



Industry Spotlight

Aviation & Aerospace

Polk County, Florida



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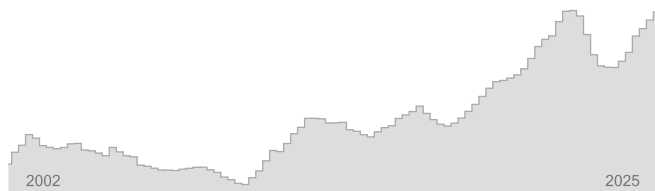
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Spotlight Summary

Aviation & Aerospace
Polk County, Florida – 2025Q2

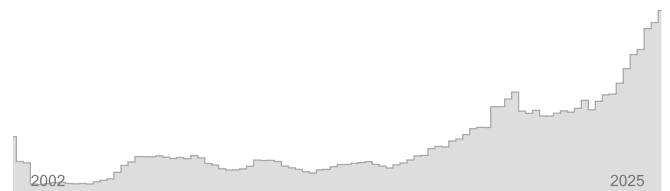
EMPLOYMENT



490

Regional employment / **1,626,719** in the nation

WAGES



\$75,610

Avg Wages per Worker / **\$113,063** in the nation

5.9% ↑

Avg Ann % Change Last 10 Years / **+2.0%** in the U.S.



0.2%

% of Total Employment / **1.0%** in the U.S.

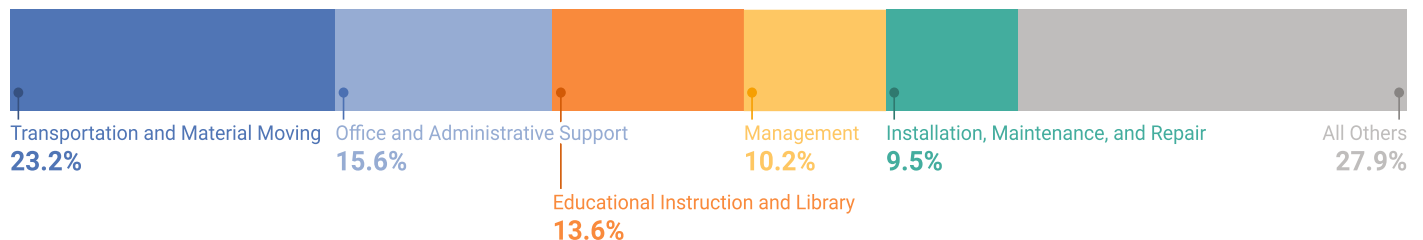


6.7% ↑

Avg Ann % Change Last 10 Years / **+3.3%** in the U.S.



TOP OCCUPATION GROUPS



TOP INDUSTRIES

Avg Ann % Change in Employment, Last 10 Years

5.2 % ↑



Flight Training

n/a ↑



Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing

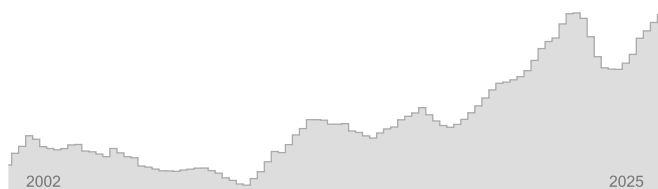
-2.9 % ↓



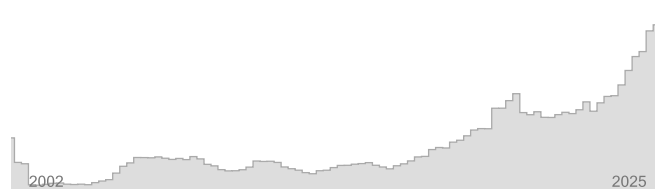
Other Support Activities for Air Transportation

Industry Snapshot

EMPLOYMENT



WAGES

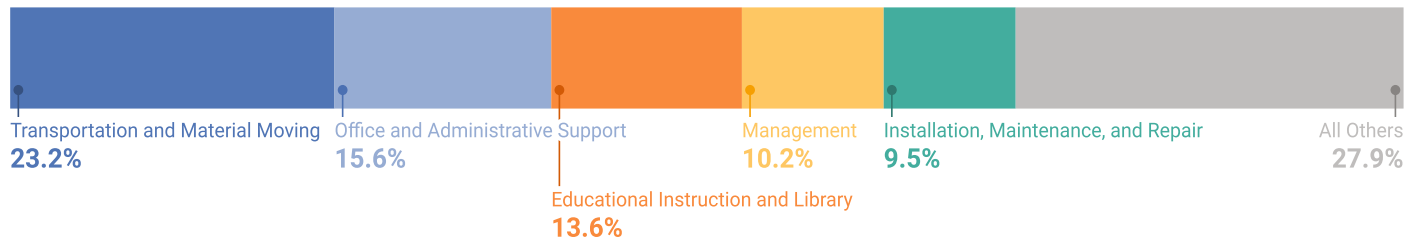


| 6-Digit Industry | Empl | Avg Ann Wages | LQ | 5yr History | Annual Demand | Forecast Ann Growth |
|---|------------|-----------------|-------------|-------------|---------------|---------------------|
| Flight Training | 165 | \$79,449 | 3.07 | | 18 | 2.2% |
| Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing | 88 | \$103,085 | 0.41 | | 9 | 2.1% |
| Other Support Activities for Air Transportation | 87 | \$50,917 | 0.35 | | 11 | 2.2% |
| Other Nonscheduled Air Transportation | 47 | \$108,758 | 3.29 | | 6 | 2.3% |
| Scheduled Freight Air Transportation | 30 | \$64,672 | 1.24 | | 4 | 2.2% |
| Nonscheduled Chartered Passenger Air Transportation | 29 | \$39,881 | 0.40 | | 4 | 2.3% |
| Air Traffic Control | 12 | \$80,955 | 0.33 | | 2 | 2.2% |
| Aircraft Manufacturing | 8 | \$40,360 | 0.02 | | 1 | 2.8% |
| Aircraft Engine and Engine Parts Manufacturing | 7 | \$57,591 | 0.04 | | 1 | 2.7% |
| Other Airport Operations | 7 | \$32,935 | 0.02 | | 1 | 2.2% |
| Remaining Component Industries | 9 | \$56,792 | 0.04 | | 1 | 2.7% |
| Aviation & Aerospace | 490 | \$75,610 | 0.17 | | 57 | 2.2% |


💡 Employment is one of the broadest and most timely measures of a region's economy. Fluctuations in the number of jobs shed light on the health of an industry. A growing employment base creates more opportunities for regional residents and helps a region grow its population.

💡 Since wages and salaries generally compose the majority of a household's income, the annual average wages of a region affect its average household income, housing market, quality of life, and other socioeconomic indicators.

Staffing Pattern



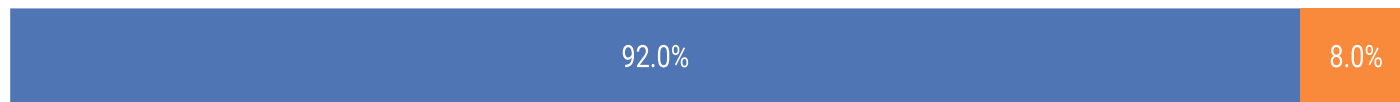
| 6-digit Occupation | Empl | Avg Ann Wages | Annual Demand |
|--|------------|---------------|---------------|
| Career/Technical Education Teachers, Postsecondary | 47 | \$61,000 | 5 |
| Commercial Pilots | 41 | \$92,700 | 6 |
| Aircraft Mechanics and Service Technicians | 29 | \$64,200 | 3 |
| Reservation and Transportation Ticket Agents and Travel Clerks | 16 | \$48,100 | 2 |
| Laborers and Freight, Stock, and Material Movers, Hand | 12 | \$40,700 | 2 |
| General and Operations Managers | 12 | \$137,900 | 1 |
| Customer Service Representatives | 10 | \$45,200 | 1 |
| Office Clerks, General | 9 | \$46,200 | 1 |
| Aircraft Service Attendants | 9 | \$42,700 | 2 |
| Flight Attendants | 9 | \$82,200 | 2 |
| Remaining Component Occupations | 264 | \$83,300 | 32 |
| Total | 459 | | |

 The mix of occupations points to the ability of a region to support an industry and its flexibility to adapt to future demand. Industry wages are a component of the cost of labor for regional employers.

Employment Distribution by Type

The table below shows the employment mix by ownership type for Aviation & Aerospace for Polk County, Florida. Four of these ownership types — federal, state, and local government and the private sector — together constitute “Covered Employment” (employment covered by the Unemployment Insurance programs of the United States and reported via the Quarterly Census of Employment and Wages).

“Self-Employment” refers to unincorporated self-employment and represents workers whose primary job is self-employment (that is, these data do not include workers whose primary job is a wage-and-salary position that is supplemented with self-employment).



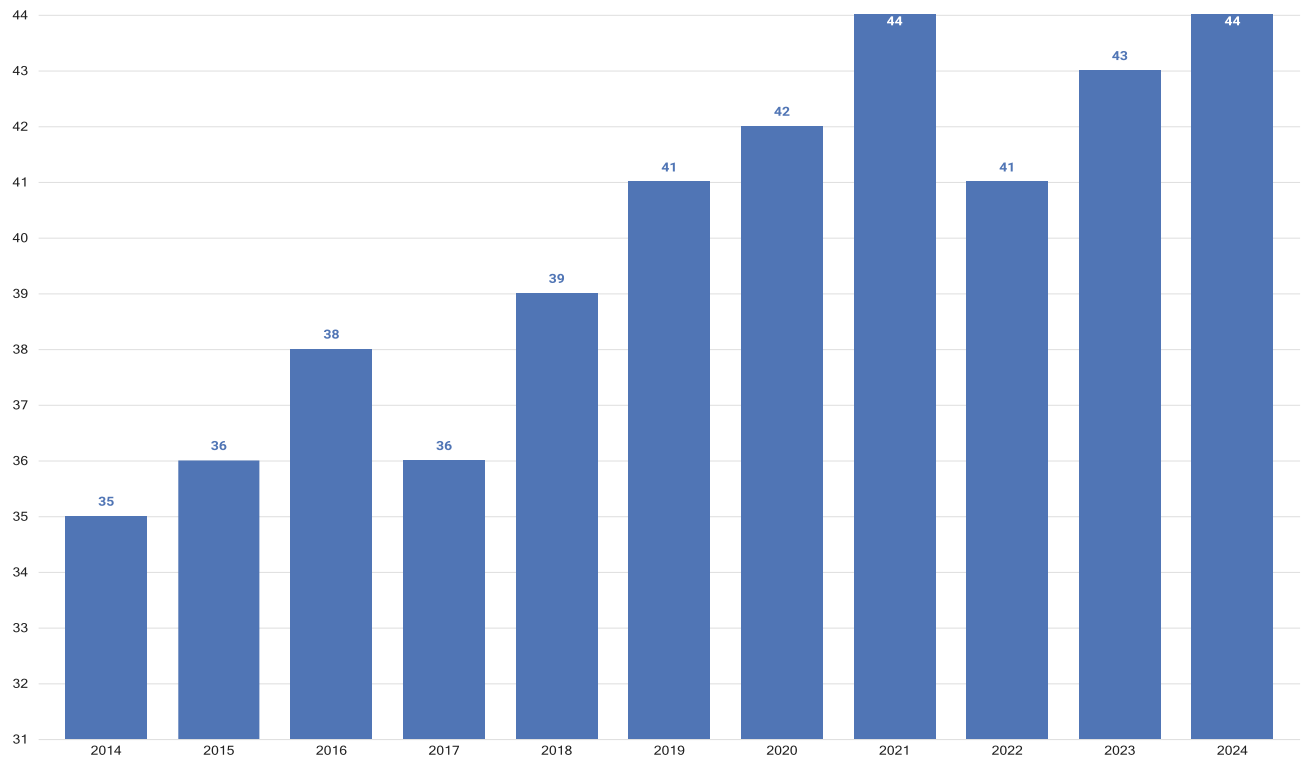
| | Empl | % |
|-----------------|------|-------|
| Private | 451 | 92.0% |
| Self-Employment | 39 | 8.0% |

Source: JobsEQ®

Strong entrepreneurial activity is indicative of growing industries. Using self-employment as a proxy for entrepreneurs, a higher share of self-employed individuals within a regional industry points to future growth.

Establishments

In 2024, there were 44 Aviation & Aerospace establishments in Polk County, Florida (per covered employment establishment counts), an increase from 35 establishments ten years earlier in 2014.



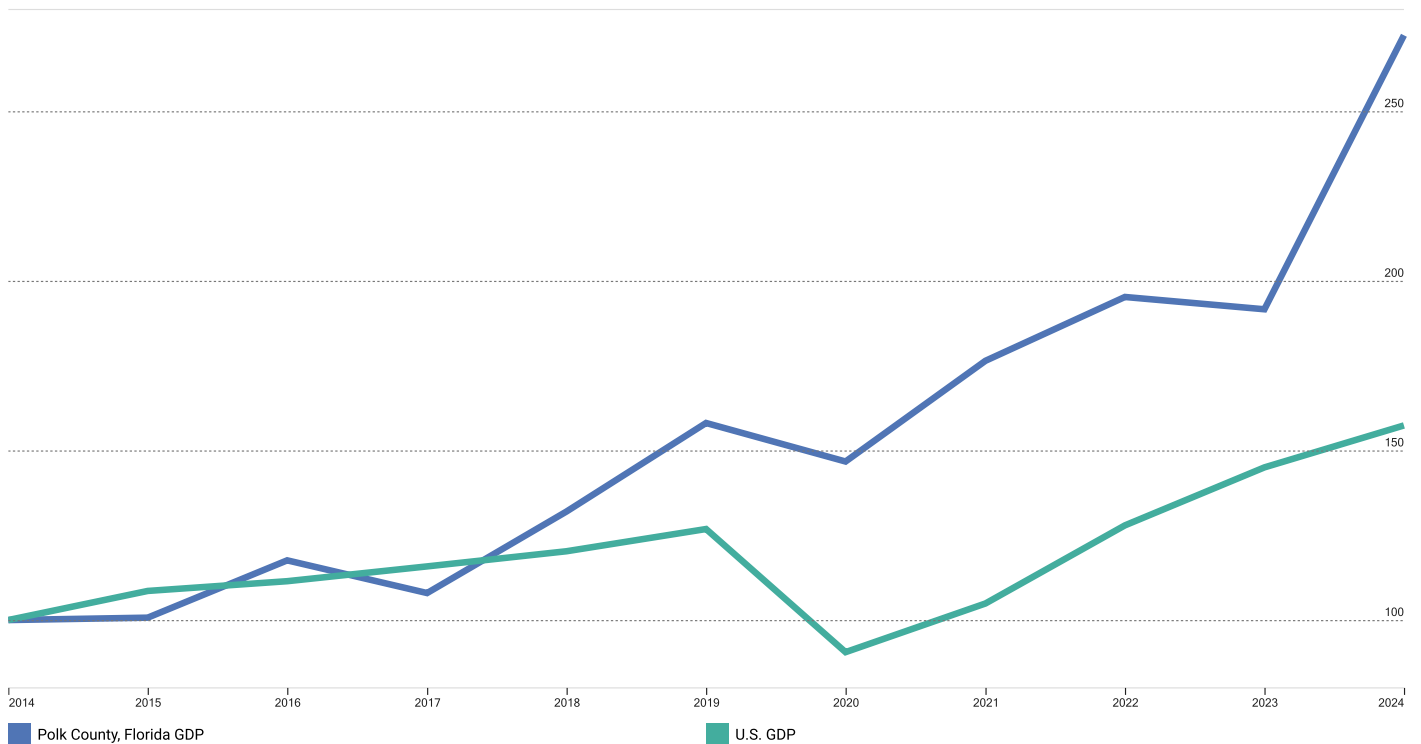
Source: JobsEQ®

💡 New business formations are an important source of job creation in a regional economy, spurring innovation and competition, and driving productivity growth. Establishment data can provide an indicator of growth in businesses by counting each single location (such as a factory or a store) where business activity takes place, and with at least one employee.

GDP & Productivity

In 2024, Aviation & Aerospace produced \$64.3 million in GDP for Polk County, Florida.

GDP: Indexed 2014 = 100



0.2 %

Industry Share of Total GDP /
1.5 % in the nation



10.5 % ↑

Avg Ann % Change Last 10 Yrs /
4.6 % in the nation



\$229k

Output per Worker /
\$456k in the nation



💡 Gross domestic product (GDP) is the most comprehensive measure of regional economic activity, and an industry's contribution to GDP is an important indicator of regional industry strength. It is a measure of total value-added to a regional economy in the form of labor income, proprietor's income, and business profits, among others. GDP values shown on this page are nominal GDP data.

💡 Growth in productivity (output per worker) leads to increases in wealth and higher average standards of living in a region.

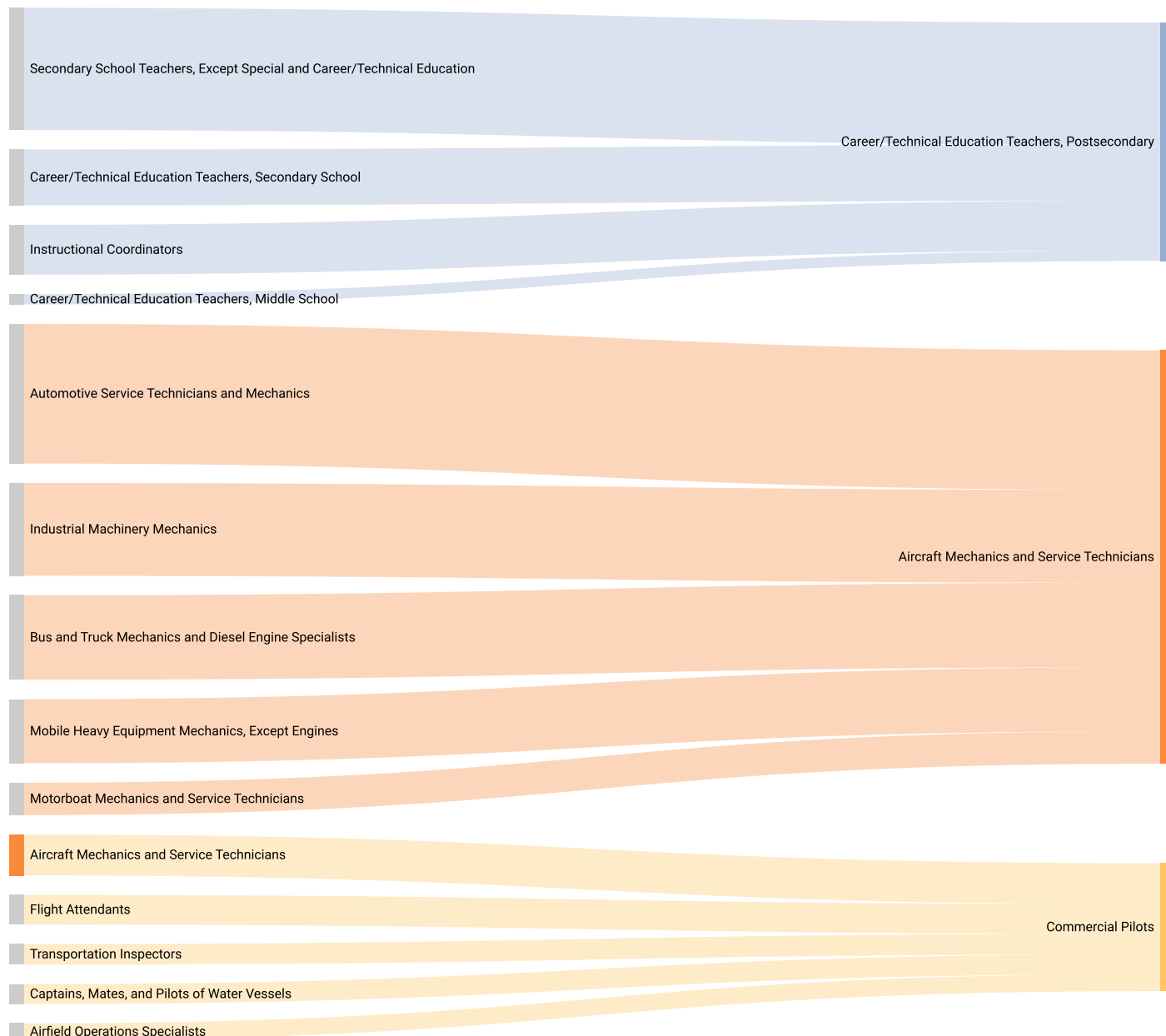
Supply Chain: Top Suppliers


As of 2025Q2, Aviation & Aerospace in Polk County, Florida are estimated to make \$44.2 million in annual purchases from suppliers in the United States with about 44% or \$19.6 million of these purchases being made from businesses located in Polk County, Florida.

| 6-digit Supplier Industries | Purchases from In-Region (\$M) | Purchases from Out-of-Region (\$M) |
|--|--------------------------------|------------------------------------|
| Investment Banking and Securities Intermediation | \$0.5 | \$1.6 |
| Freight Transportation Arrangement | \$0.9 | \$0.7 |
| Petroleum Refineries | <\$0.1 | \$1.6 |
| Couriers and Express Delivery Services | \$1.1 | \$0.2 |
| Corporate, Subsidiary, and Regional Managing Offices | \$1.1 | \$0.2 |
| Remaining Supplier Industries | \$15.9 | \$20.4 |
| Total | \$19.6 | \$24.7 |

 Supplier-buyer networks can indicate local linkages between industries, regional capacity to support growth in an industry, and potential leakage of sales out of the region.

Sector Strategy Pathways




 The graphics on this page illustrate relationships and potential movement (from left to right) between occupations that share similar skill sets. Developing career pathways as a strategy promotes industry employment growth and workforce engagement.

Postsecondary Programs Linked to Aviation & Aerospace

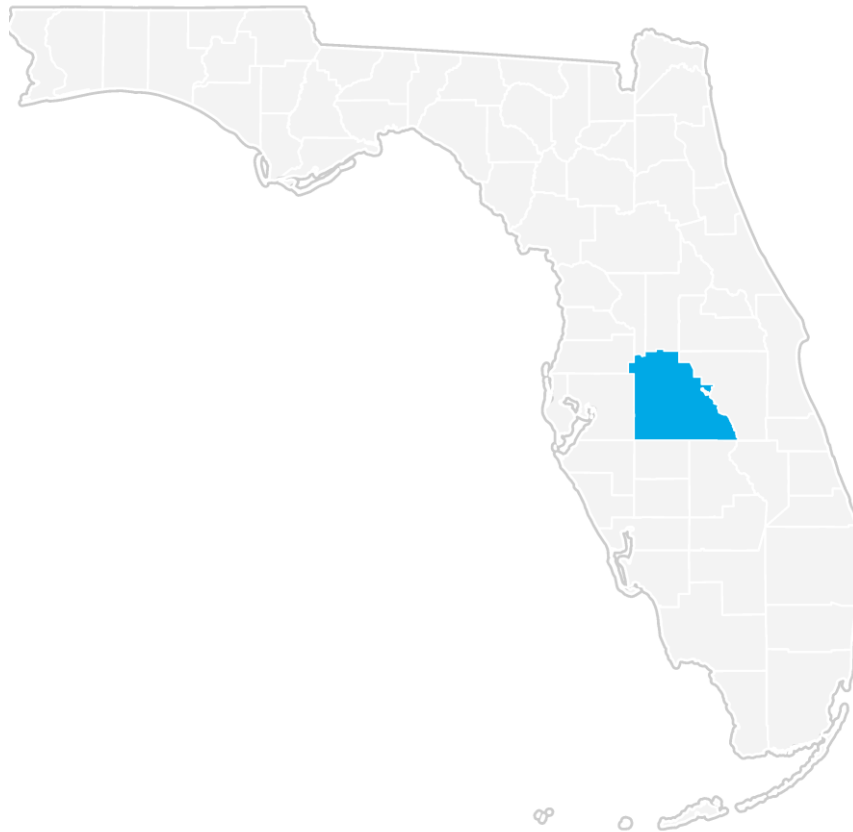
| Program | Awards |
|---|--------|
| Florida Polytechnic University | |
| Electrical and Electronics Engineering | 18 |
| Mechanical Engineering | 52 |
| Polk State College | |
| Airline/Commercial/Professional Pilot and Flight Crew | 10 |
| Liberal Arts and Sciences/Liberal Studies | 794 |
| Manufacturing Engineering Technology/Technician | 8 |
| Registered Nursing/Registered Nurse | 202 |
| Southeastern University | |
| Educational Leadership and Administration, General | 53 |
| General Studies | 116 |
| Traviss Technical College | |
| Aircraft Powerplant Technology/Technician | 19 |
| Airframe Mechanics and Aircraft Maintenance Technology/Technician | 13 |

Source: [JobsEQ®](http://www.chmuraecon.com/jobseq)

 The number of graduates from postsecondary programs in the region identifies the pipeline of future workers as well as the training capacity to support industry demand.

 Among postsecondary programs at schools located in Polk County, Florida, the sampling above identifies those most linked to occupations relevant to Aviation & Aerospace. For a complete list see JobsEQ®, <http://www.chmuraecon.com/jobseq>

Polk County, Florida Regional Map



Data Notes

- Industry employment and wages (including total regional employment and wages) are as of 2025Q2 and are based upon BLS QCEW data, imputed by Chmura where necessary, and supplemented by additional sources including Census ZBP data. Employment forecasts are modeled by Chmura and are consistent with BLS national-level 10-year forecasts.
- Occupation employment is as of 2025Q2 and is based on industry employment and local staffing patterns calculated by Chmura and utilizing BLS OEWS data. Wages by occupation are as of 2025, utilizing BLS OEWS data and imputed by Chmura.
- GDP is derived from BEA data and imputations by Chmura. Productivity (output per worker) is calculated by Chmura using industry employment and wages as well as GDP and BLS output data. Supply chain modeling including purchases by industry are developed by Chmura.
- Postsecondary awards are per the NCES and are for the 2023-2024 academic year.
- Establishment counts are per the BLS QCEW data.
- Figures may not sum due to rounding.

Industry Definition

Aviation & Aerospace is defined as the following NAICS industries:

| Code | Description |
|--------|---|
| 334511 | Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing |
| 336411 | Aircraft Manufacturing |
| 336412 | Aircraft Engine and Engine Parts Manufacturing |
| 336413 | Other Aircraft Parts and Auxiliary Equipment Manufacturing |
| 336414 | Guided Missile and Space Vehicle Manufacturing |
| 336415 | Guided Missile and Space Vehicle Propulsion Unit and Propulsion Unit Parts Manufacturing |
| 336419 | Other Guided Missile and Space Vehicle Parts and Auxiliary Equipment Manufacturing |
| 481111 | Scheduled Passenger Air Transportation |
| 481112 | Scheduled Freight Air Transportation |
| 481211 | Nonscheduled Chartered Passenger Air Transportation |
| 481212 | Nonscheduled Chartered Freight Air Transportation |
| 481219 | Other Nonscheduled Air Transportation |
| 488111 | Air Traffic Control |
| 488119 | Other Airport Operations |
| 488190 | Other Support Activities for Air Transportation |
| 517410 | Satellite Telecommunications |
| 611512 | Flight Training |

FAQ

What is (LQ) location quotient?

Location quotient is a measurement of concentration in comparison to the nation. An LQ of 1.00 indicates a region has the same concentration of an industry (or occupation) as the nation. An LQ of 2.00 would mean the region has twice the expected employment compared to the nation and an LQ of 0.50 would mean the region has half the expected employment in comparison to the nation.

What is annual demand?

Annual demand is a of the sum of the annual projected growth demand and separation demand. Separation demand is the number of jobs required due to separations—labor force exits (including retirements) and turnover resulting from workers moving from one occupation into another. Note that separation demand does not include all turnover—it does not include when workers stay in the same occupation but switch employers. Growth demand is the increase or decrease of jobs expected due to expansion or contraction of the overall number of jobs.

What is the difference between industry wages and occupation wages?

Industry wages and occupation wages are estimated via separate data sets, often the time periods being reported do not align, and wages are defined slightly differently in the two systems (for example, certain bonuses are included in the industry wages but not the occupation wages). It is therefore common that estimates of the average industry wages and average occupation wages in a region do not match exactly.