

AIRPORT ECONOMIC IMPACTS



3,557
JOBS



\$168M
PAYROLL



\$282M
VALUE ADDED



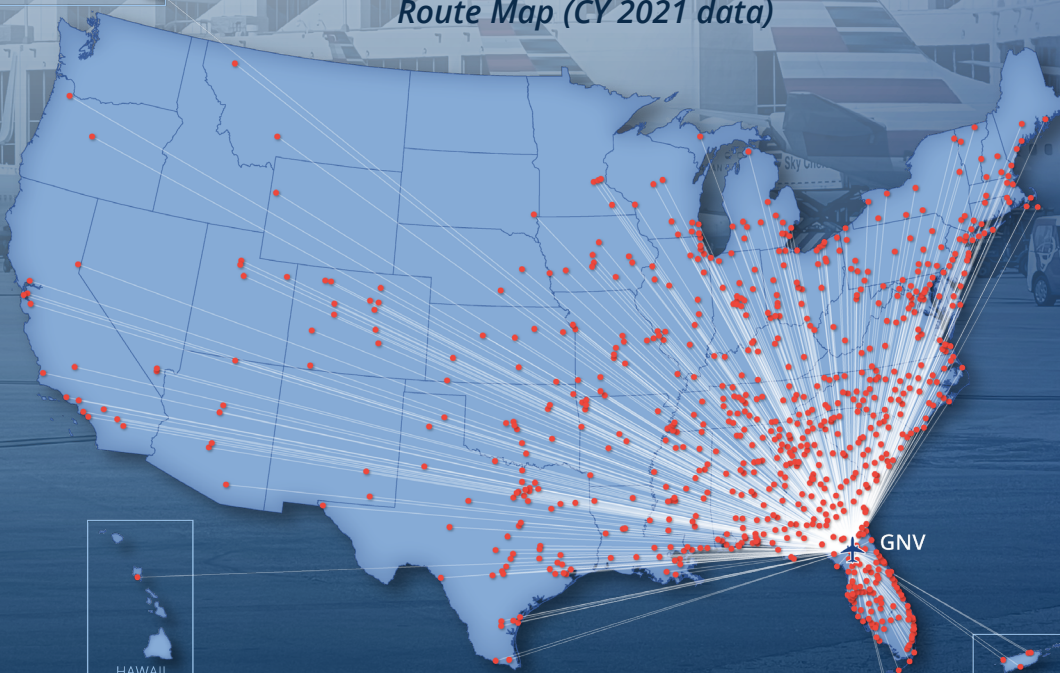
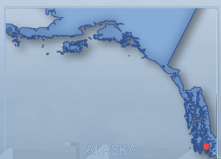
\$556M
ECONOMIC
IMPACT
(OUTPUT)

About Gainesville Regional Airport

Gainesville Regional Airport (GNV) is a commercial service airport in north-central Florida located three miles northeast of downtown Gainesville. GNV is publicly owned and operated by the Gainesville - Alachua County Regional Airport Authority, which is an independent special district of the state. The airport has two runways (11/29, 07/25), the longest of which measures 7,504 feet long by 150 feet wide. Delta Air Lines and American Airlines provide daily scheduled commercial service to Atlanta, Georgia; Charlotte, North Carolina; Dallas, Texas; and Miami, Florida. Charter airlines, such as Sun Country Airlines, also serve GNV, flying leisure travelers from north Florida to destinations around the country. Gainesville is home to the University of Florida and is a destination for business and academic travelers visiting the school and associated institutions. In addition to the airlines, GNV hosts more than 15 businesses that offer a wide variety of aviation and non-aviation-related services. The University Air Center provides fixed-base operator (FBO) services, charter flights, and flight training for general aviation users. GNV is home to the University of Florida Athletic Association Flight Department, which flies coaches and teams to sporting events around the country. The airport's industrial park has also grown in recent years, increasing the economic activity generated by the airport for the community and state.

Gainesville Regional 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.