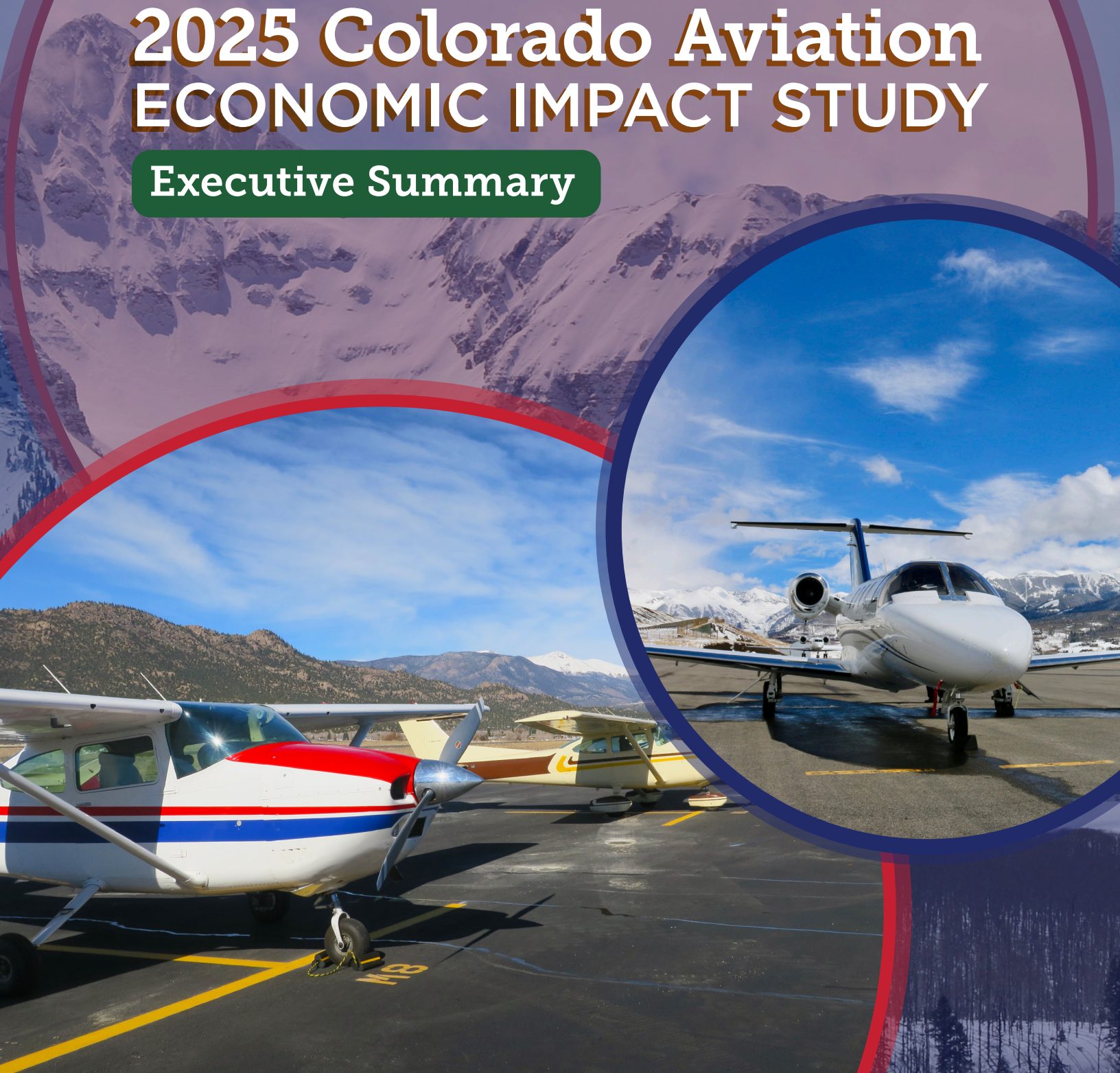




COLORADO
Department of Transportation
Division of Aeronautics

2025 Colorado Aviation ECONOMIC IMPACT STUDY

Executive Summary

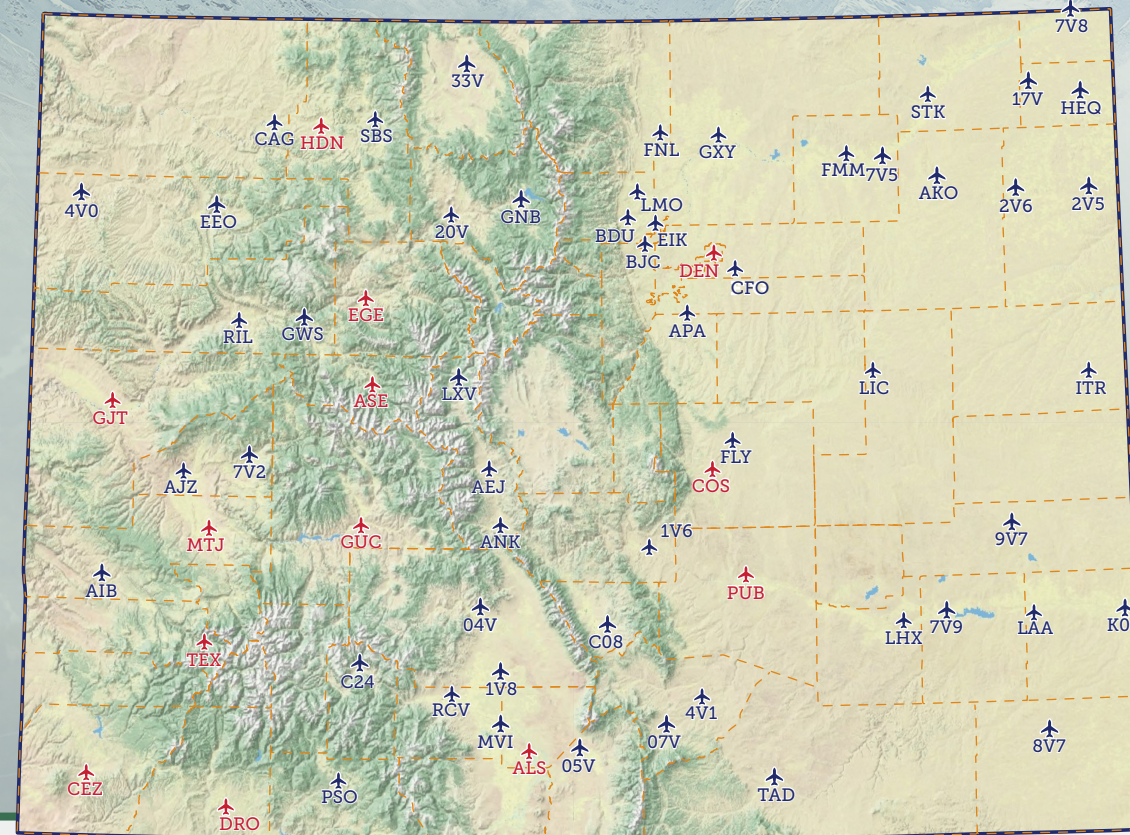


Introduction

Aviation is integral to the daily lives of Colorado residents, enabling swift transportation of people and cargo within the state and beyond. Airports support critical missions like aerial firefighting, emergency medical transport, law enforcement, disaster response, and aerial agricultural operations. These activities generate economic growth, both at the airports and in the surrounding communities. The Colorado Department of Transportation (CDOT) Division of Aeronautics conducted the 2025 Colorado Aviation Economic Impact Study (CEIS) to measure the substantial economic contributions of the state's aviation system to local and statewide economies.

The 2025 CEIS detailed the economic impacts of Colorado's public use airports, assessed the economic activity generated by visitors arriving via airports, and evaluated the influence of off-airport air cargo activities, aerospace, and agricultural sectors.

Colorado's Aviation System



Legend

- Commercial Service
- General Aviation

Economic Impact of Colorado's Aviation System

\$68.9B

total business revenues

Business Revenues

Total expenditures for airport administration, capital projects, and tenant sales of goods and services, as well as visitor spending in Colorado's hospitality-related sectors. Also referred to as "output," "sales," or "economic activity/impact."

Colorado boasts world-renowned recreational opportunities, cutting-edge industries, and vital defense installations that collectively foster a thriving economy. The state's aviation system comprises 66 public-use airports, including 13 commercial service airports, serving tourism, business, and military activities. All of these airports are crucial gateways, welcoming over 13 million visitors to Colorado each year. When considering activities from airport administration, business tenants, construction, air cargo, and out-of-state visitor spending, Colorado's aviation system supports more than 348,000 jobs and \$23.5 billion in payroll. This activity generates \$68.9 billion in business revenue and contributes \$40.3 billion in added value to the state's economy.



Jobs

Total number of people employed, both full-time and part-time.



Payroll

Total employment compensation, including wages, benefits, and taxes paid on behalf of employees. Also referred to as "labor income" or "total compensation."



Value Added

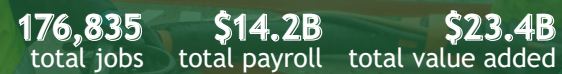
Total contribution to the Gross State Product. It includes all payroll, profits, and business taxes paid.

2025 Colorado Aviation Economic Impact Study



On-Airport Activities

Three main activity categories were considered in estimating the on-airport economic impact of Colorado airports, including airport administration (airport operations and management), airport tenants (airlines, fixed-base operators [FBOs], terminal vendors, cargo transporters, etc.), and capital projects (airport infrastructure improvements and construction by tenants). The on-airport activities occurring at Colorado airports generated approximately \$39.8 billion in business revenues, which supported 176,935 jobs that have an average salary of approximately \$80,000 per employee.



Core Impacts are those that **directly contribute** to the total economic impact of Colorado's Aviation System.

Core Economic Impacts



Off-Airport Visitor Spending

Airports in Colorado serve as entry points for out-of-state visitors traveling to Colorado for both personal and business purposes, whether domestically or internationally. These visitors, arriving via commercial service and general aviation (GA) airports, typically spend money outside the airports on accommodations, dining, local transportation, shopping, and entertainment. This study specifically considered the spending of out-of-state commercial service and GA visitors in Colorado. In 2023, these visitors contributed approximately \$22.7 billion in business revenues to the Colorado economy, supporting more than 150,000 jobs.



Off-Airport Cargo

In addition to generating economic benefits through their own operations, Colorado airports significantly contribute to the state's economy by facilitating the transportation of commodities and finished goods for manufacturers and agricultural producers to both out-of-state domestic and international markets. The economic impact of air cargo reflects the off-airport activities supported by these services. Overall, air cargo activities occurring off-airport supported 21,297 jobs and generated \$6.4 billion in business revenues to the state economy. Off-airport air cargo impacts were calculated only at a statewide level and not for individual airports.



Aviation Activities that Generate Economic Impacts in Colorado



Aviation's Impact on Colorado's Agricultural Sector

Aerial applicators play a vital role in Colorado's economy. They not only safeguard crop value by protecting plants from disease and insects but also avoid surface disruption created by ground-based crop application. Aerial application bolsters the state's agricultural sector and numerous other industries by purchasing supplies and paying wages that are spent at businesses statewide. In total, aerial application contributes approximately \$1.05 billion in annual business revenues and supports 5,359 jobs in Colorado, which includes jobs associated with aerial-treated crops and jobs in aerial application.



Additional Economic Impacts

Additional Impacts are those generated by industries that are reliant or closely supportive of Colorado's Aviation System. These impacts are supplementary and not included in the total statewide impact calculations.

Colorado's Aerospace Industry

The aerospace industry in Colorado is one of the leading sectors in the state and is widely recognized across the country as a hot spot for aerospace activities. Colorado is home to numerous private aerospace firms, federal and military aerospace agencies and installations, and several universities in the state host leading aviation and aerospace programs. According to a recent study published by the Metro Denver Economic Development Corporation (EDC) the private aerospace firms in Colorado support approximately 37,000 direct jobs, which corresponds to \$4.6 billion in direct payroll impacts.

*Source: 2023 Aerospace Industry Cluster Study



Individual Airport Total Economic Impacts

City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
<i>Commercial Service Airports</i>						
Alamosa	San Luis Valley Regional	ALS	258	\$14,979,000	\$26,870,000	\$52,405,000
Aspen	Aspen-Pitkin County	ASE	7,316	\$440,292,000	\$826,162,000	\$1,351,463,000
Colorado Springs	Colorado Springs Municipal	COS	34,829	\$2,662,925,000	\$3,736,031,000	\$5,198,670,000
Cortez	Cortez Municipal	CEZ	219	\$15,145,000	\$27,456,000	\$50,683,000
Denver	Denver International	DEN	244,172	\$15,871,813,000	\$28,025,600,000	\$47,198,930,000
Durango	Durango-La Plata County	DRO	1,993	\$111,759,000	\$199,736,000	\$342,119,000
Eagle	Eagle County Regional	EGE	4,404	\$269,253,000	\$487,682,000	\$783,410,000
Grand Junction	Grand Junction Regional	GJT	3,398	\$255,276,000	\$445,785,000	\$816,984,000
Gunnison	Gunnison-Crested Butte Regional	GUC	958	\$54,534,000	\$91,901,000	\$154,939,000
Hayden	Yampa Valley Regional	HDN	3,574	\$177,956,000	\$313,285,000	\$512,677,000
Montrose	Montrose Regional	MTJ	4,323	\$230,956,000	\$421,473,000	\$713,105,000
Pueblo	Pueblo Memorial	PUB	838	\$60,766,000	\$118,487,000	\$226,095,000
Telluride	Telluride Regional	TEX	571	\$31,065,000	\$57,530,000	\$97,098,000
<i>General Aviation Airports</i>						
Akron	Colorado Plains Regional	AKO	109	\$8,387,000	\$13,182,000	\$25,036,000
Blanca	Blanca	05V	<1	\$6,000	\$12,000	\$20,000
Boulder	Boulder Municipal	BDU	281	\$23,341,000	\$43,358,000	\$78,254,000
Brush	Brush Municipal	7V5	3	\$33,000	\$41,000	\$63,000
Buena Vista	Central Colorado Regional	AEJ	29	\$1,498,000	\$2,428,000	\$4,625,000
Burlington	Kit Carson County	ITR	28	\$1,544,000	\$2,340,000	\$3,906,000
Canon City	Fremont County	1V6	81	\$4,925,000	\$6,932,000	\$11,125,000
Center	Leach	1V8	2	\$15,000	\$26,000	\$46,000
Colorado Springs	Meadow Lake	FLY	248	\$16,793,000	\$29,206,000	\$54,082,000
Craig	Craig-Moffat County	CAG	78	\$4,903,000	\$9,154,000	\$18,805,000
Creede	Mineral County Memorial	C24	21	\$940,000	\$1,652,000	\$3,196,000
Del Norte	Astronaut Kent Rominger	RCV	36	\$2,012,000	\$3,914,000	\$8,221,000
Delta	Blake Field	AJZ	37	\$2,553,000	\$4,869,000	\$9,694,000
Denver	Centennial	APA	9,236	\$769,563,000	\$1,337,639,000	\$2,394,039,000
Denver	Colorado Air and Space Port	CFO	1,093	\$81,919,000	\$130,417,000	\$213,038,000
Denver	Rocky Mountain Metropolitan	BJC	4,969	\$427,524,000	\$748,615,000	\$1,387,535,000
Eads	Eads Municipal	9V7	9	\$279,000	\$355,000	\$503,000
Erie	Erie Municipal	EIK	144	\$8,392,000	\$13,180,000	\$23,539,000
Fort Collins/ Loveland	Northern Colorado Regional	FNL	839	\$52,618,000	\$87,361,000	\$160,467,000

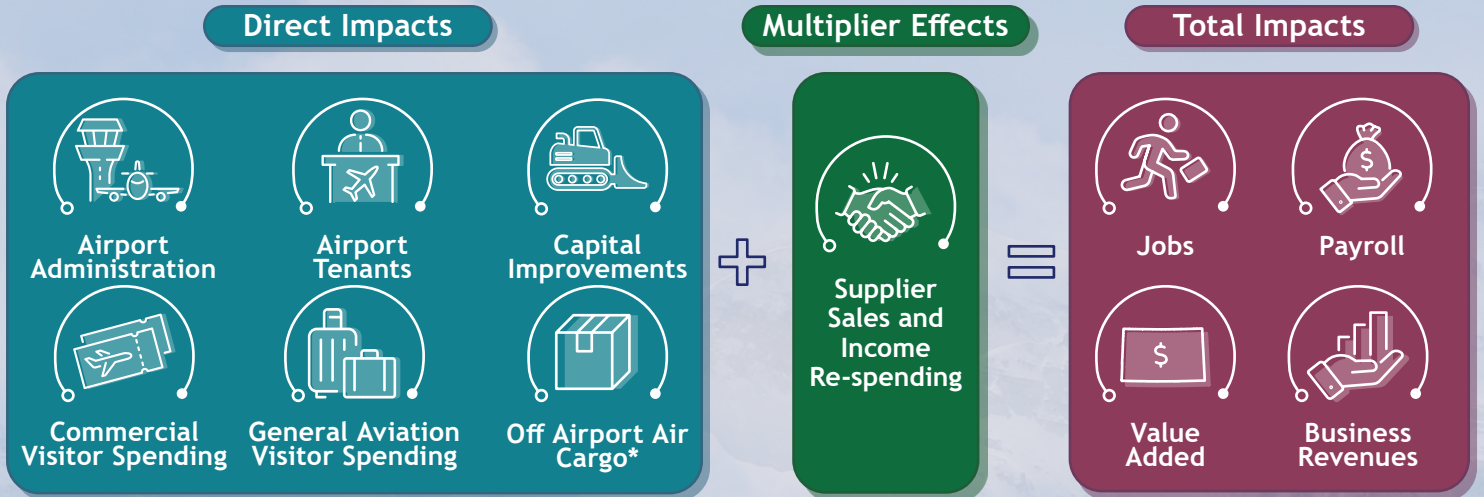
Individual Airport Total Economic Impacts

City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
<i>General Aviation Airports</i>						
Fort Morgan	Fort Morgan Municipal	FMM	118	\$8,067,000	\$10,850,000	\$17,943,000
Glenwood Springs	KGWS Summers Airpark	GWS	126	\$8,480,000	\$16,367,000	\$34,167,000
Granby	Granby-Grand County	GNB	53	\$4,247,000	\$5,859,000	\$8,401,000
Greeley	Greeley-Weld County	GXY	1,067	\$55,758,000	\$88,104,000	\$154,017,000
Haxtun	Haxtun Municipal	17V	3	\$26,000	\$52,000	\$94,000
Holly	Holly	K08	1	\$51,000	\$65,000	\$89,000
Holyoke	Holyoke Municipal	HEQ	76	\$3,424,000	\$5,025,000	\$9,205,000
Julesburg	Julesburg Municipal	7V8	2	\$32,000	\$51,000	\$89,000
Kremmling	McElroy Field	20V	39	\$2,953,000	\$4,719,000	\$7,861,000
La Junta	La Junta Municipal	LHX	38	\$2,532,000	\$4,093,000	\$9,196,000
La Veta	Cuchara Valley	07V	2	\$5,000	\$10,000	\$19,000
Lamar	Southeast Colorado Regional	LAA	27	\$1,432,000	\$2,162,000	\$4,011,000
Las Animas	Las Animas-Bent County	7V9	4	\$21,000	\$28,000	\$40,000
Leadville	Lake County	LXV	32	\$1,974,000	\$3,055,000	\$5,822,000
Limon	Limon Municipal	LIC	37	\$2,188,000	\$3,000,000	\$5,069,000
Longmont	Vance Brand Municipal	LMO	448	\$29,601,000	\$46,042,000	\$73,637,000
Meeker	Meeker-Coulter Field	EEO	42	\$1,907,000	\$3,491,000	\$6,405,000
Monte Vista	Monte Vista	MVI	23	\$886,000	\$1,345,000	\$2,433,000
Nucla	Hopkins Field	AIB	10	\$287,000	\$546,000	\$907,000
Pagosa Springs	Stevens Field	PSO	47	\$3,215,000	\$5,761,000	\$11,887,000
Paonia	North Fork Valley	7V2	3	\$98,000	\$174,000	\$294,000
Rangely	Rangely	4V0	46	\$2,378,000	\$3,490,000	\$5,478,000
Rifle	Rifle Garfield County	RIL	391	\$25,054,000	\$42,540,000	\$79,422,000
Saguache	Saguache Municipal	04V	2	\$10,000	\$15,000	\$22,000
Salida	Harriet Alexander Field	ANK	53	\$4,194,000	\$6,267,000	\$11,738,000
Springfield	Springfield Municipal	8V7	5	\$133,000	\$195,000	\$371,000
Steamboat Springs	Steamboat Springs/Bob Adams Field	SBS	190	\$11,695,000	\$20,918,000	\$48,293,000
Sterling	Sterling Municipal	STK	48	\$3,824,000	\$5,874,000	\$11,331,000
Trinidad	Perry Stokes	TAD	14	\$770,000	\$1,392,000	\$2,476,000
Walden	Walden-Jackson County	33V	4	\$70,000	\$113,000	\$184,000
Walsenburg	Spanish Peaks Airfield	4V1	8	\$381,000	\$547,000	\$1,000,000
Westcliffe	Silver West	C08	11	\$459,000	\$839,000	\$1,527,000
Wray	Wray Municipal	2V5	66	\$4,118,000	\$6,238,000	\$11,265,000
Yuma	Yuma Municipal	2V6	36	\$1,377,000	\$1,891,000	\$2,871,000
Total Statewide Impacts*			348,466	\$23.5 Billion	\$40.3 Billion	\$68.9 Billion

*Off-airport air cargo impacts were calculated at the statewide level only, meaning the total statewide impacts presented do not equal the sum of the individual airport impacts.

Project Methodology

Direct impacts and multiplier effects are the basis of economic impact measurement. An airport's direct impact is calculated from financial data associated with airport administration, business tenants, and capital improvement spending. Additional off-airport impacts were also quantified which included commercial service and GA visitor spending. Direct data was gathered through various surveys as well as IMPLAN, an economic modeling software that utilizes data from a variety of federal sources to calculate economic impacts. Multiplier effects, referred to as supplier sales and income re-spending in the 2025 CEIS, were applied once the direct impacts were finalized. Supplier sales are portions of direct revenues used to purchase goods and services from Colorado businesses. Income re-spending reflects income earned by workers from direct and supplier sales transactions that are then spent in Colorado. As shown in the illustration below, when the total economic impacts are presented, they represent the summation of the direct, supplier sales, and income re-spending effects for the state. For further information about the project methodology, please see the technical airport at <https://www.coloradoaviationsystem.com>



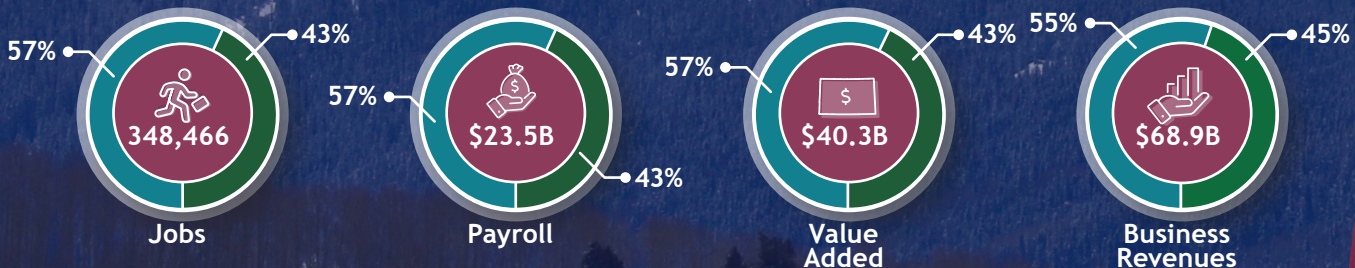
*Calculated at a statewide level only

Example Flow of Impacts



Direct Impacts, Multiplier Effects, and Total Impacts

As shown, the multiplier effects (supplier sales and income re-spending) make up between 40-45% of the total impact for jobs, payroll, value added, and business revenues when considering on-airport activity (airport administration, airport tenants, and capital improvements) and commercial service and GA visitor spending.



COLORADO
 Department of Transportation
 Division of Aeronautics
 5126 Front Range Parkway
 Watkins, CO 80137
 (303) 512-5250
colorado-aeronautics.org

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