602,902**	**$6,029,024**	**$10,205,200**	**69%**	**32.9**

[1] 5-year average

Table 3-19 shows that on average, for every dollar invested in construction projects at NPIAS airports, there is a return of approximately $0.69. The return on the 5 percent local match has a ROI of 3,290 percent, meaning that for every dollar that the State matches, there is a return of $32.9 dollars in output.

Local Share Investment and Job Creation

An interesting aspect of this study is the analysis of the local share cost per Full-Time Equivalent (FTE) job created, as demonstrated in Table 3-11. This table shows the relationship between the local share (5 percent), State & local tax revenues, and the net expense or revenue against the FTE jobs created. The findings indicate that when the State matches federal funds at a 5 percent rate, the subsequent State and local tax revenues not only cover the cost of the initial investment but also yield a net gain. Specifically, the local share reflects a net positive figure when balanced against the cost per FTE job, underscoring the economic viability of these investments.

Table 3-20: Local Share Cost Per Job

Airport	Local Share (5%)	State & Local Tax Revenue	Net Expense/ (Revenue)	FTE Jobs created	Local Share Cost/(Revenue) Per FTE Job
Delaware Airpark	$30,787	$29,600	$1,187	4.5	$264
Delaware Coastal	$85,377	$111,800	($26,423)	17	($1,573)
New Castle	$185,286	$173,300	$11,986	29	$412
Total	$301,451	$314,700	($13,249)	50	($263)

The comprehensive analysis of capital expenditures in airport infrastructure reveals a significant economic benefit. The leverage of federal funding, coupled with the multiplier effects of such investments, significantly enhances the economic output and employment within the local economy. The data presented in this study affirm the strategic importance of these investments, not only in fostering economic growth but also in maximizing the return on investment for public funds.

APPENDIX 3-A

Detailed Airport Result Tables

APPENDIX 3-A: DETAILED AIRPORT RESULT TABLES

Table 3-A-1: On-Airport Employment Economic Impact for Each Study Airport

LOC ID	Airport Name	Jobs			Income			GDP			Output		
		Direct Jobs	Indiriect Jobs	Total Jobs	Direct Income	Indirect Income	Total Income	Direct GDP	Indirect GDP	Total GDP	Direct Output	Indirect Output	Total Output
0N4	Chandelle Airport	18	4	22	$1,044,500	$224,800	$1,269,300	$956,100	$415,900	$1,372,000	$1,237,000	$696,000	$1,933,000
D74	Chorman Airport	20	2	22	$819,300	$128,600	$947,900	$840,200	$265,600	$1,105,800	$940,800	$445,000	$1,385,800
33N	Delaware Airpark	21	7	28	$1,256,000	$333,000	$1,589,000	$1,294,700	$695,200	$1,989,900	$2,170,400	$1,262,400	$3,432,800
GED	Delaware Coastal Airport	311	282	593	$33,345,100	$17,295,000	$50,640,100	$69,980,400	$29,378,600	$99,359,000	$114,739,500	$47,179,500	$161,919,000
15N	Jenkins Airport	1	0	1	$54,100	$14,800	$68,900	$45,000	$25,800	$70,800	$64,900	$43,200	$108,100
N06	Laurel Airport	2	0	2	$84,000	$13,200	$97,200	$86,200	$27,200	$113,400	$96,500	$45,600	$142,100
ILG	New Castle Airport	1,359	684	2,043	$97,479,200	$44,592,700	$142,071,900	$162,307,400	$78,844,800	$241,152,200	$233,685,100	$136,089,300	$369,774,400
38N	Smyrna Airport	1	0	1	$54,100	$14,800	$68,900	$45,000	$25,800	$70,800	$64,900	$43,200	$108,100
EVY	Summit Airport	169	52	221	$14,243,800	$3,317,200	$17,561,000	$25,648,800	$6,354,300	$32,003,100	$37,269,100	$10,250,300	$47,519,400
CAT	Civil Air Terminal, Dover AFB	1	0	1	$47,500	$5,800	$53,300	$59,600	$12,300	$71,900	$59,600	$20,400	$80,000
DOV	Dover AFB	5,050	832	5,882	$313,860,000	$38,345,500	$352,205,500	$337,871,400	$81,713,800	$419,585,200	$337,871,400	$135,470,700	$473,342,100
	Statewide Totals	**6,950**	**1,865**	**8,815**	**$462,287,600**	**$104,285,400**	**$566,573,000**	**$599,134,800**	**$197,759,300**	**$796,894,100**	**$728,199,200**	**$331,545,600**	**$1,059,744,800**

Source: IMPLAN 2022 Model, Accessed 2023.

Table 3-A-2: Capital Spending Economic Impact for Each Study Airport

LOC ID	Airport Name	Jobs			Income			GDP			Output		
		Direct Jobs	Indiriect Jobs	Total Jobs	Direct Income	Indirect Income	Total Income	Direct GDP	Indirect GDP	Total GDP	Direct Output	Indirect Output	Total Output
0N4	Chandelle Airport	1	0	1	$41,500	$14,400	$55,900	$50,700	$29,300	$80,000	$115,000	$48,800	$163,800
D74	Chorman Airport	5	3	8	$374,900	$152,300	$527,200	$441,700	$301,600	$743,300	$987,400	$533,200	$1,520,600
33N	Delaware Airpark	3	2	5	$222,500	$76,600	$299,100	$271,500	$156,900	$428,400	$615,700	$261,600	$877,300
GED	Delaware Coastal Airport	11	6	17	$814,400	$330,900	$1,145,300	$959,500	$655,300	$1,614,800	$2,145,000	$1,158,200	$3,303,200
15N	Jenkins Airport	0	0	0	$1,800	$600	$2,400	$2,200	$1,300	$3,500	$5,000	$2,100	$7,100
N06	Laurel Airport	0	0	0	$11,400	$4,600	$16,000	$13,400	$9,200	$22,600	$30,000	$16,200	$46,200
ILG	New Castle Airport	18	11	29	$1,316,100	$726,700	$2,042,800	$1,693,700	$1,356,300	$3,050,000	$3,705,700	$2,319,000	$6,024,700
38N	Smyrna Airport	0	0	0	$1,800	$600	$2,400	$2,200	$1,300	$3,500	$5,000	$2,100	$7,100
EVY	Summit Airport	1	1	2	$88,800	$49,000	$137,800	$114,300	$91,500	$205,800	$250,000	$156,400	$406,400
CAT	Civil Air Terminal, Dover AFB	0	0	0	$17,200	$6,500	$23,700	$22,800	$13,100	$35,900	$50,000	$23,500	$73,500
DOV	Dover AFB	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Statewide Totals	**39**	**23**	**61**	**$2,890,400**	**$1,362,200**	**$4,252,600**	**$3,572,000**	**$2,615,800**	**$6,187,800**	**$7,908,800**	**$4,521,100**	**$12,429,900**

Source: IMPLAN Modeling by Consultant, 2023.

Table 3-A-3: Visitor Spending Economic Impact for Each Study Airport

LOC ID	Airport Name	Jobs			Income			GDP			Output		
		Direct Jobs	Indiriect Jobs	Total Jobs	Direct Income	Indirect Income	Total Income	Direct GDP	Indirect GDP	Total GDP	Direct Output	Indirect Output	Total Output
0N4	Chandelle Airport	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
D74	Chorman Airport	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
33N	Delaware Airpark	4	1	5	$141,500	$39,400	$180,900	$183,300	$82,200	$265,500	$311,300	$154,400	$465,700
GED	Delaware Coastal Airport	5	2	7	$220,000	$68,400	$288,400	$303,800	$132,100	$435,900	$466,600	$236,800	$703,400
15N	Jenkins Airport	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
N06	Laurel Airport	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ILG	New Castle Airport	100	31	131	$3,908,700	$1,847,500	$5,756,200	$5,489,800	$3,737,700	$9,227,500	$9,163,800	$6,232,300	$15,396,100
38N	Smyrna Airport	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
EVY	Summit Airport	2	1	3	$69,400	$32,900	$102,300	$84,700	$66,200	$150,900	$147,100	$110,700	$257,800
CAT	Civil Air Terminal, Dover AFB	7	2	9	$251,300	$70,100	$321,400	$325,600	$146,000	$471,600	$553,000	$274,300	$827,300
DOV	Dover AFB	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Statewide Totals	**118**	**36**	**154**	**$4,590,900**	**$2,058,300**	**$6,649,200**	**$6,387,200**	**$4,164,200**	**$10,551,400**	**$10,641,800**	**$7,008,500**	**$17,650,300**

Source: IMPLAN Modeling by Consultant, 2023.

Table 3-A-4: Total Economic Impact for Each Study Airport

LOC ID	Airport Name	Jobs			Income			GDP			Output		
		Direct Jobs	Indiriect Jobs	Total Jobs	Direct Income	Indirect Income	Total Income	Direct GDP	Indirect GDP	Total GDP	Direct Output	Indirect Output	Total Output
0N4	Chandelle Airport	18	5	23	$1,086,000	$239,200	$1,325,200	$1,006,800	$445,200	$1,452,000	$1,352,000	$744,800	$2,096,800
D74	Chorman Airport	24	5	30	$1,194,200	$280,900	$1,475,100	$1,281,900	$567,200	$1,849,100	$1,928,200	$978,200	$2,906,400
33N	Delaware Airpark	28	10	38	$1,620,000	$449,000	$2,069,000	$1,749,500	$934,300	$2,683,800	$3,097,400	$1,678,400	$4,775,800
GED	Delaware Coastal Airport	327	290	617	$34,379,500	$17,694,300	$52,073,800	$71,243,700	$30,166,000	$101,409,700	$117,351,100	$48,574,500	$165,925,600
15N	Jenkins Airport	1	0	1	$55,900	$15,400	$71,300	$47,200	$27,100	$74,300	$69,900	$45,300	$115,200
N06	Laurel Airport	2	0	3	$95,400	$17,800	$113,200	$99,600	$36,400	$136,000	$126,500	$61,800	$188,300
ILG	New Castle Airport	1,476	727	2,203	$102,704,000	$47,166,900	$149,870,900	$169,490,900	$83,938,800	$253,429,700	$246,554,600	$144,640,600	$391,195,200
38N	Smyrna Airport	1	0	1	$55,900	$15,400	$71,300	$47,200	$27,100	$74,300	$69,900	$45,300	$115,200
EVY	Summit Airport	172	53	225	$14,402,000	$3,399,100	$17,801,100	$25,847,800	$6,512,000	$32,359,800	$37,666,200	$10,517,400	$48,183,600
CAT	Civil Air Terminal, Dover AFB	8	2	9	$316,000	$82,400	$398,400	$408,000	$171,400	$579,400	$662,600	$318,200	$980,800
DOV	Dover AFB	5,050	832	5,882	$313,860,000	$38,345,500	$352,205,500	$337,871,400	$81,713,800	$419,585,200	$337,871,400	$135,470,700	$473,342,100
	Statewide Totals	**7,106**	**1,924**	**9,030**	**$469,768,900**	**$107,705,900**	**$577,474,800**	**$609,094,000**	**$204,539,300**	**$813,633,300**	**$746,749,800**	**$343,075,200**	**$1,089,825,000**

Source: IMPLAN Modeling by Consultant, 2023.

APPENDIX 3-B

IMPLAN Data Tables

APPENDIX 3-B: IMPLAN DATA TABLES

Economic Impacts for All Airports, Delaware

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$469,768,900
Airport Expenditures	$746,749,700
Airport-Related Employment	7,106 Jobs
Induced Impacts	
Induced Impacts	$343,075,400
Total Induced Employment Impacts	1,924 Jobs
Grand Total Dollar Impacts	**$1,089,825,100**
Grand Total Income Impacts	**$577,474,900**
Grand Total Employment Impacts[1]	**9,030 Jobs**
Estimated State and Local Taxes	**$37,322,100**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Activity	6,950	$462,287,700	$599,134,900	$728,199,200
On-Airport Capital Spending	38.8	$2,890,300	$3,572,000	$7,908,900
Visitor Spending	117.5	$4,590,800	$6,387,000	$10,641,700
Multiplier Impacts				
Indirect	502.2	$34,755,900	$54,179,400	$97,664,400
Induced	1,422	$72,950,200	$150,359,700	$245,410,900
Total Economic Impacts	**9,030**	**$577,474,900**	**$813,633,000**	**$1,089,825,100**

Delaware Airports: Employment

Description	Direct	Indirect	Induced	Total
Total	**7,106.3**	**502.2**	**1,421.7**	**9,030.3**
11 Ag, Forestry, Fish & Hunting	33.5	0.1	1.2	34.7
21 Mining	0.0	0.1	0.0	0.2
22 Utilities	0.0	0.9	4.2	5.0
23 Construction	38.7	4.5	8.7	52.0
31-33 Manufacturing	153.0	2.2	1.5	156.6
42 Wholesale Trade	0.0	9.0	26.2	35.1

Delaware Airports: Employment

Description	Direct	Indirect	Induced	Total
44-45 Retail trade	10.9	8.5	279.2	298.6
48-49 Transportation & Warehousing	770.5	185.6	66.4	1,022.5
51 Information	0.0	5.4	12.8	18.1
52 Finance & insurance	0.0	31.1	91.5	122.5
53 Real estate & rental	5.0	31.7	61.4	98.1
54 Professional- scientific & tech services	0.1	22.4	47.0	69.6
55 Management of companies	0.0	10.4	11.6	22.0
56 Administrative & waste services	0.0	68.3	65.1	133.4
61 Educational services	256.5	5.7	21.2	283.3
62 Health & social services	9.1	0.3	353.4	362.8
71 Arts- entertainment & recreation	17.0	4.3	41.3	62.6
72 Accommodation & food services	115.0	88.2	188.8	392.0
81 Other services	0.0	20.2	134.1	154.2
92 Government & non NAICs	5,697.0	3.5	6.4	5,706.8
Multiplier	1.27			

Delaware Airports: Income

Description	Direct	Indirect	Induced	Total
Total	**$469,768,856**	**$34,762,258**	**$72,943,747**	**$577,474,862**
11 Ag, Forestry, Fish & Hunting	$1,352,580	$4,812	$75,018	$1,432,411
21 Mining	$0	$20,133	$2,947	$23,080
22 Utilities	$0	$156,328	$671,887	$828,215
23 Construction	$2,878,827	$335,923	$605,658	$3,820,408
31-33 Manufacturing	$13,061,100	$389,345	$128,661	$13,579,107
42 Wholesale Trade	$0	$970,713	$2,469,945	$3,440,658
44-45 Retail trade	$432,660	$409,730	$11,110,111	$11,952,501
48-49 Transportation & Warehousing	$78,843,922	$15,921,326	$3,382,452	$98,147,699
51 Information	$0	$563,429	$1,020,165	$1,583,594
52 Finance & insurance	$0	$1,850,583	$4,406,957	$6,257,540
53 Real estate & rental	$4,975,598	$2,568,165	$1,297,952	$8,841,715
54 Professional- scientific & tech services	$11,517	$2,361,276	$3,964,356	$6,337,149
55 Management of companies	$0	($36,075)	($47,787)	($83,862)
56 Administrative & waste services	$0	$3,820,036	$3,583,690	$7,403,725
61 Educational services	$12,904,261	$284,413	$984,635	$14,173,309
62 Health & social services	$558,801	$16,953	$25,588,441	$26,164,195
71 Arts- entertainment & recreation	$448,378	$59,059	$1,107,101	$1,614,539

Delaware Airports: Income

Description	Direct	Indirect	Induced	Total
72 Accommodation & food services	$4,959,707	$3,576,069	$5,620,637	$14,156,413
81 Other services	$0	$1,102,957	$6,342,111	$7,445,068
92 Government & non NAICs	$349,341,506	$387,083	$628,809	$350,357,398
Multiplier	1.23			

Delaware Airports: GDP

Description	Direct	Indirect	Induced	Total
Total	**$609,093,854**	**$54,197,058**	**$150,342,126**	**$813,633,038**
11 Ag, Forestry, Fish & Hunting	$1,387,747	$7,894	$138,230	$1,533,871
21 Mining	$0	$20,338	$3,112	$23,450
22 Utilities	$0	$565,482	$2,397,333	$2,962,815
23 Construction	$3,557,355	$517,757	$865,358	$4,940,469
31-33 Manufacturing	$24,191,714	$1,197,669	$326,083	$25,715,466
42 Wholesale Trade	$0	$2,416,781	$5,009,553	$7,426,333
44-45 Retail trade	$472,466	$652,174	$17,030,830	$18,155,470
48-49 Transportation & Warehousing	$155,386,672	$13,583,733	$4,599,814	$173,570,219
51 Information	$0	$1,233,751	$2,407,615	$3,641,366
52 Finance & insurance	$0	$6,821,788	$15,242,142	$22,063,930
53 Real estate & rental	$23,524,607	$10,408,003	$43,300,657	$77,233,267
54 Professional- scientific & tech services	$14,604	$3,147,410	$5,822,420	$8,984,435
55 Management of companies	$0	$1,938,862	$1,436,852	$3,375,715
56 Administrative & waste services	$0	$4,837,961	$4,368,754	$9,206,715
61 Educational services	$13,953,438	$308,067	$1,038,864	$15,300,370
62 Health & social services	$626,309	$18,839	$27,930,014	$28,575,162
71 Arts- entertainment & recreation	$539,926	$101,084	$1,969,785	$2,610,795
72 Accommodation & food services	$7,895,496	$4,926,629	$8,230,559	$21,052,684
81 Other services	$0	$1,216,649	$7,859,481	$9,076,130
92 Government & non NAICs	$377,543,521	$276,186	$364,670	$378,184,377
Multiplier	1.34			

Delaware Airports: Output

Description	Direct	Indirect	Induced	Total
Total	**$746,749,735**	**$97,659,765**	**$245,415,596**	**$1,089,825,096**
11 Ag, Forestry, Fish & Hunting	$1,560,518	$10,945	$211,423	$1,782,886
21 Mining	$0	$125,975	$17,541	$143,516
22 Utilities	$0	$1,207,651	$5,122,130	$6,329,781

Delaware Airports: Output

Description	Direct	Indirect	Induced	Total
23 Construction	$7,878,905	$1,197,078	$2,016,132	$11,092,115
31-33 Manufacturing	$35,811,994	$13,233,585	$2,098,739	$51,144,318
42 Wholesale Trade	$0	$4,094,709	$9,955,757	$14,050,466
44-45 Retail trade	$890,571	$1,079,274	$30,420,376	$32,390,222
48-49 Transportation & Warehousing	$257,777,783	$21,577,043	$7,783,969	$287,138,795
51 Information	$0	$3,013,907	$6,193,957	$9,207,865
52 Finance & insurance	$0	$9,792,858	$25,623,385	$35,416,242
53 Real estate & rental	$23,890,623	$14,281,323	$56,567,814	$94,739,760
54 Professional- scientific & tech services	$30,000	$4,807,751	$9,225,555	$14,063,306
55 Management of companies	$0	$2,914,512	$2,523,741	$5,438,253
56 Administrative & waste services	$0	$9,419,779	$7,999,212	$17,418,992
61 Educational services	$26,626,946	$585,870	$1,736,274	$28,949,089
62 Health & social services	$1,016,933	$30,493	$44,587,987	$45,635,414
71 Arts- entertainment & recreation	$979,606	$326,487	$3,568,930	$4,875,023
72 Accommodation & food services	$12,742,334	$7,788,284	$17,205,258	$37,735,876
81 Other services	$0	$1,745,516	$11,884,333	$13,629,850
92 Government & non NAICs	$377,543,521	$426,724	$673,082	$378,643,327
Multiplier	1.46			

Delaware Airports: Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$269,662	$140,966	$593,212	$1,003,840
Sub County Special Districts	$918,568	$492,639	$1,678,476	$3,089,684
County	$430,817	$273,954	$728,798	$1,433,569
State	$17,779,071	$3,012,753	$11,003,217	$31,795,042
Federal	$95,773,822	$7,465,403	$17,031,447	$120,270,672
Total Tax Impact	**$115,171,940**	**$11,385,715**	**$31,035,151**	**$157,592,806**

Economic Impacts for Chandelle Airport, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$1,086,000
Airport Expenditures	$1,352,000
Airport-Related Employment	18 Jobs
Induced Impacts	
Induced Impacts	$744,800
Total Induced Employment Impacts	4 Jobs
Grand Total Dollar Impacts	**$2,096,800**
Grand Total Income Impacts	**$1,325,200**
Grand Total Employment Impacts[1]	**23 Jobs**
Estimated State and Local Taxes	**$92,300**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	18	$1,044,500	$956,100	$1,237,000
On-Airport Capital Spending	0.6	$41,500	$50,700	$115,000
Visitor Spending	0	$0	$0	$0
Multiplier Impacts				
Indirect	1.3	$85,300	$116,600	$200,200
Induced	3	$153,900	$328,600	$544,600
Total Economic Impacts	**23**	**$1,325,200**	**$1,452,000**	**$2,096,800**

0N4 Employment

Description	Direct	Indirect	Induced	Total
Total	**18.1**	**1.3**	**3.3**	**22.8**
11 Ag, Forestry, Fish & Hunting	12.0	0.0	0.0	12.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.6	0.0	0.0	0.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.1	0.1
44-45 Retail trade	0.0	0.1	0.7	0.8
48-49 Transportation & Warehousing	5.5	0.5	0.2	6.2
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.2	0.3

0N4 Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.1	0.1	0.2
54 Professional- scientific & tech services	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.0	0.0	0.1
56 Administrative & waste services	0.0	0.2	0.1	0.3
61 Educational services	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.8	0.8
71 Arts- entertainment & recreation	0.0	0.0	0.1	0.1
72 Accommodation & food services	0.0	0.0	0.4	0.5
81 Other services	0.0	0.2	0.3	0.5
92 Government & non NAICs	0.0	0.0	0.0	0.0
Multiplier	1.26			

0N4 Income

Description	Direct	Indirect	Induced	Total
Total	**$1,086,004**	**$85,256**	**$153,912**	**$1,325,172**
11 Ag, Forestry, Fish & Hunting	$449,195	$431	$189	$449,815
21 Mining	$0	$13	$3	$16
22 Utilities	$0	$401	$1,546	$1,946
23 Construction	$41,549	$1,049	$1,324	$43,922
31-33 Manufacturing	$0	$221	$171	$391
42 Wholesale Trade	$0	$3,508	$4,172	$7,680
44-45 Retail trade	$0	$4,000	$26,982	$30,982
48-49 Transportation & Warehousing	$595,260	$47,758	$9,020	$652,037
51 Information	$0	$940	$1,758	$2,698
52 Finance & insurance	$0	$2,394	$7,760	$10,154
53 Real estate & rental	$0	$701	$1,371	$2,072
54 Professional- scientific & tech services	$0	$3,769	$5,939	$9,708
55 Management of companies	$0	($119)	($97)	($216)
56 Administrative & waste services	$0	$10,002	$7,274	$17,276
61 Educational services	$0	$28	$1,001	$1,029
62 Health & social services	$0	$1	$54,350	$54,351
71 Arts- entertainment & recreation	$0	$270	$2,510	$2,780
72 Accommodation & food services	$0	$766	$12,374	$13,141
81 Other services	$0	$7,083	$14,907	$21,990
92 Government & non NAICs	$0	$2,037	$1,360	$3,397
Multiplier	1.22			

0N4 GDP

Description	Direct	Indirect	Induced	Total
Total	**$1,006,841**	**$116,676**	**$328,514**	**$1,452,031**
11 Ag, Forestry, Fish & Hunting	$461,321	$510	$355	$462,187
21 Mining	$0	$18	$4	$21
22 Utilities	$0	$1,528	$5,770	$7,297
23 Construction	$50,703	$1,531	$1,858	$54,091
31-33 Manufacturing	$0	$691	$297	$988
42 Wholesale Trade	$0	$10,746	$9,861	$20,607
44-45 Retail trade	$0	$6,321	$41,918	$48,238
48-49 Transportation & Warehousing	$494,817	$43,962	$12,355	$551,134
51 Information	$0	$2,585	$4,690	$7,275
52 Finance & insurance	$0	$9,758	$27,181	$36,939
53 Real estate & rental	$0	$8,997	$101,253	$110,250
54 Professional- scientific & tech services	$0	$5,247	$9,348	$14,595
55 Management of companies	$0	$2,495	$2,040	$4,535
56 Administrative & waste services	$0	$12,772	$9,008	$21,781
61 Educational services	$0	$31	$1,095	$1,126
62 Health & social services	$0	$1	$59,168	$59,170
71 Arts- entertainment & recreation	$0	$615	$5,051	$5,666
72 Accommodation & food services	$0	$1,130	$18,381	$19,510
81 Other services	$0	$7,465	$18,323	$25,788
92 Government & non NAICs	$0	$273	$558	$832
Multiplier	1.44			

0N4 Output

Description	Direct	Indirect	Induced	Total
Total	**$1,352,010**	**$200,257**	**$544,534**	**$2,096,800**
11 Ag, Forestry, Fish & Hunting	$523,210	$531	$537	$524,278
21 Mining	$0	$55	$18	$73
22 Utilities	$0	$3,339	$12,541	$15,880
23 Construction	$115,000	$3,715	$4,411	$123,126
31-33 Manufacturing	$0	$2,715	$1,561	$4,275
42 Wholesale Trade	$0	$18,326	$19,354	$37,680
44-45 Retail trade	$0	$9,936	$75,530	$85,466
48-49 Transportation & Warehousing	$713,800	$65,528	$19,786	$799,114
51 Information	$0	$6,917	$13,563	$20,480
52 Finance & insurance	$0	$18,179	$50,719	$68,898

0N4 Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$16,791	$132,394	$149,185
54 Professional- scientific & tech services	$0	$9,494	$16,137	$25,631
55 Management of companies	$0	$5,529	$4,521	$10,051
56 Administrative & waste services	$0	$22,494	$16,721	$39,216
61 Educational services	$0	$65	$2,251	$2,316
62 Health & social services	$0	$2	$96,609	$96,612
71 Arts- entertainment & recreation	$0	$1,618	$8,679	$10,297
72 Accommodation & food services	$0	$2,205	$39,657	$41,862
81 Other services	$0	$10,673	$28,100	$38,773
92 Government & non NAICs	$0	$2,145	$1,443	$3,588
Multiplier	1.55			

0N4 Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$953	$390	$1,460	$2,803
Sub County Special Districts	$2,261	$924	$3,464	$6,649
County	$865	$354	$1,325	$2,544
State	$44,757	$8,438	$27,150	$80,345
Federal	$201,436	$17,315	$36,368	$255,119
Total Tax Impact	**$250,272**	**$27,421**	**$69,768**	**$347,460**

Economic Impacts for Chorman Airport, Sussex County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$1,194,200
Airport Expenditures	$1,928,200
Airport-Related Employment	24 Jobs
Induced Impacts	
Induced Impacts	$978,200
Total Induced Employment Impacts	6 Jobs
Grand Total Dollar Impacts	**$2,906,400**
Grand Total Income Impacts	**$1,475,100**
Grand Total Employment Impacts[1]	**30 Jobs**
Estimated State and Local Taxes	**$115,600**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	20	$819,300	$840,200	$940,800
On-Airport Capital Spending	4.9	$374,900	$441,700	$987,400
Visitor Spending	0	$0	$0	$0
Multiplier Impacts				
Indirect	1.5	$86,700	$166,100	$311,200
Induced	4	$194,200	$401,100	$667,000
Total Economic Impacts	**30**	**$1,475,100**	**$1,849,100**	**$2,906,400**

D74 Employment

Description	Direct	Indirect	Induced	Total
Total	**24.4**	**1.5**	**3.8**	**29.7**
11 Ag, Forestry, Fish & Hunting	19.5	0.0	0.0	19.5
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	4.9	0.0	0.0	4.9
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.2	0.1	0.3
44-45 Retail trade	0.0	0.5	0.8	1.3
48-49 Transportation & Warehousing	0.0	0.1	0.1	0.3
51 Information	0.0	0.0	0.0	0.1
52 Finance & insurance	0.0	0.0	0.2	0.3

D74 Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.1	0.2	0.3
54 Professional- scientific & tech services	0.0	0.2	0.2	0.3
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.2	0.2	0.4
61 Educational services	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.9	0.9
71 Arts- entertainment & recreation	0.0	0.0	0.1	0.1
72 Accommodation & food services	0.0	0.0	0.6	0.6
81 Other services	0.0	0.1	0.3	0.4
92 Government & non NAICs	0.0	0.0	0.0	0.0
Multiplier	1.22			

D74 Income

Description	Direct	Indirect	Induced	Total
Total	**$1,194,229**	**$86,710**	**$194,159**	**$1,475,099**
11 Ag, Forestry, Fish & Hunting	$819,349	$344	$665	$820,358
21 Mining	$0	$140	$6	$146
22 Utilities	$0	$268	$659	$927
23 Construction	$374,880	$552	$2,376	$377,808
31-33 Manufacturing	$0	$5,243	$580	$5,822
42 Wholesale Trade	$0	$15,432	$5,965	$21,397
44-45 Retail trade	$0	$25,600	$30,710	$56,310
48-49 Transportation & Warehousing	$0	$5,973	$5,412	$11,385
51 Information	$0	$1,213	$3,446	$4,659
52 Finance & insurance	$0	$1,534	$6,236	$7,770
53 Real estate & rental	$0	$5,024	$4,375	$9,399
54 Professional- scientific & tech services	$0	$10,728	$12,094	$22,822
55 Management of companies	$0	$574	$849	$1,424
56 Administrative & waste services	$0	$7,782	$9,733	$17,516
61 Educational services	$0	$35	$1,397	$1,432
62 Health & social services	$0	$0	$69,263	$69,263
71 Arts- entertainment & recreation	$0	$140	$2,936	$3,076
72 Accommodation & food services	$0	$1,239	$19,602	$20,840
81 Other services	$0	$3,917	$16,611	$20,527
92 Government & non NAICs	$0	$971	$1,248	$2,219
Multiplier	1.24			

D74 GDP

Description	Direct	Indirect	Induced	Total
Total	**$1,281,929**	**$166,067**	**$401,158**	**$1,849,154**
11 Ag, Forestry, Fish & Hunting	$840,246	$569	$1,130	$841,946
21 Mining	$0	$184	$6	$190
22 Utilities	$0	$1,112	$2,690	$3,802
23 Construction	$441,683	$753	$3,143	$445,578
31-33 Manufacturing	$0	$10,464	$1,829	$12,293
42 Wholesale Trade	$0	$31,129	$12,146	$43,276
44-45 Retail trade	$0	$40,378	$48,214	$88,593
48-49 Transportation & Warehousing	$0	$8,076	$6,952	$15,028
51 Information	$0	$2,749	$7,295	$10,043
52 Finance & insurance	$0	$10,750	$31,026	$41,776
53 Real estate & rental	$0	$26,109	$122,550	$148,659
54 Professional- scientific & tech services	$0	$15,029	$18,056	$33,085
55 Management of companies	$0	$1,459	$2,157	$3,616
56 Administrative & waste services	$0	$9,676	$12,046	$21,722
61 Educational services	$0	$40	$1,520	$1,560
62 Health & social services	$0	$0	$75,856	$75,857
71 Arts- entertainment & recreation	$0	$155	$3,277	$3,432
72 Accommodation & food services	$0	$1,788	$28,276	$30,064
81 Other services	$0	$4,670	$21,730	$26,399
92 Government & non NAICs	$0	$977	$1,258	$2,235
Multiplier	1.44			

D74 Output

Description	Direct	Indirect	Induced	Total
Total	**$1,928,246**	**$311,257**	**$666,876**	**$2,906,379**
11 Ag, Forestry, Fish & Hunting	$940,815	$610	$1,859	$943,284
21 Mining	$0	$422	$64	$487
22 Utilities	$0	$2,734	$6,562	$9,296
23 Construction	$987,431	$1,825	$7,377	$996,633
31-33 Manufacturing	$0	$32,772	$4,754	$37,525
42 Wholesale Trade	$0	$68,679	$26,753	$95,433
44-45 Retail trade	$0	$62,110	$85,313	$147,423
48-49 Transportation & Warehousing	$0	$18,312	$13,637	$31,949
51 Information	$0	$7,385	$18,222	$25,607
52 Finance & insurance	$0	$14,651	$58,492	$73,143

D74 Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$41,849	$164,360	$206,209
54 Professional- scientific & tech services	$0	$26,308	$30,564	$56,872
55 Management of companies	$0	$2,322	$3,434	$5,755
56 Administrative & waste services	$0	$19,449	$24,534	$43,983
61 Educational services	$0	$75	$2,820	$2,895
62 Health & social services	$0	$0	$120,784	$120,784
71 Arts- entertainment & recreation	$0	$572	$7,238	$7,810
72 Accommodation & food services	$0	$3,333	$55,714	$59,047
81 Other services	$0	$6,871	$33,137	$40,008
92 Government & non NAICs	$0	$977	$1,260	$2,237
Multiplier	1.51			

D74 Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$906	$714	$1,358	$2,977
Sub County Special Districts	$2,844	$2,242	$4,263	$9,349
County	$2,976	$2,347	$4,462	$9,786
State	$51,733	$13,798	$27,925	$93,456
Federal	$260,718	$21,992	$50,476	$333,186
Total Tax Impact	**$319,177**	**$41,092**	**$88,485**	**$448,754**

Economic Impacts for Delaware Airpark, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$1,620,000
Airport Expenditures	$3,097,500
Airport-Related Employment	28 Jobs
Induced Impacts	
Induced Impacts	$1,678,200
Total Induced Employment Impacts	10 Jobs
Grand Total Dollar Impacts	**$4,775,700**
Grand Total Income Impacts	**$2,069,100**
Grand Total Employment Impacts[1]	**38 Jobs**
Estimated State and Local Taxes	**$192,100**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	21	$1,256,000	$1,294,700	$2,170,400
On-Airport Capital Spending	3	$222,500	$271,500	$615,700
Visitor Spending	3.8	$141,500	$183,300	$311,300
Multiplier Impacts				
Indirect	4.6	$210,300	$424,500	$833,400
Induced	5	$238,700	$509,800	$845,000
Total Economic Impacts	**38**	**$2,069,000**	**$2,683,800**	**$4,775,800**

33N Employment

Description	Direct	Indirect	Induced	Total
Total	**27.9**	**4.6**	**5.2**	**37.6**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	3.0	0.0	0.0	3.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.1	0.2
44-45 Retail trade	0.6	0.4	1.1	2.0
48-49 Transportation & Warehousing	4.3	0.7	0.2	5.2
51 Information	0.0	0.1	0.0	0.2
52 Finance & insurance	0.0	0.3	0.3	0.7

33N Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.9	0.2	1.1
54 Professional- scientific & tech services	0.0	0.4	0.1	0.5
55 Management of companies	0.0	0.1	0.0	0.2
56 Administrative & waste services	0.0	0.8	0.2	1.1
61 Educational services	14.5	0.2	0.0	14.7
62 Health & social services	0.1	0.0	1.3	1.4
71 Arts- entertainment & recreation	1.1	0.0	0.1	1.2
72 Accommodation & food services	1.8	0.2	0.7	2.7
81 Other services	0.0	0.2	0.5	0.8
92 Government & non NAICs	2.5	0.1	0.0	2.6
Multiplier	1.35			

33N Income

Description	Direct	Indirect	Induced	Total
Total	**$1,619,955**	**$210,274**	**$238,832**	**$2,069,060**
11 Ag, Forestry, Fish & Hunting	$0	$86	$294	$379
21 Mining	$0	$60	$5	$65
22 Utilities	$0	$2,183	$2,400	$4,583
23 Construction	$222,467	$2,698	$2,053	$227,217
31-33 Manufacturing	$0	$692	$265	$957
42 Wholesale Trade	$0	$8,032	$6,476	$14,508
44-45 Retail trade	$19,865	$20,571	$41,874	$82,311
48-49 Transportation & Warehousing	$448,567	$49,813	$13,991	$512,371
51 Information	$0	$9,304	$2,729	$12,033
52 Finance & insurance	$0	$14,800	$12,037	$26,837
53 Real estate & rental	$0	$6,393	$2,129	$8,522
54 Professional- scientific & tech services	$0	$22,727	$9,214	$31,941
55 Management of companies	$0	($516)	($151)	($667)
56 Administrative & waste services	$0	$43,752	$11,286	$55,038
61 Educational services	$585,783	$6,547	$1,550	$593,880
62 Health & social services	$4,324	$20	$84,346	$88,690
71 Arts- entertainment & recreation	$29,348	$1,091	$3,894	$34,333
72 Accommodation & food services	$72,270	$4,500	$19,197	$95,967
81 Other services	$0	$12,048	$23,133	$35,180
92 Government & non NAICs	$237,331	$5,474	$2,110	$244,915
Multiplier	1.28			

33N GDP

Description	Direct	Indirect	Induced	Total
Total	**$1,749,479**	**$424,493**	**$509,693**	**$2,683,665**
11 Ag, Forestry, Fish & Hunting	$0	$164	$551	$715
21 Mining	$0	$83	$6	$89
22 Utilities	$0	$8,319	$8,959	$17,278
23 Construction	$271,479	$3,938	$2,881	$278,298
31-33 Manufacturing	$0	$902	$461	$1,363
42 Wholesale Trade	$0	$22,234	$15,307	$37,541
44-45 Retail trade	$21,487	$32,671	$65,053	$119,211
48-49 Transportation & Warehousing	$375,618	$51,641	$19,161	$446,421
51 Information	$0	$27,880	$7,282	$35,162
52 Finance & insurance	$0	$84,644	$42,185	$126,829
53 Real estate & rental	$0	$61,763	$157,028	$218,791
54 Professional- scientific & tech services	$0	$31,766	$14,504	$46,270
55 Management of companies	$0	$10,828	$3,165	$13,993
56 Administrative & waste services	$0	$54,601	$13,976	$68,577
61 Educational services	$637,096	$7,121	$1,696	$645,914
62 Health & social services	$4,878	$27	$91,823	$96,729
71 Arts- entertainment & recreation	$37,271	$2,191	$7,842	$47,304
72 Accommodation & food services	$103,865	$6,636	$28,516	$139,016
81 Other services	$0	$13,883	$28,431	$42,314
92 Government & non NAICs	$297,785	$3,200	$866	$301,850
Multiplier	1.53			

33N Output

Description	Direct	Indirect	Induced	Total
Total	**$3,097,453**	**$833,409**	**$844,865**	**$4,775,727**
11 Ag, Forestry, Fish & Hunting	$0	$206	$833	$1,039
21 Mining	$0	$223	$29	$251
22 Utilities	$0	$18,241	$19,474	$37,716
23 Construction	$615,748	$9,555	$6,840	$632,143
31-33 Manufacturing	$0	$5,646	$2,423	$8,069
42 Wholesale Trade	$0	$40,559	$30,042	$70,601
44-45 Retail trade	$42,500	$50,054	$117,217	$209,771
48-49 Transportation & Warehousing	$541,710	$79,436	$30,687	$651,833
51 Information	$0	$95,019	$21,055	$116,073
52 Finance & insurance	$0	$120,369	$78,676	$199,045

33N Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$172,646	$205,327	$377,973
54 Professional- scientific & tech services	$0	$58,939	$25,037	$83,976
55 Management of companies	$0	$23,998	$7,016	$31,014
56 Administrative & waste services	$0	$98,567	$25,942	$124,509
61 Educational services	$1,353,533	$15,126	$3,487	$1,372,146
62 Health & social services	$7,925	$41	$149,940	$157,907
71 Arts- entertainment & recreation	$63,401	$5,504	$13,471	$82,376
72 Accommodation & food services	$174,851	$13,098	$61,529	$249,477
81 Other services	$0	$20,530	$43,600	$64,130
92 Government & non NAICs	$297,785	$5,652	$2,240	$305,677
Multiplier	1.54			

33N Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$2,778	$1,678	$2,266	$6,722
Sub County Special Districts	$6,591	$3,981	$5,375	$15,947
County	$2,522	$1,523	$2,057	$6,102
State	$88,846	$32,365	$42,129	$163,340
Federal	$310,878	$48,691	$56,431	$415,999
Total Tax Impact	**$411,614**	**$88,238**	**$108,257**	**$608,109**

Economic Impacts for Delaware Coastal Airport, Sussex County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$34,379,400
Airport Expenditures	$117,351,100
Airport-Related Employment	327 Jobs
Induced Impacts	
Induced Impacts	$48,574,500
Total Induced Employment Impacts	290 Jobs
Grand Total Dollar Impacts	**$165,925,600**
Grand Total Income Impacts	**$52,073,900**
Grand Total Employment Impacts[1]	**617 Jobs**
Estimated State and Local Taxes	**$5,368,700**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	311	$33,345,100	$69,980,400	$114,739,500
On-Airport Capital Spending	10.6	$814,400	$959,500	$2,145,000
Visitor Spending	5.3	$220,000	$303,800	$466,600
Multiplier Impacts				
Indirect	152.7	$10,766,700	$15,837,100	$24,755,400
Induced	137	$6,927,600	$14,328,900	$23,819,100
Total Economic Impacts	**617**	**$52,073,800**	**$101,409,700**	**$165,925,600**

GED Employment

Description	Direct	Indirect	Induced	Total
Total	**326.9**	**152.6**	**137.1**	**616.6**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.2	0.2
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.1	0.2	0.3
23 Construction	10.6	1.2	1.1	12.9
31-33 Manufacturing	0.0	0.3	0.3	0.6
42 Wholesale Trade	0.0	1.9	2.6	4.5
44-45 Retail trade	0.3	2.1	27.0	29.4
48-49 Transportation & Warehousing	261.1	57.2	5.1	323.4
51 Information	0.0	1.1	1.4	2.5
52 Finance & insurance	0.0	11.5	8.5	19.9

GED Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	7.7	6.2	13.9
54 Professional- scientific & tech services	0.0	5.4	6.0	11.4
55 Management of companies	0.0	1.2	0.5	1.7
56 Administrative & waste services	0.0	20.0	7.6	27.6
61 Educational services	8.0	0.3	1.4	9.8
62 Health & social services	8.0	0.0	30.8	38.8
71 Arts- entertainment & recreation	0.4	0.9	4.9	6.2
72 Accommodation & food services	22.5	36.6	20.7	79.9
81 Other services	0.0	4.4	12.1	16.5
92 Government & non NAICs	16.0	0.6	0.5	17.0
Multiplier	1.89			

GED Income

Description	Direct	Indirect	Induced	Total
Total	**$34,379,396**	**$10,766,602**	**$6,927,912**	**$52,073,910**
11 Ag, Forestry, Fish & Hunting	$0	$3,639	$23,695	$27,334
21 Mining	$0	$1,942	$201	$2,143
22 Utilities	$0	$10,860	$23,439	$34,298
23 Construction	$814,353	$91,972	$85,056	$991,381
31-33 Manufacturing	$0	$22,961	$20,646	$43,606
42 Wholesale Trade	$0	$152,367	$212,629	$364,996
44-45 Retail trade	$10,845	$102,308	$1,095,496	$1,208,648
48-49 Transportation & Warehousing	$30,602,100	$6,368,972	$193,193	$37,164,265
51 Information	$0	$87,334	$122,894	$210,229
52 Finance & insurance	$0	$229,257	$223,154	$452,410
53 Real estate & rental	$0	$655,193	$156,067	$811,260
54 Professional- scientific & tech services	$0	$378,133	$432,096	$810,228
55 Management of companies	$0	$76,016	$30,327	$106,343
56 Administrative & waste services	$0	$872,160	$347,642	$1,219,803
61 Educational services	$325,774	$14,104	$50,414	$390,292
62 Health & social services	$493,050	$817	$2,467,962	$2,961,828
71 Arts- entertainment & recreation	$8,417	$8,912	$105,199	$122,528
72 Accommodation & food services	$843,069	$1,383,007	$700,287	$2,926,363
81 Other services	$0	$251,040	$592,971	$844,010
92 Government & non NAICs	$1,281,788	$55,609	$44,547	$1,381,944
Multiplier	1.51			

GED GDP

Description	Direct	Indirect	Induced	Total
Total	**$71,243,699**	**$15,837,152**	**$14,328,838**	**$101,409,689**
11 Ag, Forestry, Fish & Hunting	$0	$5,877	$40,299	$46,176
21 Mining	$0	$2,055	$222	$2,277
22 Utilities	$0	$45,364	$95,735	$141,099
23 Construction	$959,469	$125,354	$112,515	$1,197,338
31-33 Manufacturing	$0	$33,538	$64,723	$98,261
42 Wholesale Trade	$0	$697,690	$432,951	$1,130,640
44-45 Retail trade	$11,392	$163,162	$1,719,965	$1,894,519
48-49 Transportation & Warehousing	$66,554,738	$5,424,216	$248,158	$72,227,111
51 Information	$0	$204,272	$260,129	$464,401
52 Finance & insurance	$0	$1,261,705	$1,107,315	$2,369,020
53 Real estate & rental	$0	$3,684,209	$4,388,216	$8,072,425
54 Professional- scientific & tech services	$0	$545,301	$645,018	$1,190,319
55 Management of companies	$0	$193,065	$77,024	$270,089
56 Administrative & waste services	$0	$1,161,022	$430,246	$1,591,268
61 Educational services	$353,825	$15,340	$54,870	$424,034
62 Health & social services	$552,129	$1,151	$2,703,030	$3,256,310
71 Arts- entertainment & recreation	$9,559	$11,749	$116,989	$138,297
72 Accommodation & food services	$1,223,443	$1,910,111	$1,010,166	$4,143,720
81 Other services	$0	$295,952	$776,340	$1,072,292
92 Government & non NAICs	$1,579,144	$56,021	$44,927	$1,680,091
Multiplier	1.42			

GED Output

Description	Direct	Indirect	Induced	Total
Total	**$117,351,085**	**$24,755,336**	**$23,819,147**	**$165,925,568**
11 Ag, Forestry, Fish & Hunting	$0	$8,712	$66,332	$75,044
21 Mining	$0	$25,764	$2,281	$28,045
22 Utilities	$0	$111,834	$233,503	$345,337
23 Construction	$2,145,000	$303,844	$264,115	$2,712,959
31-33 Manufacturing	$0	$111,069	$168,593	$279,662
42 Wholesale Trade	$0	$1,066,267	$953,586	$2,019,853
44-45 Retail trade	$21,240	$267,125	$3,043,334	$3,331,699
48-49 Transportation & Warehousing	$109,771,926	$7,860,987	$487,062	$118,119,975
51 Information	$0	$556,548	$649,688	$1,206,236
52 Finance & insurance	$0	$2,253,752	$2,093,622	$4,347,374

GED Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$4,600,786	$5,883,986	$10,484,772
54 Professional- scientific & tech services	$0	$967,104	$1,092,057	$2,059,161
55 Management of companies	$0	$307,333	$122,611	$429,944
56 Administrative & waste services	$0	$2,655,025	$876,205	$3,531,229
61 Educational services	$749,100	$32,377	$101,705	$883,181
62 Health & social services	$896,977	$1,652	$4,303,103	$5,201,732
71 Arts- entertainment & recreation	$19,955	$51,501	$258,638	$330,093
72 Accommodation & food services	$2,167,743	$3,085,226	$1,989,620	$7,242,590
81 Other services	$0	$432,362	$1,184,129	$1,616,491
92 Government & non NAICs	$1,579,144	$56,069	$44,977	$1,680,190
Multiplier	1.41			

GED Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$46,940	$44,725	$48,519	$140,185
Sub County Special Districts	$147,394	$140,439	$152,353	$440,186
County	$154,281	$147,001	$159,471	$460,753
State	$2,282,389	$1,047,463	$997,687	$4,327,538
Federal	$8,807,128	$2,480,462	$1,801,668	$13,089,258
Total Tax Impact	**$11,438,132**	**$3,860,090**	**$3,159,698**	**$18,457,920**

Economic Impacts for Jenkins Airport, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$55,900
Airport Expenditures	$69,900
Airport-Related Employment	1 Jobs
Induced Impacts	
Induced Impacts	$45,300
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	**$115,200**
Grand Total Income Impacts	**$71,300**
Grand Total Employment Impacts[1]	**1 Jobs**
Estimated State and Local Taxes	**$4,900**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	1	$54,100	$45,000	$64,900
On-Airport Capital Spending	0	$1,800	$2,200	$5,000
Visitor Spending	0	$0	$0	$0
Multiplier Impacts				
Indirect	0.1	$6,900	$9,000	$15,500
Induced	0	$8,500	$18,100	$29,800
Total Economic Impacts	**1**	**$71,300**	**$74,300**	**$115,200**

15N Employment

Description	Direct	Indirect	Induced	Total
Total	**0.5**	**0.1**	**0.2**	**0.8**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.0	0.0	0.0	0.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.0	0.0
48-49 Transportation & Warehousing	0.5	0.0	0.0	0.6
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0

15N Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech services	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational services	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.0
81 Other services	0.0	0.0	0.0	0.0
92 Government & non NAICs	0.0	0.0	0.0	0.0
Multiplier	1.56			

15N Income

Description	Direct	Indirect	Induced	Total
Total	**$55,921**	**$6,932**	**$8,440**	**$71,293**
11 Ag, Forestry, Fish & Hunting	$0	$2	$10	$12
21 Mining	$0	$1	$0	$1
22 Utilities	$0	$28	$85	$113
23 Construction	$1,806	$92	$73	$1,971
31-33 Manufacturing	$0	$12	$9	$21
42 Wholesale Trade	$0	$123	$229	$352
44-45 Retail trade	$0	$206	$1,479	$1,685
48-49 Transportation & Warehousing	$54,115	$4,223	$495	$58,833
51 Information	$0	$79	$96	$175
52 Finance & insurance	$0	$194	$426	$620
53 Real estate & rental	$0	$55	$75	$130
54 Professional- scientific & tech services	$0	$217	$326	$543
55 Management of companies	$0	($10)	($5)	($15)
56 Administrative & waste services	$0	$843	$399	$1,242
61 Educational services	$0	$2	$55	$57
62 Health & social services	$0	$0	$2,979	$2,980
71 Arts- entertainment & recreation	$0	$24	$138	$161
72 Accommodation & food services	$0	$62	$679	$741
81 Other services	$0	$606	$817	$1,423
92 Government & non NAICs	$0	$174	$75	$248
Multiplier	1.27			

15N GDP

Description	Direct	Indirect	Induced	Total
Total	**$47,188**	**$9,023**	**$18,023**	**$74,234**
11 Ag, Forestry, Fish & Hunting	$0	$3	$19	$22
21 Mining	$0	$1	$0	$1
22 Utilities	$0	$108	$316	$424
23 Construction	$2,204	$134	$102	$2,441
31-33 Manufacturing	$0	$26	$16	$42
42 Wholesale Trade	$0	$537	$540	$1,077
44-45 Retail trade	$0	$326	$2,298	$2,624
48-49 Transportation & Warehousing	$44,983	$3,853	$679	$49,515
51 Information	$0	$217	$257	$474
52 Finance & insurance	$0	$771	$1,490	$2,261
53 Real estate & rental	$0	$648	$5,562	$6,210
54 Professional- scientific & tech services	$0	$306	$513	$819
55 Management of companies	$0	$211	$112	$323
56 Administrative & waste services	$0	$1,080	$494	$1,574
61 Educational services	$0	$3	$60	$63
62 Health & social services	$0	$0	$3,244	$3,244
71 Arts- entertainment & recreation	$0	$55	$277	$331
72 Accommodation & food services	$0	$91	$1,009	$1,100
81 Other services	$0	$638	$1,005	$1,643
92 Government & non NAICs	$0	$16	$31	$46
Multiplier	1.57			

15N Output

Description	Direct	Indirect	Induced	Total
Total	**$69,891**	**$15,457**	**$29,873**	**$115,221**
11 Ag, Forestry, Fish & Hunting	$0	$3	$29	$32
21 Mining	$0	$3	$1	$4
22 Utilities	$0	$237	$686	$923
23 Construction	$5,000	$325	$242	$5,567
31-33 Manufacturing	$0	$157	$85	$243
42 Wholesale Trade	$0	$824	$1,060	$1,884
44-45 Retail trade	$0	$533	$4,140	$4,673
48-49 Transportation & Warehousing	$64,891	$5,722	$1,087	$71,700
51 Information	$0	$574	$743	$1,317
52 Finance & insurance	$0	$1,478	$2,784	$4,262

15N Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$1,267	$7,273	$8,540
54 Professional- scientific & tech services	$0	$556	$885	$1,441
55 Management of companies	$0	$467	$248	$715
56 Administrative & waste services	$0	$1,890	$918	$2,807
61 Educational services	$0	$5	$124	$129
62 Health & social services	$0	$0	$5,295	$5,295
71 Arts- entertainment & recreation	$0	$144	$476	$620
72 Accommodation & food services	$0	$178	$2,176	$2,353
81 Other services	$0	$911	$1,541	$2,452
92 Government & non NAICs	$0	$183	$79	$262
Multiplier	1.65			

15N Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$43	$25	$80	$148
Sub County Special Districts	$102	$58	$190	$351
County	$39	$22	$73	$134
State	$2,224	$581	$1,489	$4,294
Federal	$10,099	$1,389	$1,995	$13,483
Total Tax Impact	**$12,508**	**$2,075**	**$3,827**	**$18,410**

Economic Impacts for Laurel Airport, Sussex County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$95,400
Airport Expenditures	$126,500
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	$61,800
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	**$188,300**
Grand Total Income Impacts	**$113,200**
Grand Total Employment Impacts[1]	**2 Jobs**
Estimated State and Local Taxes	**$8,100**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	2	$84,000	$86,200	$96,500
On-Airport Capital Spending	0.1	$11,400	$13,400	$30,000
Visitor Spending	0	$0	$0	$0
Multiplier Impacts				
Indirect	0	$3,100	$6,100	$11,400
Induced	0	$14,700	$30,300	$50,400
Total Economic Impacts	**3**	**$113,200**	**$136,000**	**$188,300**

N06 Employment

Description	Direct	Indirect	Induced	Total
Total	**2.1**	**0.1**	**0.3**	**2.5**
11 Ag, Forestry, Fish & Hunting	2.0	0.0	0.0	2.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.2
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.1	0.1
48-49 Transportation & Warehousing	0.0	0.0	0.0	0.0

N06 Employment

Description	Direct	Indirect	Induced	Total
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech services	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational services	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.0
81 Other services	0.0	0.0	0.0	0.0
92 Government & non NAICs	0.0	0.0	0.0	0.0
Multiplier	1.16			

N06 Income

Description	Direct	Indirect	Induced	Total
Total	**$95,425**	**$3,115**	**$14,694**	**$113,235**
11 Ag, Forestry, Fish & Hunting	$84,036	$28	$50	$84,114
21 Mining	$0	$4	$0	$5
22 Utilities	$0	$11	$50	$61
23 Construction	$11,390	$22	$179	$11,591
31-33 Manufacturing	$0	$181	$44	$225
42 Wholesale Trade	$0	$610	$452	$1,062
44-45 Retail trade	$0	$780	$2,325	$3,105
48-49 Transportation & Warehousing	$0	$227	$409	$636
51 Information	$0	$41	$261	$302
52 Finance & insurance	$0	$64	$470	$534
53 Real estate & rental	$0	$170	$331	$501
54 Professional- scientific & tech services	$0	$444	$914	$1,357
55 Management of companies	$0	$21	$64	$85
56 Administrative & waste services	$0	$286	$736	$1,022
61 Educational services	$0	$1	$104	$105
62 Health & social services	$0	$0	$5,252	$5,252
71 Arts- entertainment & recreation	$0	$5	$221	$226
72 Accommodation & food services	$0	$43	$1,481	$1,524
81 Other services	$0	$138	$1,256	$1,394

N06 Income

Description	Direct	Indirect	Induced	Total
92 Government & non NAICs	$0	$40	$94	$134
Multiplier	1.19			

N06 GDP

Description	Direct	Indirect	Induced	Total
Total	**$99,598**	**$6,085**	**$30,317**	**$136,001**
11 Ag, Forestry, Fish & Hunting	$86,179	$47	$86	$86,312
21 Mining	$0	$6	$0	$6
22 Utilities	$0	$45	$204	$249
23 Construction	$13,419	$30	$237	$13,686
31-33 Manufacturing	$0	$472	$140	$612
42 Wholesale Trade	$0	$1,251	$921	$2,172
44-45 Retail trade	$0	$1,231	$3,650	$4,881
48-49 Transportation & Warehousing	$0	$298	$526	$824
51 Information	$0	$92	$553	$645
52 Finance & insurance	$0	$426	$2,347	$2,774
53 Real estate & rental	$0	$884	$9,230	$10,115
54 Professional- scientific & tech services	$0	$624	$1,364	$1,989
55 Management of companies	$0	$53	$163	$216
56 Administrative & waste services	$0	$355	$910	$1,266
61 Educational services	$0	$1	$113	$115
62 Health & social services	$0	$0	$5,751	$5,751
71 Arts- entertainment & recreation	$0	$5	$248	$253
72 Accommodation & food services	$0	$63	$2,136	$2,199
81 Other services	$0	$160	$1,642	$1,802
92 Government & non NAICs	$0	$40	$95	$135
Multiplier	1.37			

N06 Output

Description	Direct	Indirect	Induced	Total
Total	**$126,494**	**$11,435**	**$50,401**	**$188,330**
11 Ag, Forestry, Fish & Hunting	$96,494	$50	$141	$96,685
21 Mining	$0	$13	$5	$18
22 Utilities	$0	$110	$498	$608
23 Construction	$30,000	$73	$556	$30,629
31-33 Manufacturing	$0	$1,321	$363	$1,684

N06 Output

Description	Direct	Indirect	Induced	Total
42 Wholesale Trade	$0	$2,717	$2,028	$4,744
44-45 Retail trade	$0	$1,894	$6,459	$8,353
48-49 Transportation & Warehousing	$0	$710	$1,031	$1,740
51 Information	$0	$248	$1,380	$1,629
52 Finance & insurance	$0	$589	$4,408	$4,997
53 Real estate & rental	$0	$1,409	$12,384	$13,793
54 Professional- scientific & tech services	$0	$1,085	$2,309	$3,394
55 Management of companies	$0	$85	$260	$344
56 Administrative & waste services	$0	$717	$1,854	$2,572
61 Educational services	$0	$3	$210	$213
62 Health & social services	$0	$0	$9,160	$9,160
71 Arts- entertainment & recreation	$0	$20	$547	$566
72 Accommodation & food services	$0	$117	$4,212	$4,329
81 Other services	$0	$234	$2,503	$2,737
92 Government & non NAICs	$0	$40	$95	$135
Multiplier	1.49			

N06 Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$74	$28	$103	$204
Sub County Special Districts	$231	$87	$322	$640
County	$242	$91	$337	$670
State	$3,987	$526	$2,110	$6,623
Federal	$21,213	$794	$3,818	$25,826
Total Tax Impact	**$25,747**	**$1,525**	**$6,690**	**$33,962**

Economic Impacts for New Castle Airport, New Castle County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$102,704,000
Airport Expenditures	$246,554,600
Airport-Related Employment	1,476 Jobs
Induced Impacts	
Induced Impacts	$144,640,600
Total Induced Employment Impacts	727 Jobs
Grand Total Dollar Impacts	**$391,195,200**
Grand Total Income Impacts	**$149,870,800**
Grand Total Employment Impacts[1]	**2,203 Jobs**
Estimated State and Local Taxes	**$12,789,400**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	1,359	$97,479,200	$162,307,400	$233,685,100
On-Airport Capital Spending	18.1	$1,316,100	$1,693,700	$3,705,700
Visitor Spending	99.68828228	$3,908,700	$5,489,800	$9,163,800
Multiplier Impacts				
Indirect	333.1	$22,935,700	$36,471,000	$69,472,900
Induced	394	$24,231,200	$47,467,800	$75,167,700
Total Economic Impacts	**2,203**	**$149,870,900**	**$253,429,700**	**$391,195,200**

ILG Employment

Description	Direct	Indirect	Induced	Total
Total	**1,476.3**	**333.0**	**394.0**	**2,203.3**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.2	0.2
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.7	1.3	2.0
23 Construction	18.1	3.2	2.4	23.8
31-33 Manufacturing	0.0	1.7	0.5	2.1
42 Wholesale Trade	0.0	4.9	8.9	13.8
44-45 Retail trade	8.7	5.0	66.1	79.9
48-49 Transportation & Warehousing	497.6	125.6	20.4	643.6

ILG Employment

Description	Direct	Indirect	Induced	Total
51 Information	0.0	4.0	3.9	7.9
52 Finance & insurance	0.0	18.8	25.4	44.2
53 Real estate & rental	5.0	22.4	15.8	43.3
54 Professional- scientific & tech services	0.0	14.9	15.0	29.9
55 Management of companies	0.0	8.6	3.9	12.5
56 Administrative & waste services	0.0	46.1	19.6	65.7
61 Educational services	234.0	5.1	12.2	251.3
62 Health & social services	0.8	0.0	99.6	100.4
71 Arts- entertainment & recreation	13.3	3.2	13.2	29.6
72 Accommodation & food services	86.7	51.0	49.6	187.3
81 Other services	0.0	14.9	34.2	49.1
92 Government & non NAICs	612.0	2.7	1.9	616.6
Multiplier	1.49			

ILG Income

Description	Direct	Indirect	Induced	Total
Total	**$102,704,047**	**$22,935,686**	**$24,231,111**	**$149,870,844**
11 Ag, Forestry, Fish & Hunting	$0	$218	$2,498	$2,716
21 Mining	$0	$17,929	$1,709	$19,637
22 Utilities	$0	$135,992	$228,247	$364,240
23 Construction	$1,316,141	$237,250	$167,159	$1,720,549
31-33 Manufacturing	$0	$351,863	$57,415	$409,278
42 Wholesale Trade	$0	$591,132	$1,071,863	$1,662,995
44-45 Retail trade	$355,604	$237,042	$2,848,924	$3,441,570
48-49 Transportation & Warehousing	$47,046,071	$9,381,822	$820,476	$57,248,369
51 Information	$0	$445,416	$401,518	$846,934
52 Finance & insurance	$0	$1,574,556	$2,001,618	$3,576,175
53 Real estate & rental	$4,975,598	$1,880,884	$706,984	$7,563,465
54 Professional- scientific & tech services	$0	$1,759,170	$1,812,780	$3,571,950
55 Management of companies	$0	($106,425)	($48,693)	($155,118)
56 Administrative & waste services	$0	$2,818,366	$1,246,235	$4,064,601
61 Educational services	$11,992,705	$262,914	$616,537	$12,872,156
62 Health & social services	$52,124	$424	$8,380,026	$8,432,574
71 Arts- entertainment & recreation	$347,669	$46,694	$328,601	$722,964
72 Accommodation & food services	$3,885,959	$2,176,885	$1,605,034	$7,667,878
81 Other services	$0	$809,286	$1,768,600	$2,577,886

ILG Income

Description	Direct	Indirect	Induced	Total
92 Government & non NAICs	$32,732,177	$314,267	$213,581	$33,260,025
Multiplier	1.46			

ILG GDP

Description	Direct	Indirect	Induced	Total
Total	**$169,490,878**	**$36,471,093**	**$47,467,722**	**$253,429,692**
11 Ag, Forestry, Fish & Hunting	$0	$601	$6,389	$6,990
21 Mining	$0	$17,945	$1,716	$19,661
22 Utilities	$0	$484,920	$745,034	$1,229,954
23 Construction	$1,693,690	$382,422	$254,705	$2,330,817
31-33 Manufacturing	$0	$1,136,923	$164,911	$1,301,834
42 Wholesale Trade	$0	$1,320,326	$1,855,387	$3,175,713
44-45 Retail trade	$389,314	$378,661	$4,204,066	$4,972,040
48-49 Transportation & Warehousing	$87,828,110	$7,967,876	$1,116,375	$96,912,361
51 Information	$0	$951,041	$851,086	$1,802,127
52 Finance & insurance	$0	$5,370,709	$6,491,857	$11,862,566
53 Real estate & rental	$23,524,607	$6,526,453	$12,049,998	$42,101,058
54 Professional- scientific & tech services	$0	$2,327,019	$2,510,857	$4,837,876
55 Management of companies	$0	$1,643,788	$752,088	$2,395,875
56 Administrative & waste services	$0	$3,520,395	$1,481,239	$5,001,634
61 Educational services	$12,962,517	$284,645	$640,167	$13,887,329
62 Health & social services	$58,807	$574	$9,173,849	$9,233,230
71 Arts- entertainment & recreation	$414,013	$82,775	$510,015	$1,006,803
72 Accommodation & food services	$6,341,257	$2,992,922	$2,305,448	$11,639,627
81 Other services	$0	$872,834	$2,193,617	$3,066,451
92 Government & non NAICs	$36,278,564	$208,265	$158,919	$36,645,748
Multiplier	1.50			

ILG Output

Description	Direct	Indirect	Induced	Total
Total	**$246,554,620**	**$69,472,957**	**$75,167,638**	**$391,195,215**
11 Ag, Forestry, Fish & Hunting	$0	$656	$7,245	$7,901
21 Mining	$0	$99,270	$9,415	$108,685
22 Utilities	$0	$1,019,977	$1,516,123	$2,536,100
23 Construction	$3,705,726	$869,493	$572,822	$5,148,041
31-33 Manufacturing	$0	$13,025,993	$1,370,354	$14,396,347

ILG Output

Description	Direct	Indirect	Induced	Total
42 Wholesale Trade	$0	$2,207,966	$3,656,259	$5,864,225
44-45 Retail trade	$728,677	$638,320	$7,387,300	$8,754,297
48-49 Transportation & Warehousing	$146,554,864	$13,387,069	$2,077,402	$162,019,334
51 Information	$0	$2,244,501	$1,869,826	$4,114,328
52 Finance & insurance	$0	$7,265,074	$9,627,835	$16,892,909
53 Real estate & rental	$23,890,623	$9,289,743	$15,550,986	$48,731,353
54 Professional- scientific & tech services	$0	$3,438,862	$3,613,671	$7,052,533
55 Management of companies	$0	$2,444,851	$1,118,601	$3,563,452
56 Administrative & waste services	$0	$6,492,346	$2,579,801	$9,072,147
61 Educational services	$24,524,314	$536,648	$966,777	$26,027,739
62 Health & social services	$94,999	$886	$14,150,300	$14,246,184
71 Arts- entertainment & recreation	$759,990	$258,621	$992,143	$2,010,754
72 Accommodation & food services	$10,016,863	$4,656,294	$4,645,114	$19,318,271
81 Other services	$0	$1,243,372	$3,221,620	$4,464,992
92 Government & non NAICs	$36,278,564	$353,017	$234,041	$36,865,623
Multiplier	1.59			

ILG Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$177,220	$89,081	$157,192	$423,493
Sub County Special Districts	$615,372	$329,320	$581,764	$1,526,456
County	$218,720	$117,049	$206,774	$542,543
State	$5,651,168	$1,833,922	$2,811,849	$10,296,939
Federal	$21,440,548	$4,752,607	$5,393,649	$31,586,804
Total Tax Impact	**$28,103,027**	**$7,121,979**	**$9,151,228**	**$44,376,235**

Economic Impacts for Smyrna Airport, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$55,900
Airport Expenditures	$69,900
Airport-Related Employment	1 Jobs
Induced Impacts	
Induced Impacts	$45,300
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	**$115,200**
Grand Total Income Impacts	**$71,300**
Grand Total Employment Impacts[1]	**1 Jobs**
Estimated State and Local Taxes	**$4,900**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	1	$54,100	$45,000	$64,900
On-Airport Capital Spending	0	$1,800	$2,200	$5,000
Visitor Spending	0	$0	$0	$0
Multiplier Impacts				
Indirect	0.1	$6,900	$9,000	$15,500
Induced	0	$8,500	$18,100	$29,800
Total Economic Impacts	**1**	**$71,300**	**$74,300**	**$115,200**

38N Employment

Description	Direct	Indirect	Induced	Total
Total	**0.5**	**0.1**	**0.2**	**0.8**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.0	0.0	0.0	0.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.0	0.0
48-49 Transportation & Warehousing	0.5	0.0	0.0	0.6
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0

38N Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech services	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational services	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.0
81 Other services	0.0	0.0	0.0	0.0
92 Government & non NAICs	0.0	0.0	0.0	0.0
Multiplier	1.56			

38N Income

Description	Direct	Indirect	Induced	Total
Total	**$55,921**	**$6,932**	**$8,440**	**$71,293**
11 Ag, Forestry, Fish & Hunting	$0	$2	$10	$12
21 Mining	$0	$1	$0	$1
22 Utilities	$0	$28	$85	$113
23 Construction	$1,806	$92	$73	$1,971
31-33 Manufacturing	$0	$12	$9	$21
42 Wholesale Trade	$0	$123	$229	$352
44-45 Retail trade	$0	$206	$1,479	$1,685
48-49 Transportation & Warehousing	$54,115	$4,223	$495	$58,833
51 Information	$0	$79	$96	$175
52 Finance & insurance	$0	$194	$426	$620
53 Real estate & rental	$0	$55	$75	$130
54 Professional- scientific & tech services	$0	$217	$326	$543
55 Management of companies	$0	($10)	($5)	($15)
56 Administrative & waste services	$0	$843	$399	$1,242
61 Educational services	$0	$2	$55	$57
62 Health & social services	$0	$0	$2,979	$2,980
71 Arts- entertainment & recreation	$0	$24	$138	$161
72 Accommodation & food services	$0	$62	$679	$741
81 Other services	$0	$606	$817	$1,423
92 Government & non NAICs	$0	$174	$75	$248
Multiplier	1.27			

38N GDP

Description	Direct	Indirect	Induced	Total
Total	**$47,188**	**$9,023**	**$18,023**	**$74,234**
11 Ag, Forestry, Fish & Hunting	$0	$3	$19	$22
21 Mining	$0	$1	$0	$1
22 Utilities	$0	$108	$316	$424
23 Construction	$2,204	$134	$102	$2,441
31-33 Manufacturing	$0	$26	$16	$42
42 Wholesale Trade	$0	$537	$540	$1,077
44-45 Retail trade	$0	$326	$2,298	$2,624
48-49 Transportation & Warehousing	$44,983	$3,853	$679	$49,515
51 Information	$0	$217	$257	$474
52 Finance & insurance	$0	$771	$1,490	$2,261
53 Real estate & rental	$0	$648	$5,562	$6,210
54 Professional- scientific & tech services	$0	$306	$513	$819
55 Management of companies	$0	$211	$112	$323
56 Administrative & waste services	$0	$1,080	$494	$1,574
61 Educational services	$0	$3	$60	$63
62 Health & social services	$0	$0	$3,244	$3,244
71 Arts- entertainment & recreation	$0	$55	$277	$331
72 Accommodation & food services	$0	$91	$1,009	$1,100
81 Other services	$0	$638	$1,005	$1,643
92 Government & non NAICs	$0	$16	$31	$46
Multiplier	1.57			

38N Output

Description	Direct	Indirect	Induced	Total
Total	**$69,891**	**$15,457**	**$29,873**	**$115,221**
11 Ag, Forestry, Fish & Hunting	$0	$3	$29	$32
21 Mining	$0	$3	$1	$4
22 Utilities	$0	$237	$686	$923
23 Construction	$5,000	$325	$242	$5,567
31-33 Manufacturing	$0	$157	$85	$243
42 Wholesale Trade	$0	$824	$1,060	$1,884
44-45 Retail trade	$0	$533	$4,140	$4,673
48-49 Transportation & Warehousing	$64,891	$5,722	$1,087	$71,700
51 Information	$0	$574	$743	$1,317
52 Finance & insurance	$0	$1,478	$2,784	$4,262

38N Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$1,267	$7,273	$8,540
54 Professional- scientific & tech services	$0	$556	$885	$1,441
55 Management of companies	$0	$467	$248	$715
56 Administrative & waste services	$0	$1,890	$918	$2,807
61 Educational services	$0	$5	$124	$129
62 Health & social services	$0	$0	$5,295	$5,295
71 Arts- entertainment & recreation	$0	$144	$476	$620
72 Accommodation & food services	$0	$178	$2,176	$2,353
81 Other services	$0	$911	$1,541	$2,452
92 Government & non NAICs	$0	$183	$79	$262
Multiplier	1.65			

38N Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$43	$25	$80	$148
Sub County Special Districts	$102	$58	$190	$351
County	$39	$22	$73	$134
State	$2,224	$581	$1,489	$4,294
Federal	$10,099	$1,389	$1,995	$13,483
Total Tax Impact	**$12,508**	**$2,075**	**$3,827**	**$18,410**

Economic Impacts for Summit Airport, New Castle County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$14,402,000
Airport Expenditures	$37,666,100
Airport-Related Employment	172 Jobs
Induced Impacts	
Induced Impacts	$10,517,600
Total Induced Employment Impacts	53 Jobs
Grand Total Dollar Impacts	**$48,183,700**
Grand Total Income Impacts	**$17,801,100**
Grand Total Employment Impacts[1]	**225 Jobs**
Estimated State and Local Taxes	**$1,722,200**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	169	$14,243,800	$25,648,800	$37,269,100
On-Airport Capital Spending	1.2	$88,800	$114,300	$250,000
Visitor Spending	1.9	$69,400	$84,700	$147,100
Multiplier Impacts				
Indirect	7.8	$616,400	$1,062,800	$1,887,400
Induced	45	$2,782,700	$5,449,200	$8,630,000
Total Economic Impacts	**225**	**$17,801,100**	**$32,359,800**	**$48,183,600**

EVY Employment

Description	Direct	Indirect	Induced	Total
Total	**172.1**	**7.8**	**45.2**	**225.1**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.2	0.2
23 Construction	1.2	0.0	0.3	1.5
31-33 Manufacturing	153.0	0.1	0.1	153.1
42 Wholesale Trade	0.0	1.8	1.0	2.8
44-45 Retail trade	0.3	0.2	7.6	8.1
48-49 Transportation & Warehousing	0.5	1.3	2.3	4.1
51 Information	0.0	0.2	0.4	0.6
52 Finance & insurance	0.0	0.3	2.9	3.2

EVY Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.4	1.8	2.2
54 Professional- scientific & tech services	0.0	1.5	1.7	3.2
55 Management of companies	0.0	0.4	0.4	0.9
56 Administrative & waste services	0.0	1.0	2.2	3.2
61 Educational services	0.0	0.0	1.4	1.4
62 Health & social services	0.0	0.0	11.4	11.5
71 Arts- entertainment & recreation	0.4	0.1	1.5	2.0
72 Accommodation & food services	0.7	0.2	5.7	6.6
81 Other services	0.0	0.2	3.9	4.2
92 Government & non NAICs	16.0	0.1	0.2	16.3
Multiplier	1.31			

EVY Income

Description	Direct	Indirect	Induced	Total
Total	**$14,401,993**	**$616,388**	**$2,782,746**	**$17,801,126**
11 Ag, Forestry, Fish & Hunting	$0	$7	$288	$295
21 Mining	$0	$43	$197	$240
22 Utilities	$0	$6,109	$26,353	$32,461
23 Construction	$88,791	$1,816	$19,126	$109,733
31-33 Manufacturing	$13,061,100	$8,112	$6,624	$13,075,836
42 Wholesale Trade	$0	$198,181	$123,462	$321,643
44-45 Retail trade	$11,054	$11,233	$327,676	$349,964
48-49 Transportation & Warehousing	$15,890	$55,721	$94,221	$165,832
51 Information	$0	$18,514	$46,242	$64,757
52 Finance & insurance	$0	$25,360	$227,592	$252,952
53 Real estate & rental	$0	$19,293	$81,447	$100,740
54 Professional- scientific & tech services	$0	$184,163	$207,942	$392,104
55 Management of companies	$0	($5,579)	($5,593)	($11,171)
56 Administrative & waste services	$0	$63,907	$143,014	$206,921
61 Educational services	$0	$493	$69,168	$69,661
62 Health & social services	$1,620	$14	$965,526	$967,160
71 Arts- entertainment & recreation	$10,807	$1,176	$37,661	$49,645
72 Accommodation & food services	$30,019	$5,944	$184,166	$220,129
81 Other services	$0	$13,936	$203,065	$217,001
92 Government & non NAICs	$1,182,711	$7,945	$24,567	$1,215,224
Multiplier	1.24			

EVY GDP

Description	Direct	Indirect	Induced	Total
Total	**$25,847,709**	**$1,062,853**	**$5,449,216**	**$32,359,778**
11 Ag, Forestry, Fish & Hunting	$0	$18	$736	$755
21 Mining	$0	$45	$198	$243
22 Utilities	$0	$22,307	$86,021	$108,328
23 Construction	$114,262	$2,928	$29,146	$146,336
31-33 Manufacturing	$24,191,714	$14,541	$19,069	$24,225,324
42 Wholesale Trade	$0	$329,481	$213,713	$543,194
44-45 Retail trade	$12,102	$17,006	$483,526	$512,633
48-49 Transportation & Warehousing	$15,439	$76,411	$128,086	$219,936
51 Information	$0	$43,341	$98,086	$141,427
52 Finance & insurance	$0	$74,410	$743,306	$817,715
53 Real estate & rental	$0	$69,224	$1,380,729	$1,449,953
54 Professional- scientific & tech services	$0	$219,119	$288,058	$507,177
55 Management of companies	$0	$86,166	$86,381	$172,546
56 Administrative & waste services	$0	$74,387	$169,995	$244,382
61 Educational services	$0	$573	$71,889	$72,461
62 Health & social services	$1,828	$19	$1,057,070	$1,058,917
71 Arts- entertainment & recreation	$12,870	$2,023	$58,825	$73,719
72 Accommodation & food services	$42,412	$8,507	$264,550	$315,470
81 Other services	$0	$15,129	$251,601	$266,730
92 Government & non NAICs	$1,457,083	$7,219	$18,231	$1,482,533
Multiplier	1.25			

EVY Output

Description	Direct	Indirect	Induced	Total
Total	**$37,666,136**	**$1,887,387**	**$8,630,171**	**$48,183,694**
11 Ag, Forestry, Fish & Hunting	$0	$20	$835	$855
21 Mining	$0	$217	$1,088	$1,305
22 Utilities	$0	$47,309	$175,052	$222,361
23 Construction	$250,000	$6,656	$65,550	$322,207
31-33 Manufacturing	$35,811,994	$53,304	$158,391	$36,023,688
42 Wholesale Trade	$0	$682,957	$421,155	$1,104,112
44-45 Retail trade	$22,651	$26,981	$849,658	$899,289
48-49 Transportation & Warehousing	$25,582	$147,875	$238,333	$411,790
51 Information	$0	$98,221	$215,424	$313,646
52 Finance & insurance	$0	$102,704	$1,100,399	$1,203,102

EVY Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$117,551	$1,781,482	$1,899,033
54 Professional- scientific & tech services	$0	$300,199	$414,486	$714,685
55 Management of companies	$0	$128,157	$128,476	$256,633
56 Administrative & waste services	$0	$122,589	$296,118	$418,706
61 Educational services	$0	$926	$108,699	$109,625
62 Health & social services	$2,953	$29	$1,631,132	$1,634,114
71 Arts- entertainment & recreation	$23,624	$5,858	$114,124	$143,606
72 Accommodation & food services	$72,249	$16,235	$533,405	$621,889
81 Other services	$0	$21,558	$369,460	$391,018
92 Government & non NAICs	$1,457,083	$8,042	$26,905	$1,492,030
Multiplier	1.28			

EVY Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$39,649	$3,910	$18,042	$61,601
Sub County Special Districts	$141,166	$14,604	$66,773	$222,542
County	$50,174	$5,191	$23,733	$79,097
State	$968,098	$68,073	$322,780	$1,358,951
Federal	$3,118,737	$131,896	$619,319	$3,869,953
Total Tax Impact	**$4,317,825**	**$223,673**	**$1,050,646**	**$5,592,144**

Economic Impacts for Civil Air Terminal, Dover AFB, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$315,900
Airport Expenditures	$662,500
Airport-Related Employment	8 Jobs
Induced Impacts	
Induced Impacts	$318,300
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	**$980,800**
Grand Total Income Impacts	**$398,400**
Grand Total Employment Impacts[1]	**9 Jobs**
Estimated State and Local Taxes	**$47,600**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	1	$47,500	$59,600	$59,600
On-Airport Capital Spending	0.2	$17,200	$22,800	$50,000
Visitor Spending	6.8	$251,300	$325,600	$553,000
Multiplier Impacts				
Indirect	1	$38,000	$76,800	$161,500
Induced	1	$44,400	$94,600	$156,700
Total Economic Impacts	**9**	**$398,400**	**$579,400**	**$980,800**

CAT Employment

Description	Direct	Indirect	Induced	Total
Total	**7.5**	**1.0**	**1.0**	**9.5**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	1.0	0.2	0.0	1.3
48-49 Transportation & Warehousing	0.5	0.0	0.1	0.7
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.1

CAT Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.0	0.2	0.2
54 Professional- scientific & tech services	0.1	0.0	0.1	0.2
55 Management of companies	0.0	0.0	0.1	0.1
56 Administrative & waste services	0.0	0.0	0.2	0.2
61 Educational services	0.0	0.0	0.0	0.0
62 Health & social services	0.1	0.2	0.0	0.4
71 Arts- entertainment & recreation	1.9	0.0	0.0	2.0
72 Accommodation & food services	3.3	0.1	0.1	3.4
81 Other services	0.0	0.1	0.1	0.2
92 Government & non NAICs	0.5	0.0	0.0	0.5
Multiplier	1.26			

CAT Income

Description	Direct	Indirect	Induced	Total
Total	**$315,933**	**$44,364**	**$38,076**	**$398,373**
11 Ag, Forestry, Fish & Hunting	$0	$55	$79	$133
21 Mining	$0	$1	$3	$4
22 Utilities	$0	$448	$1,055	$1,502
23 Construction	$5,645	$380	$608	$6,632
31-33 Manufacturing	$0	$49	$148	$197
42 Wholesale Trade	$0	$1,205	$1,552	$2,757
44-45 Retail trade	$35,292	$7,784	$2,016	$45,092
48-49 Transportation & Warehousing	$27,805	$2,593	$6,778	$37,176
51 Information	$0	$508	$1,061	$1,569
52 Finance & insurance	$0	$2,231	$2,254	$4,485
53 Real estate & rental	$0	$397	$1,316	$1,713
54 Professional- scientific & tech services	$11,517	$1,710	$5,346	$18,572
55 Management of companies	$0	($28)	($268)	($296)
56 Administrative & waste services	$0	$2,094	$8,189	$10,283
61 Educational services	$0	$285	$137	$422
62 Health & social services	$7,682	$15,677	$28	$23,388
71 Arts- entertainment & recreation	$52,137	$723	$946	$53,806
72 Accommodation & food services	$128,390	$3,561	$2,160	$134,111
81 Other services	$0	$4,299	$3,034	$7,333
92 Government & non NAICs	$47,466	$392	$1,635	$49,493
Multiplier	1.26			

CAT GDP

Description	Direct	Indirect	Induced	Total
Total	**$407,957**	**$94,593**	**$76,853**	**$579,404**
11 Ag, Forestry, Fish & Hunting	$0	$102	$173	$275
21 Mining	$0	$1	$4	$6
22 Utilities	$0	$1,671	$4,003	$5,674
23 Construction	$8,242	$533	$887	$9,663
31-33 Manufacturing	$0	$86	$207	$293
42 Wholesale Trade	$0	$2,848	$3,434	$6,282
44-45 Retail trade	$38,172	$12,092	$3,214	$53,478
48-49 Transportation & Warehousing	$27,983	$3,547	$7,631	$39,161
51 Information	$0	$1,357	$2,853	$4,210
52 Finance & insurance	$0	$7,845	$8,774	$16,618
53 Real estate & rental	$0	$29,069	$11,585	$40,654
54 Professional- scientific & tech services	$14,604	$2,692	$7,893	$25,190
55 Management of companies	$0	$588	$5,619	$6,207
56 Administrative & waste services	$0	$2,593	$10,419	$13,013
61 Educational services	$0	$311	$150	$461
62 Health & social services	$8,666	$17,067	$40	$25,773
71 Arts- entertainment & recreation	$66,214	$1,461	$2,101	$69,775
72 Accommodation & food services	$184,519	$5,290	$3,102	$192,911
81 Other services	$0	$5,279	$3,496	$8,776
92 Government & non NAICs	$59,557	$160	$1,267	$60,984
Multiplier	1.42			

CAT Output

Description	Direct	Indirect	Induced	Total
Total	**$662,521**	**$156,813**	**$161,460**	**$980,794**
11 Ag, Forestry, Fish & Hunting	$0	$155	$198	$353
21 Mining	$0	$5	$13	$19
22 Utilities	$0	$3,633	$8,838	$12,471
23 Construction	$20,000	$1,266	$2,153	$23,419
31-33 Manufacturing	$0	$452	$956	$1,408
42 Wholesale Trade	$0	$5,590	$6,749	$12,339
44-45 Retail trade	$75,503	$21,789	$5,172	$102,464
48-49 Transportation & Warehousing	$40,119	$5,682	$12,756	$58,557
51 Information	$0	$3,920	$9,419	$13,340
52 Finance & insurance	$0	$14,584	$14,723	$29,307

CAT Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$38,014	$36,043	$74,057
54 Professional- scientific & tech services	$30,000	$4,647	$14,639	$49,287
55 Management of companies	$0	$1,303	$12,454	$13,757
56 Administrative & waste services	$0	$4,813	$19,067	$23,880
61 Educational services	$0	$641	$316	$957
62 Health & social services	$14,079	$27,882	$60	$42,021
71 Arts- entertainment & recreation	$112,635	$2,506	$5,439	$120,579
72 Accommodation & food services	$310,628	$11,420	$5,589	$327,638
81 Other services	$0	$8,094	$5,202	$13,296
92 Government & non NAICs	$59,557	$417	$1,671	$61,644
Multiplier	1.48			

CAT Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$1,056	$390	$421	$1,867
Sub County Special Districts	$2,505	$925	$998	$4,428
County	$958	$354	$382	$1,694
State	$24,814	$7,009	$7,823	$39,646
Federal	$64,063	$8,867	$10,479	$83,410
Total Tax Impact	**$93,397**	**$17,545**	**$20,103**	**$131,045**

Economic Impacts for Dover AFB, Kent County, DE

Economic Impact Item	2022 Impact
Direct Impacts	
Airport-Related Payrolls	$313,860,000
Airport Expenditures	$337,871,400
Airport-Related Employment	5,050 Jobs
Induced Impacts	
Induced Impacts	$135,470,700
Total Induced Employment Impacts	831 Jobs
Grand Total Dollar Impacts	**$473,342,100**
Grand Total Income Impacts	**$352,205,500**
Grand Total Employment Impacts[1]	**5,881 Jobs**
Estimated State and Local Taxes	**$16,976,200**

[1]Jobs are rounded to the nearest full-time job

Impact Type	Employment	Income	GDP	Output
Direct				
On-Airport Employment	5,050	$313,860,000	$337,871,400	$337,871,400
On-Airport Capital Spending	0	$0	$0	$0
Visitor Spending	0	$0	$0	$0
Multiplier Impacts				
Indirect	0	$0	$0	$0
Induced	832	$38,345,500	$81,713,800	$135,470,700
Total Economic Impacts	**5,882**	**$352,205,500**	**$419,585,200**	**$473,342,100**

DOV Employment

Description	Direct	Indirect	Induced	Total
Total	**5,050.0**	**0.0**	**831.5**	**5,881.5**
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.7	0.7
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	2.5	2.5
23 Construction	0.0	0.0	4.8	4.8
31-33 Manufacturing	0.0	0.0	0.6	0.6
42 Wholesale Trade	0.0	0.0	13.4	13.4
44-45 Retail trade	0.0	0.0	175.7	175.7
48-49 Transportation & Warehousing	0.0	0.0	37.9	37.9
51 Information	0.0	0.0	6.9	6.9
52 Finance & insurance	0.0	0.0	53.8	53.8

DOV Employment

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	0.0	0.0	36.8	36.8
54 Professional- scientific & tech services	0.0	0.0	23.8	23.8
55 Management of companies	0.0	0.0	6.6	6.6
56 Administrative & waste services	0.0	0.0	34.8	34.8
61 Educational services	0.0	0.0	6.1	6.1
62 Health & social services	0.0	0.0	208.5	208.5
71 Arts- entertainment & recreation	0.0	0.0	21.3	21.3
72 Accommodation & food services	0.0	0.0	110.9	110.9
81 Other services	0.0	0.0	82.5	82.5
92 Government & non NAICs	5,050.0	0.0	3.7	5,053.7
Multiplier	1.16			

DOV Income

Description	Direct	Indirect	Induced	Total
Total	**$313,860,033**	**$0**	**$38,345,424**	**$352,205,457**
11 Ag, Forestry, Fish & Hunting	$0	$0	$47,240	$47,240
21 Mining	$0	$0	$822	$822
22 Utilities	$0	$0	$387,971	$387,971
23 Construction	$0	$0	$327,632	$327,632
31-33 Manufacturing	$0	$0	$42,751	$42,751
42 Wholesale Trade	$0	$0	$1,042,915	$1,042,915
44-45 Retail trade	$0	$0	$6,731,150	$6,731,150
48-49 Transportation & Warehousing	$0	$0	$2,237,963	$2,237,963
51 Information	$0	$0	$440,064	$440,064
52 Finance & insurance	$0	$0	$1,924,983	$1,924,983
53 Real estate & rental	$0	$0	$343,782	$343,782
54 Professional- scientific & tech services	$0	$0	$1,477,381	$1,477,381
55 Management of companies	$0	$0	($24,215)	($24,215)
56 Administrative & waste services	$0	$0	$1,808,782	$1,808,782
61 Educational services	$0	$0	$244,218	$244,218
62 Health & social services	$0	$0	$13,555,730	$13,555,730
71 Arts- entertainment & recreation	$0	$0	$624,859	$624,859
72 Accommodation & food services	$0	$0	$3,074,977	$3,074,977
81 Other services	$0	$0	$3,716,901	$3,716,901
92 Government & non NAICs	$313,860,033	$0	$339,518	$314,199,551
Multiplier	1.12			

DOV GDP

Description	Direct	Indirect	Induced	Total
Total	**$337,871,389**	**$0**	**$81,713,768**	**$419,585,157**
11 Ag, Forestry, Fish & Hunting	$0	$0	$88,472	$88,472
21 Mining	$0	$0	$955	$955
22 Utilities	$0	$0	$1,448,286	$1,448,286
23 Construction	$0	$0	$459,782	$459,782
31-33 Manufacturing	$0	$0	$74,414	$74,414
42 Wholesale Trade	$0	$0	$2,464,753	$2,464,753
44-45 Retail trade	$0	$0	$10,456,627	$10,456,627
48-49 Transportation & Warehousing	$0	$0	$3,059,213	$3,059,213
51 Information	$0	$0	$1,175,128	$1,175,128
52 Finance & insurance	$0	$0	$6,785,171	$6,785,171
53 Real estate & rental	$0	$0	$25,068,944	$25,068,944
54 Professional- scientific & tech services	$0	$0	$2,326,297	$2,326,297
55 Management of companies	$0	$0	$507,992	$507,992
56 Administrative & waste services	$0	$0	$2,239,925	$2,239,925
61 Educational services	$0	$0	$267,243	$267,243
62 Health & social services	$0	$0	$14,756,938	$14,756,938
71 Arts- entertainment & recreation	$0	$0	$1,264,883	$1,264,883
72 Accommodation & food services	$0	$0	$4,567,966	$4,567,966
81 Other services	$0	$0	$4,562,292	$4,562,292
92 Government & non NAICs	$337,871,389	$0	$138,487	$338,009,876
Multiplier	1.24			

DOV Output

Description	Direct	Indirect	Induced	Total
Total	**$337,871,389**	**$0**	**$135,470,757**	**$473,342,146**
11 Ag, Forestry, Fish & Hunting	$0	$0	$133,383	$133,383
21 Mining	$0	$0	$4,626	$4,626
22 Utilities	$0	$0	$3,148,165	$3,148,165
23 Construction	$0	$0	$1,091,823	$1,091,823
31-33 Manufacturing	$0	$0	$391,174	$391,174
42 Wholesale Trade	$0	$0	$4,837,711	$4,837,711
44-45 Retail trade	$0	$0	$18,842,113	$18,842,113
48-49 Transportation & Warehousing	$0	$0	$4,901,102	$4,901,102
51 Information	$0	$0	$3,393,893	$3,393,893
52 Finance & insurance	$0	$0	$12,588,942	$12,588,942

DOV Output

Description	Direct	Indirect	Induced	Total
53 Real estate & rental	$0	$0	$32,786,306	$32,786,306
54 Professional- scientific & tech services	$0	$0	$4,014,883	$4,014,883
55 Management of companies	$0	$0	$1,125,872	$1,125,872
56 Administrative & waste services	$0	$0	$4,157,135	$4,157,135
61 Educational services	$0	$0	$549,759	$549,759
62 Health & social services	$0	$0	$24,116,310	$24,116,310
71 Arts- entertainment & recreation	$0	$0	$2,167,701	$2,167,701
72 Accommodation & food services	$0	$0	$9,866,068	$9,866,068
81 Other services	$0	$0	$6,993,500	$6,993,500
92 Government & non NAICs	$337,871,389	$0	$360,290	$338,231,679
Multiplier	1.40			

DOV Tax Impact Summary

Description	Direct	Indirect	Induced	Total
Sub County General	$0	$0	$363,691	$363,691
Sub County Special Districts	$0	$0	$862,785	$862,785
County	$0	$0	$330,112	$330,112
State	$8,658,830	$0	$6,760,786	$15,419,615
Federal	$61,528,902	$0	$9,055,249	$70,584,152
Total Tax Impact	**$70,187,732**	**$0**	**$17,372,623**	**$87,560,355**

Delaware Economic Impact
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