

### AIRPORT ECONOMIC IMPACTS



**759**  
JOBS



**\$31.8M**  
PAYROLL



**\$52.5M**  
VALUE ADDED



**\$102M**  
ECONOMIC  
IMPACT  
(OUTPUT)

### About Peter O Knight Airport

Peter O Knight Airport (TPF) is located on Davis Island in Hillsborough County, approximately three miles south of downtown Tampa. The airport is owned and operated by the Hillsborough County Aviation Authority. The airport has two intersecting runways, the longest runway of which measures 3,583 feet long by 100 feet wide (Runway 04/22). The airport accommodates general aviation (GA) aircraft and serves a variety of recreational and business activities, including flight training, public air charters, and aerial sightseeing tours. The airport offers a gateway into Tampa Bay, offering visitors access to the many attractions of the area, including the Tampa Convention Center and Port of Tampa cruise ship terminal. Local news stations use the airport for traffic and news reporting. The airport also supports emergency medical operations to and from nearby regional hospitals. A full-service fixed-base operator (FBO) and a maintenance and service shop are located at the airport to serve a variety of aviator needs. The airport supports numerous community and organization events throughout the year, including the annual Mooney Summit, Special Operations Forces Industry Conference (SOFIC), and past Florida Aviation Business Association conferences. During SOFIC, the airfield is used as a base for aircraft, equipment, and live demonstrations.

**Peter O Knight 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.