

# ST PETE-CLEARWATER INTERNATIONAL AIRPORT

## AIRPORT ECONOMIC IMPACTS



**20,774**  
JOBS



**\$1.0B**  
PAYROLL



**\$1.8B**  
VALUE ADDED



**\$3.4B**  
ECONOMIC  
IMPACT  
(OUTPUT)

## About St Pete-Clearwater International Airport

St. Pete-Clearwater International Airport (PIE) is a Primary Small Hub commercial service airport located in Pinellas County, approximately 10 miles north of downtown St. Petersburg. The airport offers two paved runways, the longest of which measures 9,730 feet long by 150 feet wide (Runway 18/36). In 2021, the airport served over two million passengers, with July 2021 being the airport's busiest month ever. The airport is served by Allegiant Air, Sun Country Airlines, and Swoop, three low-cost carriers primarily serving the leisure market. These airlines provide nonstop service to 65 destinations in the United States and Canada. Air charters are available to Gulfport-Biloxi, Mississippi and Atlantic City, New Jersey. PIE also accommodates air charters for Major League Baseball's National League during the Grapefruit League's Spring Training events. In addition to passenger service, PIE supports air cargo/freight, military, and law enforcement activities. PIE is home to an active U.S. Coast Guard Air Station and U.S. Army Reserve Unit and is frequently used by the Pinellas County Sheriff's Office Aviation Unit. The adjacent 2,000-acre Airport Industrial Park is a designated Foreign Trade Zone, further enhancing PIE's economic contribution to its community and the state.

### St Pete-Clearwater 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



## 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.