

## AIRPORT ECONOMIC IMPACTS



**8,164**  
JOBS



**\$523M**  
PAYROLL



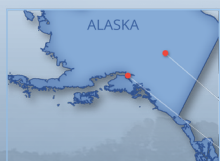
**\$803M**  
VALUE ADDED



**\$1.9B**  
ECONOMIC  
IMPACT  
(OUTPUT)

## About Cecil Airport

Cecil Airport (VQQ) is located in southwest Jacksonville and serves a unique role in the state's aviation landscape. VQQ is one of nine FAA-licensed horizontal-launch commercial spaceports in the United States. As a result, Cecil Airport is an important contributor in the growth of Florida's spaceport industry. The airport has four runways, the longest of which measures 12,503 feet by 200 feet wide (Runway 18L/36R). This facility is the longest non-commercial public-use runway in Florida, and the third-longest among all runways in the state. Numerous businesses supporting the Department of Defense and Department of Homeland Security are based at the airport. Many tenants are drawn both by the aerospace and defense activities occurring at VQQ, as well as physical infrastructure provided. Several tenants, including The Boeing Company, provide maintenance, repair, and overhaul services for commercial and military aircraft. Already a significant presence at VQQ, The Boeing Company is currently planning a \$160 million expansion project slated to open in 2024. The airport opened an air traffic control tower that includes a mission control center for the spaceport in July 2021. With numerous business operations, the success of its unique spaceport, and hundreds of acres available for development, Cecil Airport is poised to grow its impact on the aviation community, and the Florida economy, for many years to come.



## Cecil 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.