

MIAMI-OPA LOCKA EXECUTIVE AIRPORT

AIRPORT ECONOMIC IMPACTS



5,288
JOBS



\$271M
PAYROLL



\$438M
VALUE ADDED



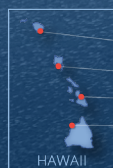
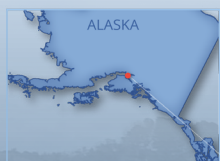
\$841M
ECONOMIC
IMPACT
(OUTPUT)

About Miami-Opa Locka Executive Airport

Miami-Opa Locka Executive Airport (OPF) is a general aviation (GA) airport owned by Miami-Dade County, located 12 miles northwest of downtown Miami. The airport provides three runways, the longest of which is 8,002 feet long by 150 feet wide (Runway 9L/27R). The airport is an FAA-designated Reliever to the Miami International Airport (MIA). For pilots and passengers traveling by GA, OPF offers convenient access to some of the region's most popular and well-known attractions including Miami Beach, Hard Rock Stadium, and Marlins Park. The airport accommodates a variety of GA activities, such as corporate/business aviation, flight training, and air medical operations. Aircraft, pilots, and passengers are supported by three fixed base operators (FBOs); a variety of aircraft maintenance and repair services; and an on-site United States (U.S.) Customs and Border Protection facility. The busiest U.S. Coast Guard/Sea Rescue Station in the nation is also located at OPF. The airport has experienced significant development in the past several years. Notably, a 280,000-square-foot Amazon distribution center was recently constructed on-airport property. Other major construction projects include a Bombardier facility and Sky Harbor hangars. The Concoors Club opened on airport property in 2021, a unique, members-only automotive country club that combines a motorsports facility with a high-end luxury resort.

Miami-Opa Locka Executive 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.