

# ORLANDO INTERNATIONAL AIRPORT

## AIRPORT ECONOMIC IMPACTS



**309,918**  
JOBS



**\$13.0B**  
PAYROLL



**\$23.0B**  
VALUE ADDED

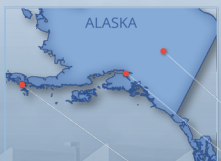


**\$41.4B**  
ECONOMIC  
IMPACT  
(OUTPUT)

## About Orlando International Airport

Orlando International Airport (MCO) is a Primary Large Hub commercial service airport located in the City of Orlando, approximately seven miles southeast of downtown Orlando. The airport has four runways, with parallel Runways 18L/36R and 18R/36L measuring just over 12,000 feet long by 200 feet wide. Ranked the seventh busiest airport in the U.S. and the busiest in Florida in terms of enplanements, Orlando International Airport is served by 35 passenger airlines and offers nonstop flights to more than 140 destinations worldwide. MCO has an on-site hotel, ten rental car agencies, 130 shops and restaurants, and several aircraft maintenance facilities. Serving as a gateway to central Florida's many attractions, Port Canaveral, and the Orange County Convention Center, MCO is a major driver of economic activity for the state. This economic activity is expected to increase with the construction of the South Terminal Complex (STC) scheduled to open in summer 2022. The STC is a \$3-billion, state-of-the-art terminal with 19 gates, an automated people mover, and the Intermodal Terminal Facility (ITF) – the central Florida passenger station of the Brightline High Speed train that connects the airport with Miami and several cities along the east coast of Florida.

## Orlando International Airport Route Map (CY 2021 data)



## STATEWIDE ECONOMIC IMPACTS<sup>1</sup>



**2,009,088**  
JOBS



**\$109B**  
PAYROLL



**\$170B**  
VALUE ADDED



**\$336B**  
ECONOMIC  
IMPACT  
(OUTPUT)

<sup>1</sup>Totals include new off-airport air cargo impacts developed for this update



## STUDY OVERVIEW

Florida's over 125 public-use airports are economic engines for the state, representing some of the largest aviation facilities in the world and providing critical transportation connections for their local communities. By supporting jobs both on- and off-airport property, Florida's airports support the infrastructure necessary for important activities such as manufacturing, logistics, tourism, and emergency response.

In 2021, Florida welcomed over 43 million out-of-state visitors through its commercial service airports and over 4.6 million visitors through its general aviation airports. Over 3,500 businesses operate at Florida's airports and their 161,000 direct employees create substantial economic impacts.

To help quantify and communicate these immense contributions, the FDOT Aviation Office initiated the development of the 2022 Florida Aviation Economic Impact Study. This study calculates each airport's annual monetary contribution to their local, regional, and statewide economies. This study determined that Florida's aviation system generated 2,009,088 jobs and contributed \$336 billion in 2021 to the state's economy, accounting for 13.5% of Florida's gross domestic product (GDP).<sup>2</sup>

<sup>2</sup>Totals include new off-airport air cargo impacts developed for this update



Credit: GOAA, Greater Orlando Aviation Authority



## What is Economic Impact?

The economic impacts of each airport and the state are defined by the total jobs, payroll, value added, and economic impact (output) generated by aviation in the state. These are defined as:



### **JOBS**

The sum of full-time and part-time employees, and account for the total number of people employed as a result of the airport or company within a defined geography or industry.



### **PAYROLL**

Total compensation for work, including gross wages, salaries, employer-provided benefits and taxes paid to governments on behalf of employees.



### **VALUE ADDED**

Consists of compensation of employees, taxes paid on production and imports, and gross operating surplus. Value added equals the difference between an industry's gross output and the cost of its intermediate inputs.



### **ECONOMIC IMPACT (OUTPUT)**

The value of sales or receipts and other operating income along with any inventory change (e.g., spoilage, breakage, or theft). It is the equivalent of value added plus the cost of all intermediate inputs (including energy, raw materials, semi-finished goods, and services) that are purchased from all sources/locations.



### **OFF-AIRPORT AIR CARGO**

Off-airport air cargo is a new component of this study which assesses the cargo activity that interacts with Florida's businesses and relies on Florida's airports. The off-airport air cargo component was developed to highlight Florida's diverse industries that depend on airports to support business activity.