

# BROOKSVILLE – TAMPA BAY REGIONAL AIRPORT

## AIRPORT ECONOMIC IMPACTS



**6,091**  
JOBS



**\$327M**  
PAYROLL



**\$598M**  
VALUE ADDED



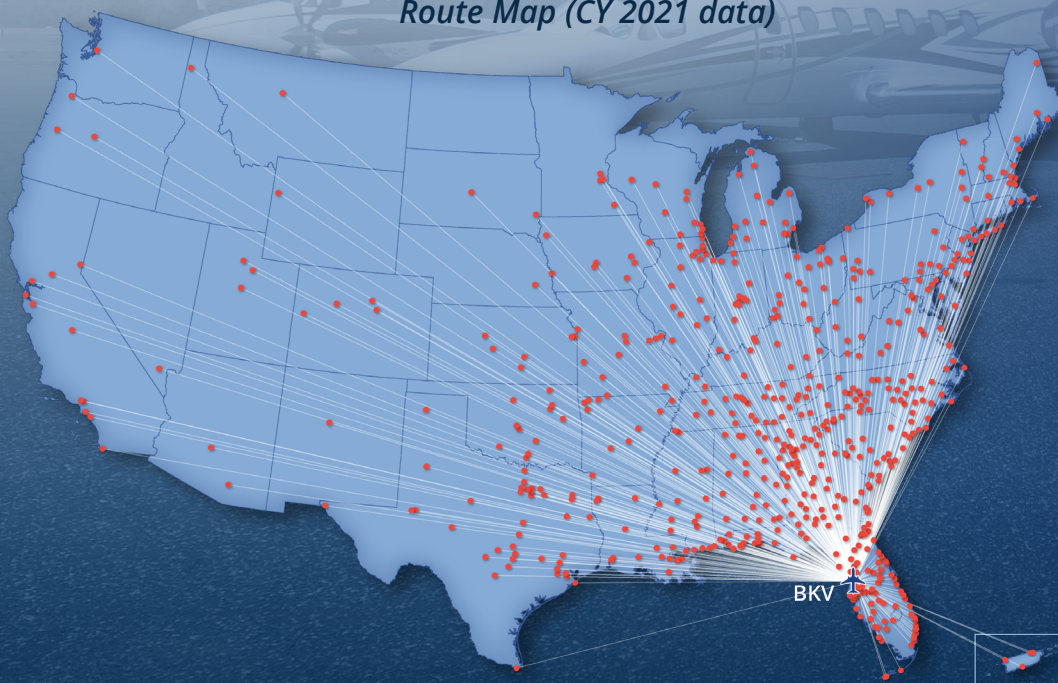
**\$1.3B**  
ECONOMIC  
IMPACT  
(OUTPUT)

## About Brooksville – Tampa Bay Regional Airport

Brooksville – Tampa Bay Regional Airport (BKV) is a general aviation (GA) airport located in Hernando County, approximately 35 miles north of Tampa. The airport is publicly owned and operated by the Hernando County Board of County Commissioners. The airport has two runways, the longest of which measures 7,001 feet long by 150 feet wide (Runway 09/27). The airport can accommodate a range of GA aircraft, including business jets, and military aircraft. As such, the airport primarily supports military training, corporate/business aviation, flight training, and emergency medical operations. A Florida Army National Guard Aviation Support facility is located at the airport. The onsite flight school attracts domestic and international students from across the world and partners with the local state college to support collegiate aviation programs. Additionally, BKV supports hurricane relief efforts in partnership with Duke Energy, which maintains an emergency response plan to use the airport as a staging area for hurricane relief efforts in the event of a storm. The airport supports the local community by hosting various annual events for the public.

### Brooksville-Tampa Bay Regional 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



## 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.