

AIRPORT ECONOMIC IMPACTS



11,319
JOBS



\$541M
PAYROLL



\$902M
VALUE ADDED



\$1.7B
ECONOMIC
IMPACT
(OUTPUT)

About Punta Gorda Airport

Punta Gorda Airport (PGD) is a Primary Small Hub commercial service airport located east of downtown Punta Gorda in Charlotte County. The airport offers three paved runways, the longest of which measures 7,193 feet long by 150 feet wide (Runway 04/22). Offering scheduled commercial service through Allegiant and Sun Country Airlines, PGD connects passengers to over 50 nonstop destinations across the United States. Flights primarily cater to leisure travelers visiting Punta Gorda, Port Charlotte, and other picturesque towns and beaches of Florida's central Gulf Coast. With an FAA contract tower, the airport also safely accommodates a variety of general aviation (GA) activities. These operations include recreational flying, flight training, corporate/business aviation, aerial sightseeing tours, air charters, air medical transportation, and much more. To better support GA operations, the airport is currently constructing a new 13,000 square foot fixed based facility titled the PGD Air Center, due to open in the summer of 2022. PGD hosts 17 aviation-related tenants, including multiple on-airport aircraft maintenance and repair providers, flight schools, and other educational institutions. The airport also supports 22 non-aviation-related buildings and land leases. The diversity in both aviation and non-aviation-related activities supported by the Punta Gorda Airport benefits not only the airport, but the entire community and state.

Punta Gorda Airport

Route Map (CY 2021 data)



STATEWIDE ECONOMIC IMPACTS¹



2,009,088
JOBS



\$109B
PAYROLL



\$170B
VALUE ADDED



\$336B
ECONOMIC
IMPACT
(OUTPUT)

¹Totals 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).²

²Totals 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.