

AIRPORT ECONOMIC IMPACTS



24,223
JOBS



\$1.1B
PAYROLL



\$1.9B
VALUE ADDED



\$3.5B
ECONOMIC
IMPACT
(OUTPUT)

About Orlando Sanford International Airport

Orlando Sanford International Airport (SFB) is a Primary Small Hub commercial airport located in Seminole County within the City of Sanford, approximately 18 miles northeast of downtown Orlando. The airport is publicly owned by the Sanford Airport Authority (SAA) and operated through a public/private partnership between SAA and Airports Worldwide. The airport has four runways, the longest of which measures 11,002 feet long by 150 feet wide (Runway 9L/27R). Three airlines provide year-round service and two airlines operate on a seasonal and/or charter basis. These airlines offer flights to 80 destinations in the U.S. and Canada. A recent terminal renovation and expansion project increased gate capacity to accommodate an influx of airlines and passengers. In addition to scheduled and unscheduled passenger service, SFB accommodates a variety of general aviation activities. Notably, the majority of operations at Orlando Sanford International Airport are associated with flight training. The airport is home to several large flight training providers including a large national flight school. SFB also elicits a great deal of corporate/business aviation, largely drawn by an onsite maintenance, repair, and overhaul (MRO) tenant that caters to corporate jets and proximity to Orlando-area attractions. In the community, the airport frequently partners with local schools and organizations to expose students to careers and other opportunities in aviation.

Orlando Sanford International 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.