

FLORIDA

According to the 2022 Florida Aviation Economic Impact Study, general aviation airports in Florida contribute more than \$27.4 billion to the state's economy annually.

Aviation by the Numbers

According to FAA data, Florida is home to 100 public-use general aviation airports, 97,112 pilots, and 21,738 registered aircraft.

Number of Jobs

According to the 2022 Florida Aviation Economic Impact Study, general aviation airports support more than 156,000 jobs and an annual payroll of more than \$7.9 billion.

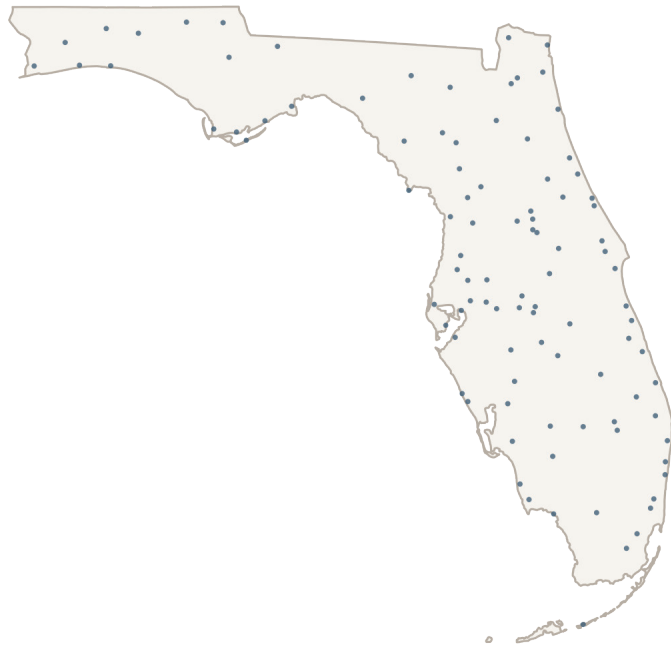
Economic Impact

According to the same study, general aviation airports in Florida contribute more than \$27.4 billion to the state's economy annually.

According to FAA data, Florida is home to 641 repair stations, 109 FAA-approved pilot schools, 38,122 student pilots, and 16,904 flight instructors.

The state has 153 fixed-base operators according to the AC-U-KWIK database.

According to the University Aviation Association, there are 17 flight departments in Florida including Florida Memorial University in Miami Gardens, Embry-Riddle Aeronautical University in Daytona Beach, Florida Institute of Technology in Melbourne, Florida State College at Jacksonville in Jacksonville, Jacksonville University in Jacksonville, Lynn University in Boca Raton, Miami Dade College in Miami, and Pasco Hernando State College in New Port Richey.



Florida: Advanced Air Mobility

Florida has moved advanced air mobility from statewide planning into infrastructure development and operational testing. In October 2025, the state announced that construction of the first of two vertiports was underway at SunTrax, FDOT's technology-testing facility, establishing what the governor's office described as the nation's first advanced air mobility aerial test bed with dedicated airspace. Located along the I-4 corridor between Tampa and Orlando, SunTrax Air serves as Florida's dedicated AAM research and development hub. In July 2026, FDOT announced a partnership with eVTOL manufacturer Eve Air Mobility to evaluate the infrastructure, operational procedures, and airspace navigation requirements needed to integrate AAM into Florida's transportation network.

The state has matched the physical investment with statutory authority. Transportation legislation enacted in 2025 directed FDOT to address vertiports and advanced air mobility in the statewide aviation system plan and its annual work program, and established a departmental subject matter expert to serve as a resource for local jurisdictions evaluating AAM proposals. The state expanded that framework in 2026 through the Advanced Air Mobility Competitiveness and Infrastructure Act. The law added vertiports and charging systems to the types of infrastructure that may qualify for public-private partnerships. It also authorized FDOT to fund up to 100 percent of eligible project costs of a public or private vertiport when federal funds are unavailable, or up to 80 percent of the nonfederal share when federal funding is available. Florida was also one of eight partners selected by the FAA in March 2026 for its eVTOL Integration Pilot Program, which is designed to inform the standards and regulatory frameworks needed for early advanced air mobility operations.

That implementation effort builds on several years of statewide preparation. FDOT published an advanced air mobility roadmap and recommended standards in 2022, examined the compatibility of existing airports and surrounding airspace and land uses, and subsequently developed a land-use and site-approval guidebook and planning resources for local governments.



Source: BETA Technologies

Existing general aviation airports are expected to provide part of the foundation for the emerging network. Kissimmee Gateway Airport, a general aviation reliever serving the Orlando region, commissioned electric-aircraft fast charging infrastructure in partnership with BETA Technologies in March 2026—part of a charging network now installed at six airports statewide—and has identified space for a future vertiport in its airport master plan. The airport supports business aviation and substantial flight-training activity but has no scheduled passenger service. Its preparations illustrate how existing airports can combine aviation facilities, suitable sites, utility access, and established operating expertise to accommodate new aircraft alongside traditional general aviation activity.