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ECONOMIC IMPACT STUDY
FOR
COLORADO AIRPORTS

TECHNICAL REPORT



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1. SUMMARY OF STUDY FINDINGS

Since 1998, the Colorado Department of Transportation, Division of Aeronautics, has been conducting research to measure the economic impact of Colorado’s public-use commercial and general aviation airports. This study represents the fourth iteration of the statewide economic impact study for airports in Colorado. All statewide economic studies completed for airports in Colorado reflect a “snapshot” of conditions that existed specifically at the time each study was completed.

This economic impact study provides an economic photograph of conditions that characterized Colorado and each of the study airports in 2013 when data was collected to support study analysis. To establish a context for this economic impact update, it is important to consider some of the factors that provide a backdrop for the analysis. Statewide employment in Colorado has decreased since the last economic impact study was completed. Companies are outsourcing jobs and doing more with less in terms of the number of employees they have. Economic conditions in the U.S. have resulted in belt tightening for both business and leisure travelers. Air travelers have shortened their stays and have reduced their spending per trip. As supported by air traffic control records at the largest general aviation airports in the Denver metropolitan area, general aviation operations in Colorado are lower now than they were at the time of the last economic impact study. For some airports, contraction in the general aviation industry translated into fewer airport employees and fewer tenants providing aviation related services.

1.1 METHODOLOGY

While the methodologies used to complete both the 2008 and the current statewide economic impact studies are similar, they are not the same. Therefore, results from the 2008 study are not directly comparable and should not be compared to the current results. Two different input/output models were used to support the 2008 and the 2013 studies. In 2008, the RIMS model was used; and for the 2013 study, the IMPLAN model was selected.

The IMPLAN model was selected primarily because it provides a more convenient means for estimating “multiplier” effects on a regional basis, in addition to a statewide basis. The 2008 study used only statewide multipliers from the RIMS model and applied the same multipliers for various economic impact categories to all airports, regardless of their “economic setting” in Colorado. The IMPLAN model was also selected as a result of the fact that socio-economic and demographic databases upon which the IMPLAN model is built are more current than the databases used to support the RIMS model.

The multiplier impact is a reflection of the additional times an initial economic impact re-circulates in the economy being studied. In more highly developed areas, initial impacts multiply a greater number of times than they do in less developed economies. To provide better estimates of economic impacts for all study airports, regional multipliers were used in this update to estimate each airport’s individual economic impacts.

Similar to prior versions of Colorado's economic impact studies, this update examined airport related economic impacts in two categories. One of these categories relates to activities that take place primarily on the airports themselves; there are three contributors to economic impacts in this category. Most every commercial and general aviation airport in Colorado has employment that supports the administration, operation, and maintenance of the airport. In most instances, these employees are located at the airport. Throughout the state and for airports of varying size, however, some airport administrative functions related to accounting, human resources, or legal services, as examples, may actually not be located at the airport. For this analysis, all full-time and part-time employment related to operating, maintaining, and administering Colorado's public-use airports was considered, regardless if these employees were located on- or off-airport.

Also in the airport category are those activities associated with tenants or businesses at each airport. The economic impacts of tenants engaged in the provision of aviation related services or the support of airport customers are estimated in this study. Not all airports included in the study have on-airport tenants or businesses.

The third contributor to on-airport economic impacts relates to investment for improvements at study airports. Investment in capital improvement projects, while the projects are being planned, designed, and implemented, also helps to support airport related economic impacts. For this study, average annual capital investment at each study airport, over a multi-year period, was considered in order to estimate average annual economic impacts associated with capital investment. In this analysis, the type of capital investment at each airport was also considered. Economic impacts associated with a taxiway widening and lengthening project result in more local economic impacts than the purchase of de-icing equipment. This update considered varying degrees of economic impacts associated with specific types of capital investment. The 2008 study considered the economic impacts of all capital investment, regardless of type, to be the same. In reality, this is not the case. The approach used in this study provided a more refined estimate of economic impacts related to capital investment.

The other primary category of economic impacts investigated and measured in this study relates to impacts that take place off-airport. Spending by visitors who arrive in Colorado by air helps to support significant economic impact. Some visitors arrive on commercial airlines, while others come to Colorado on general aviation aircraft. When visitors arrive in Colorado, they have spending for hotels, food/beverage, local transportation, retail, recreation and entertainment. Most visitor spending takes place off-airport; air visitor related spending helps to support thousands of jobs in service industries throughout Colorado and the payroll associated with these jobs.

Similar to capital investments, spending by visitors in various categories does not provide the same economic impact, particularly as it relates to spending in the retail category. Most goods purchased by visitors to Colorado are not manufactured in Colorado. In fact, most visitor-related retail spending is for goods produced outside the U.S. As a result, in this update, visitor spending in the retail category was "marginized" to account for this fact. Margining of visitor spending was not considered in the 2008 Colorado economic impact study. The goal of this study was to provide the most accurate estimate of economic impacts.

In addition to off-airport impacts associated with visitor spending, many companies in the Denver metropolitan area rely on air cargo to ship their products to various domestic and international locations. The economic benefit that these companies realize from using air cargo was also measured as part of this statewide study.

All on- and off-airport economic impacts expressed in this study are reported for three measures: jobs, annual payroll related to these jobs, and total annual economic activity or spending. This final measure is also referred to in this report as output.

Once an initial economic impact enters Colorado's economy, depending on the type of impact and the characteristics of the area where the initial impact takes place, there are, as noted, additional economic impacts. These additional impacts are classified in this study as "multiplier" effects. For this update, regional multipliers were used to estimate airport specific economic impacts and statewide multipliers were used to report statewide economic impacts. Since the initial economic impact re-circulates a greater number of times in the state economy, than it does in most local economies, the statewide multipliers used in this analysis are greater than those used to estimate most individual airport multiplier effects.

1.2 OVERALL FINDINGS

Findings from this update to Colorado's Aviation Economic Impact Study show that when all airport related benefits are considered (benefits from airport administration, airport tenants, and airport capital improvement projects) there are an estimated 110,707 jobs in Colorado that are supported. It is important to note that this figure also includes the multiplier effect. Exhibit 1-1 presents statewide airport related economic impacts for all study airports, including Denver International.

Exhibit 1-1: Total Statewide Airport Related (On-Airport) Economic Impacts

	Employment	Payroll	Output
Airport Administration			
Initial	4,712	\$214,401, 000	\$405,386, 000
Multiplier	1,653	\$80,761, 000	\$272,573, 000
Total	6,365	\$295,163, 000	\$677,959, 000
Tenants			
Initial	48,893	\$3,604,304,000	\$9,499,096,000
Multiplier	50,258	\$2,415,196,000	\$7,243,717,000
Total	99,151	\$6,019,500,000	\$16,742,813,000
Capital Investment			
Initial	2,926	\$168,816, 000	\$429,459, 000
Multiplier	2,265	\$117,510, 000	\$328,445, 000
Total	5,191	\$286,326, 000	\$757,903, 000
Total Airport Related Impacts			
Initial	56,531	\$3,987,521, 000	\$10,333,940,000
Multiplier	54,176	\$2,613,467, 000	\$7,844,735,000
Total	110,707	\$6,600,989, 000	\$18,178,675,000

In addition to these airport-related economic impacts, Colorado also receives significant economic impacts from spending by visitors who arrive in Colorado on scheduled commercial airlines and on general aviation aircraft. During this update to Colorado's Aviation Economic Impact Study, 14 airports had scheduled airline service for at least part of the year; and all study airports, commercial and general aviation, served some level of general aviation visitor activity. In 2012, this study estimated that 7,957,668 visitors arrived in Colorado on scheduled commercial airlines and another 1,033,836 visitors arrived in the state on general aviation aircraft. When all air visitor spending is considered, along with multiplier effects, an additional 132,186 jobs are supported in Colorado. Exhibit 1-2 shows statewide economic impacts for all commercial and general aviation visitor related spending.

Exhibit 1-2: Total Statewide Visitor Spending Related Economic Impacts

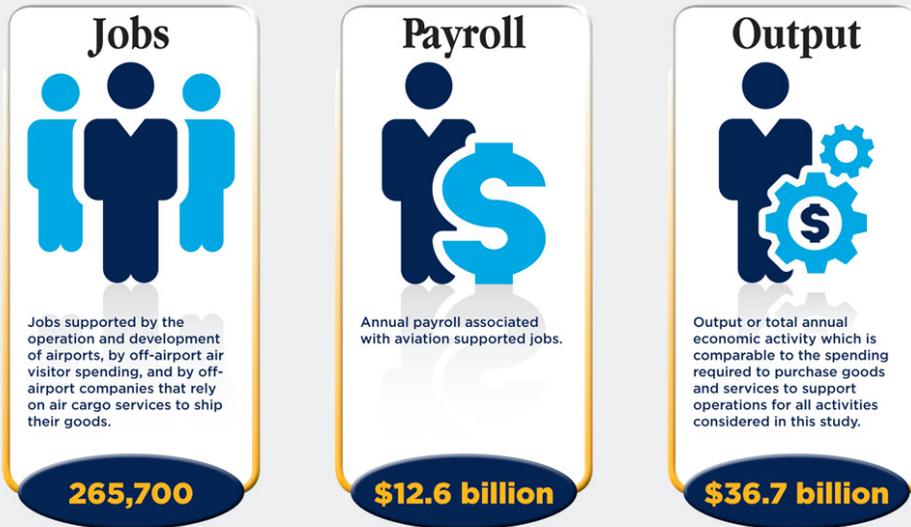
	Employment	Payroll	Output
Commercial Visitor Spending			
Initial	86,715	\$2,497,855,000	\$6,994,029,000
Multiplier	38,537	\$1,834,611,000	\$5,490,665,000
Total	125,252	\$4,332,466,000	\$12,484,694,000
General Aviation Visitor Spending			
Initial	4,893	\$134,353,000	\$393,641,000
Multiplier	2,041	\$97,780,000	\$293,711,000
Total	6,934	\$232,133,000	\$687,352,000
Total Visitor Spending Impacts			
Initial	91,608	\$2,632,208,000	\$7,387,670,000
Multiplier	40,578	\$1,932,391,000	\$5,784,376,000
Total	132,186	\$4,564,599,000	\$13,172,046,000

Major international airports, such as Denver International, also play an important role in the distribution of locally produced goods to both international and domestic markets. For this update, off-airport air cargo related economic impacts, facilitated by Denver International, were also considered. Air cargo related impacts for other study airports are included as part of their tenant related benefits. Exhibit 1-3 provides a summary of total off-airport air cargo related economic impacts for Colorado that are supported by Denver International. Estimates of total annual economic impacts shown in Exhibit 1-3 consider both domestic and international air cargo support and include the multiplier effect.

Exhibit 1-3: Total Off-Airport Air Cargo Related Economic Impacts of Denver International Airport

	Employment	Wages	Output
Domestic Off-Airport Air Cargo			
Initial	7,742	\$551,851,000	\$2,754,242,000
Multiplier	11,006	\$615,462,000	\$1,583,797,000
Total	18,748	\$1,167,313,000	\$4,338,039,000
International Off-Airport Air Cargo			
Initial	1,431	\$128,809,000	\$616,177,000
Multiplier	2,630	\$151,476,000	\$408,113,000
Total	4,060	\$280,285,000	\$1,024,290,000
Total Off-Airport Air Cargo Impacts			
Initial	9,173	\$680,660,000	\$3,370,419,000
Multiplier	13,636	\$766,938,000	\$1,991,910,000
Total	22,808	\$1,447,598,000	\$5,362,329,000

When all airport-related, air visitor-related, off-airport air cargo, and multiplier economic impacts are considered, this study concluded that study airports are responsible for supporting total annual economic impacts as follows:



Total annual economic impacts for all individual airports included in this study are presented in Exhibit 1-4. It is important to note that individual airport impacts reflect all economic impacts associated with airport administration, airport tenants, capital investments, and visitor spending, along with the appropriate multiplier effects for each benefit category. Individual airport economic impacts presented in this table were estimated using regional multipliers which are specific to each individual airport's location in Colorado. The statewide economic impacts discussed previously in this summary section were developed using statewide multipliers.

Exhibit 1-4: Total Annual Employment, Payroll and Output Economic Impacts by Study Airport
(Regional Multipliers)

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Aspen-Pitkin County Airport	ASE	8,310	\$283,004,000	\$841,143,000
Colorado Springs Municipal Airport**	COS	27,721	\$1,753,550,000	\$3,692,057,000
Cortez-Montezuma Municipal Airport	CEZ	129	\$5,683,000	\$16,939,000
Denver International Airport	DEN	183,878	\$8,478,226,000	\$25,815,248,000
Durango-La Plata County Airport	DRO	2,646	\$94,484,000	\$282,256,000
Eagle County Regional Airport	EGE	6,294	\$217,511,000	\$635,901,000
Fort Collins-Loveland Municipal Airport	FNL	826	\$24,825,000	\$129,426,000
Grand Junction Regional Airport	GJT	2,871	\$130,776,000	\$380,040,000
Gunnison-Crested Butte Regional Airport	GUC	938	\$34,744,000	\$98,532,000
Montrose Regional Airport	MTJ	2,035	\$77,425,000	\$221,760,000
Pueblo Memorial Airport	PUB	827	\$22,521,000	\$85,009,000
San Luis Valley Airport	ALS	176	\$6,669,000	\$23,533,000
Telluride Regional Airport	TEX	686	\$27,350,000	\$78,553,000
Yampa Valley Regional Airport	HDN	3,034	\$104,935,000	\$299,330,000
General Aviation Airports				
Animas Airpark	00C	19	\$708,000	\$2,201,000
Astronaut Kent Rominger Airport	8V1	13	\$339,000	\$1,259,000
Blake Field	AJZ	20	\$618,000	\$1,553,000
Blanca Airport	05V	1*	\$49,000	\$67,000
Boulder Municipal Airport	BDU	340	\$19,636,000	\$69,928,000
Brush Municipal Airport	7V5	1*	\$61,000	\$124,000
Calhan Airport	5V4	2*	\$72,000	\$374,000
Centennial Airport	APA	6,792	\$404,922,000	\$1,322,113,000
Central Colorado Regional Airport	AEJ	26	\$901,000	\$3,079,000
Colorado Plains Regional Airport	AKO	40	\$1,012,000	\$3,960,000
Colorado Spring East Airport	A50	1*	\$66,000	\$108,000
Craig-Moffat County Airport	CAG	14	\$405,000	\$1,088,000
Crawford Airport	99V	20	\$524,000	\$1,661,000
Cuchara Valley Airport	07V	1*	\$73,000	\$149,000
Dove Creek Airport	8V6	-	-	-
Eads Airport	9V7	9	\$242,000	\$437,000
Easton-Valley View Airport	11V	1*	\$53,000	\$97,000
Erie Municipal Airport	EIK	217	\$4,934,000	\$12,833,000
Fort Morgan Municipal Airport	FMM	32	\$1,038,000	\$3,024,000
Fremont County Airport	1V6	65	\$1,684,000	\$6,775,000
Front Range Airport	FTG	489	\$31,595,000	\$75,527,000
Garfield County Regional Airport	RIL	456	\$21,697,000	\$56,939,000
Gebauer Airport	5V6	-	-	-
Glenwood Springs Municipal Airport	GWS	36	\$1,625,000	\$3,920,000
Granby-Grand County Airport	GNB	21	\$776,000	\$2,340,000
Greeley-Weld County Airport	GXY	672	\$30,784,000	\$94,091,000
Harriet Alexander Airport	ANK	37	\$1,492,000	\$4,733,000
Haxtun Municipal Airport	17V	2*	\$89,000	\$195,000
Holly Airport	K08	2*	\$69,000	\$161,000
Holyoke Municipal Airport	HEQ	16	\$456,000	\$1,694,000

Exhibit 1-4: Total Annual Employment, Payroll and Output Economic Impacts by Study Airport
(Regional Multipliers)

Airport	Code	Total Employment	Total Payroll	Total Output
Hopkins Field	AIB	9	\$324,000	\$984,000
Julesburg Municipal Airport	7V8	1*	\$56,000	\$110,000
Kit Carson County Airport	ITR	22	\$584,000	\$2,595,000
La Junta Municipal Airport	LHX	19	\$756,000	\$2,398,000
Lake County Airport	LXV	28	\$942,000	\$3,426,000
Lamar Municipal Airport	LAA	49	\$1,222,000	\$4,516,000
Las Animas City & County Airport	7V9	2*	\$102,000	\$273,000
Leach Airport	1V8	2*	\$84,000	\$190,000
Limon Municipal Airport	LIC	2*	\$90,000	\$410,000
Mack Mesa Airport	C07	6	\$276,000	\$1,044,000
McElroy Field	20V	19	\$595,000	\$2,047,000
Meadow Lake Airport	FLY	130	\$4,941,000	\$10,140,000
Meeker Airport	EEO	61	\$2,479,000	\$5,963,000
Mineral County Memorial Airport	C24	1*	\$55,000	\$91,000
Monte Vista Municipal Airport	MVI	6	\$211,000	\$283,000
North Fork Valley Airport	7V2	3*	\$127,000	\$239,000
Perry Stokes Airport	TAD	16	\$453,000	\$1,379,000
Platte Valley Airpark	18V	1*	\$58,000	\$113,000
Rangely Airport	4V0	22	\$630,000	\$1,871,000
Rocky Mountain Metropolitan Airport	BJC	2,670	\$153,902,000	\$460,506,000
Saguache Municipal Airport	04V	1*	\$52,000	\$72,000
Silver West Airport	C08	9	\$354,000	\$1,355,000
Spanish Peaks Airfield	4V1	9	\$404,000	\$1,138,000
Springfield Municipal Airport	8V7	8	\$279,000	\$1,066,000
Steamboat Springs-Bob Adams Field	SBS	86	\$2,794,000	\$8,820,000
Sterling Municipal Airport	STK	32	\$1,247,000	\$3,638,000
Stevens Field	PSO	59	\$2,039,000	\$6,947,000
Vance Brand Municipal Airport	LMO	204	\$9,067,000	\$27,745,000
Walden-Jackson County Airport	33V	6	\$233,000	\$607,000
Westwinds Airpark	D17	3*	\$136,000	\$290,000
Wray Municipal Airport	2V5	23	\$563,000	\$999,000
Yuma Municipal Airport	2V6	18	\$598,000	\$982,000

*For smaller airports, jobs reported are both initial and multiplier. For most smaller airports, a number of part time jobs were summed to estimate full time positions. Payroll reported for smaller airports is both initial and multiplier. Payroll reported for smaller airports is not equivalent to any individual employees actual salary.

**Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.

Note: Dashes indicate that an airport did not participate in this study.

1.3 SUMMARY OF AVIATION BENEFITS IN COLORADO

As this section has summarized, activities on airports, spending by visitors, and air cargo lift support all provide significant economic impacts in Colorado. Further, in addition to these economic impact activities, there are other companies in Colorado who improve their efficiency by using aviation. Through business outreach via on-line surveys conducted for this study, it was determined that there are an estimated 230,060 additional jobs in Colorado that benefit from improved efficiency which is achieved through the use of aviation. Also as shown in this study, aviation activities provide significant tax contributions. It was determined that airport, visitor, and air cargo activities provide over \$1.5 billion annually in tax revenues.

Airports in Colorado are significant contributors to both their local market area and to the state's economy. The remainder of this report provides more detailed information on both statewide and airport specific economic impacts and on the methodologies used in this study to estimate economic impacts for airports in Colorado.

2. REPORT OVERVIEW

To facilitate review of this update to Colorado’s Airport Economic Impact Study, this report is organized to present findings so that they are in a format similar to the 2008 statewide economic impact report. It is important to re-state that the methodologies used to develop the 2008 and 2013 studies, while similar, are different; therefore, the results from the 2008 and 2013 statewide studies are not directly comparable. The remainder of this report is organized as follows:

Chapter 3:	Study Methodology and Statewide Economic Impacts for Commercial and General Aviation Airports (Excluding Denver International)
Chapter 4:	Economic Impacts of Denver International Airport
Chapter 5:	Summary of Total Annual Statewide Economic Impacts
Chapter 6:	Benefits to Businesses Using Aviation
Chapter 7:	Statewide Aviation Tax Revenues
Appendix A:	Airport Specific Impacts
Appendix B:	Estimates of Tax Revenues by Airport
Appendix C:	Economic Impacts by Colorado Legislative District

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wages for expressing payroll, but the 2013 study considered total compensation, including both wages and benefits.

- **Output.** The final measure used to report on economic impacts is output. Output is equated to total annual economic activity, sales, or spending. For airports and tenants, output is commensurate with annual spending needed to support their operation; for visitors, output is the sum of all visitor-related spending; and for capital improvements, output is the sum of all private, local, state, and federal related investment at study airports.

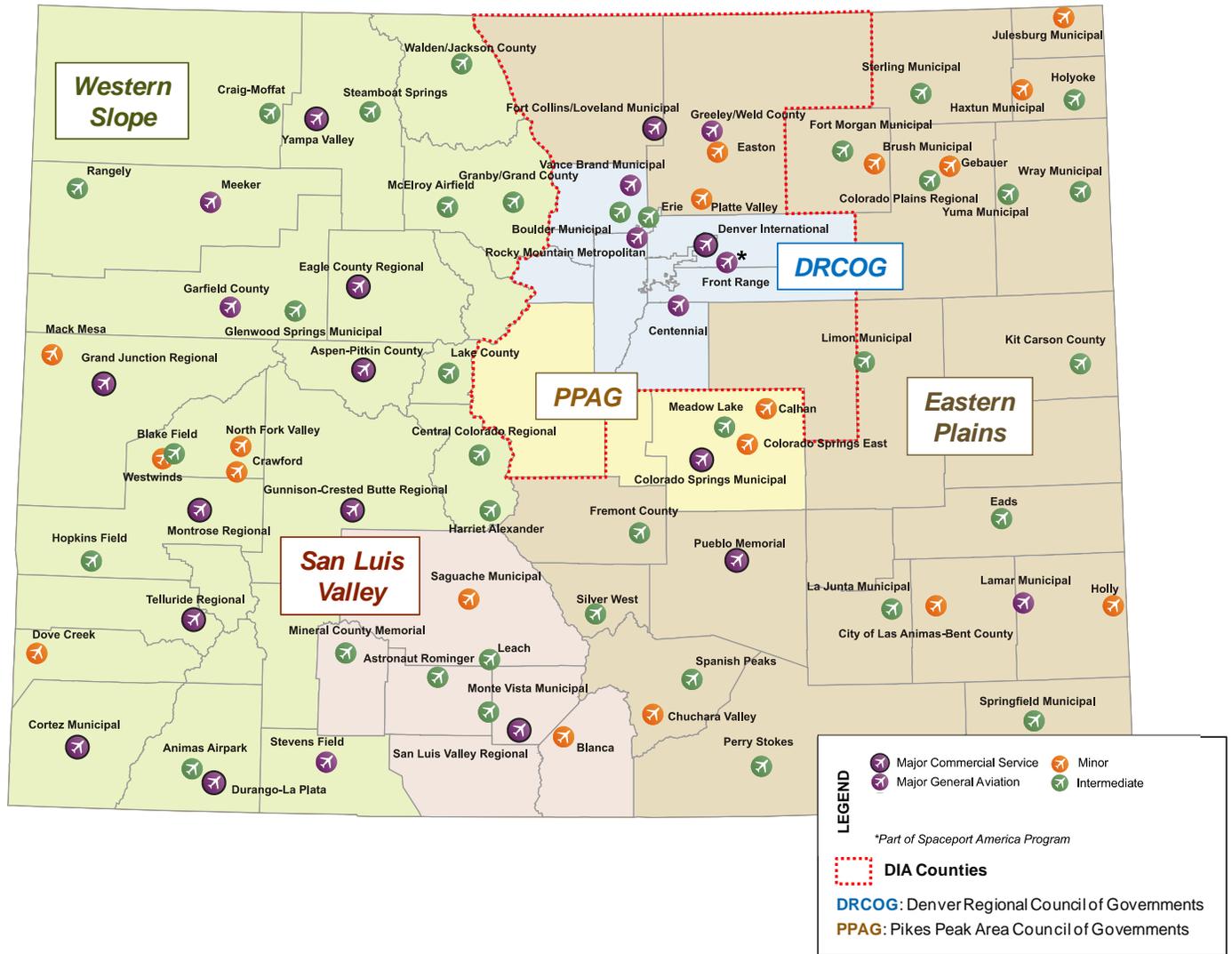
For economic impacts presented in this report, payroll and output should not be summed; they should be considered as separate benefit categories. For this analysis, statewide economic impacts for jobs, payroll, and output were estimated for the following economic impact categories: initial, multiplier, and total. Impacts for each of these categories and the methods used to estimate associated impacts are discussed in the following sections.

As all initial employment, payroll, and output impacts enter the economy, they circulate among other sectors, creating successive waves of additional economic impacts. As previously mentioned, these impacts are often referred to as multiplier effects. Multiplier effects arise from various interdependencies within an economic system. For example, the daily operation of an airport requires the purchase of various goods and services. These purchases, which start with the airport, result in increased sales for those firms in the local area or the state that provide goods and services needed by each airport. These same goods and services also require inputs for their production, resulting in impacts that start with an airport re-circulating through the economy.

The IMPLAN model was used to estimate multiplier impacts in this study. The IMPLAN model is an input/output model used by many industries, including aviation, to measure the multiplier effect and to estimate employment and payroll associated with annual visitor spending and average annual capital investment.

For this study, a large number of sector specific multipliers specific to Colorado and regions within Colorado were used to estimate multiplier effects and to estimate jobs and payroll associated with visitor spending and capital investment. Airport specific impacts were developed using multipliers that are reflective of the economic conditions in each airport's market area. Statewide estimates of economic impacts were developed using statewide multipliers, specific to Colorado. Exhibit 3-2 shows the geographic areas within Colorado that were considered to develop regional multipliers for use in this study to estimate airport specific economic impacts. This exhibit also shows which study airports are within each of these regions.

Exhibit 3-2: Colorado Economic Regions Designated for the Study



3.1 STATEWIDE ECONOMIC IMPACTS FROM AIRPORT-RELATED ACTIVITIES

Initial economic impacts from on-airport activities were considered from three sources; these sources are as follows:

- **Airport Administration.** Economic impacts associated with the daily administration, operation, and maintenance of study airports
- **Airport Tenants.** Economic impacts associated with businesses or tenants at study airports that are engaged in the provision of aviation services or in customer support
- **Capital Investment.** Economic impacts that result from private, local, state, and/or federal investment to support capital improvement projects (including equipment purchases) at the airports

Economic impacts from these sources are discussed in the following sections. It is important to note that results presented in this section consider economic impacts for all commercial and general aviation airports included in this statewide study, with the exception of Denver International Airport. Economic impacts from this major airport are discussed separately in this report.

3.2 STATEWIDE ECONOMIC IMPACTS FROM AIRPORT ADMINISTRATION, OPERATION, AND MAINTENANCE

Throughout Colorado, many individuals are employed by airports. These employees carry out daily administrative duties, oversee the on-going operation of the airport, and are engaged in the routine up-keep and maintenance of each airport. Most of the jobs supported by airport operation, administration, and maintenance are located at one of the study airports. Some of these jobs are full-time positions, while others are part-time.

Most of the airports included in this study are owned and operated by a public entity such as a city or a county. For many airports, the public owners have employees in categories such as human resources, accounting, legal services, or other support functions whose jobs are at least in part supported by hours they devote to one of the study airports. For this analysis, these off-airport jobs were also identified and are included in the study findings. Since most of the off-airport jobs are part-time in nature, these part-time jobs were converted to full-time jobs based on the estimated number of hours each employee works directly in support of an airport.

All estimates of administrative, operational, and maintenance related employment supported by each airports were obtained directly from each study airport. In an effort to provide the most accurate results possible, airports were contacted multiple times to obtain and confirm airport related employment data. Airport related employment information was obtained through a series of surveys, emails, and phone calls with each study airport. Study airports also provided information on annual payroll for airport employees and annual spending (output) required to support their airport's annual operation.

Exhibit 3-3 reports all full-time equivalent jobs that are devoted to airport administration, operation, and maintenance for each study airport. As noted, these employment estimates were provided by each of the study airports. It is important to note that estimated full-time airport related employment presented in

Exhibit 3-3 includes *only initial* employment and *does not* include any multiplier effects. Additional information on airport specific economic impacts for this category is provided in **Appendix A**.

Exhibit 3-3: Airport Administration Related Initial Employment
(Excluding Denver International)

Airport	Code	Initial Airport Administration Employment
Commercial Service Airports		
Aspen-Pitkin County Airport	ASE	36
Colorado Springs Municipal Airport*	COS	121
Cortez-Montezuma Municipal Airport	CEZ	3
Durango-La Plata County Airport	DRO	16
Eagle County Regional Airport	EGE	23
Fort Collins-Loveland Municipal Airport	FNL	10
Grand Junction Regional Airport	GJT	34
Gunnison-Crested Butte Regional Airport	GUC	9
Montrose Regional Airport	MTJ	12
Pueblo Memorial Airport	PUB	27
San Luis Valley Airport	ALS	6
Telluride Regional Airport	TEX	16
Yampa Valley Regional Airport	HDN	56
General Aviation Airports		
Animas Airpark	00C	1
Astronaut Kent Rominger Airport	8V1	1
Blake Field	AJZ	2
Blanca Airport	05V	1
Boulder Municipal Airport	BDU	2
Brush Municipal Airport	7V5	1
Calhan Airport	5V4	0
Centennial Airport	APA	22
Central Colorado Regional Airport	AEJ	4
Colorado Plains Regional Airport	AKO	1
Colorado Spring East Airport	A50	1
Craig-Moffat County Airport	CAG	1
Crawford Airport	99V	2
Cuchara Valley Airport	07V	1
Dove Creek Airport	8V6	0
Eads Airport	9V7	3
Easton-Valley View Airport	11V	1
Erie Municipal Airport	EIK	9
Fort Morgan Municipal Airport	FMM	5
Fremont County Airport	1V6	8
Front Range Airport	FTG	22
Garfield County Regional Airport	RIL	5
Gebauer Airport	5V6	0
Glenwood Springs Municipal Airport	GWS	16
Granby-Grand County Airport	GNB	2
Greeley-Weld County Airport	GXY	8
Harriet Alexander Airport	ANK	2
Haxtun Municipal Airport	17V	1
Holly Airport	K08	1
Holyoke Municipal Airport	HEQ	2
Hopkins Field	AIB	2
Julesburg Municipal Airport	7V8	1
Kit Carson County Airport	ITR	5
La Junta Municipal Airport	LHX	3
Lake County Airport	LXV	3

Exhibit 3-3: Airport Administration Related Initial Employment
(Excluding Denver International)

Airport	Code	Initial Airport Administration Employment
Lamar Municipal Airport	LAA	6
Las Animas City & County Airport	7V9	1
Leach Airport	1V8	1
Limon Municipal Airport	LIC	1
Mack Mesa Airport	C07	1
McElroy Field	20V	3
Meadow Lake Airport	FLY	0
Meeker Airport	EEO	22
Mineral County Memorial Airport	C24	1
Monte Vista Municipal Airport	MVI	2
North Fork Valley Airport	7V2	1
Perry Stokes Airport	TAD	3
Platte Valley Airpark	18V	1
Rangely Airport	4V0	2
Rocky Mountain Metropolitan Airport	BJC	23
Saguache Municipal Airport	04V	1
Silver West Airport	C08	1
Spanish Peaks Airfield	4V1	1
Springfield Municipal Airport	8V7	3
Steamboat Springs-Bob Adams Field	SBS	7
Sterling Municipal Airport	STK	3
Stevens Field	PSO	2
Vance Brand Municipal Airport	LMO	2
Walden-Jackson County Airport	33V	1
Westwinds Airpark	D17	1
Wray Municipal Airport	2V5	2
Yuma Municipal Airport	2V6	2

**Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.
Note: Dashes indicate that an airport did not participate in this study.*

For all initial jobs presented in Exhibit 3-3, there is also a significant economic benefit related to annual payroll associated with these jobs. As part of this study's data gathering efforts, information on average payroll for employees engaged in airport administration, operational, and maintenance functions was collected from each airport. Colorado airports also provided information on their annual spending or cost to operate their airport; this spending is classified in this study as economic output.

Once employment, payroll, and output impacts enter the economy, there are additional multiplier effects for each of the three economic impact measures: employment, payroll, and output. Exhibit 3-4 presents statewide initial, multiplier, and total economic impacts for airport administration related employment, payroll, and output. Economic impacts shown in Exhibit 3-4 were estimated using a series of statewide multipliers which are specific to the employment, payroll, and output categories. Results presented in Exhibit 3-4 include statewide impacts for all commercial and general aviation airports included in this study, with the exception of Denver International.

Exhibit 3-4: Total Statewide Airport Administration Related Employment, Payroll, and Output
(Excluding Denver International)

	Initial	Multiplier	Total
Employment	602	195	797
Payroll	\$31,127,000	\$8,951,000	\$40,078,000
Output	\$79,777,000	\$58,485,000	\$138,262,000

3.3 STATEWIDE ECONOMIC IMPACTS FROM AIRPORT TENANTS/BUSINESSES

Many, but not all, of the study airports have on-airport tenants or businesses. These tenants provide a variety of aviation related services or some form of customer support. While not all inclusive, examples of airport tenants/businesses at commercial and general aviation airports in Colorado include the following:

- Airlines
- Fixed Base Operators (FBOs)
- Transportation Security Administration (TSA) and/or Federal Aviation Administration (FAA) personnel
- Companies providing aircraft rental or charters
- Companies engaged in aircraft manufacturing or sales
- Ground transportation providers
- Military units
- Aircraft rental and charter
- Corporate flight departments
- Rental car companies
- Flight instructors
- Air cargo companies
- Companies supporting emergency or medical flights
- Concessionaires
- Food and beverage providers
- Aerial applicators

It is important to note that some study airports have businesses on-site that are non-aviation in nature. If on-airport tenants were determined to be non-aviation in character, the economic impacts from these businesses were not reported in this analysis.

On the other hand, some Colorado airports have aviation tenants who operate “through the fence.” These through the fence operators provide aviation related services, but they are not located on airport property. These businesses are typically not paying the airport for their use of the airport’s facilities. For this analysis, since employment for these through the fence businesses is made possible by a study airport, the economic impacts of these tenants, when applicable, were included in this analysis. Erie Municipal and Fort Collins-Loveland Municipal are examples of airports with through the fence tenants.

Peterson Air Force Base, home to the 21st Space Wing, is co-located with the Colorado Springs Municipal Airport. The field is owned by the city and is a public civil-military facility. In prior iterations of Colorado’s statewide economic impact studies, both the civilian and military portions of this airport’s economic

impacts have been reported. Economic impacts for Colorado Springs Municipal Airport in the tenant category include economic impacts (employment, payroll, and output) associated with Peterson Air Force Base. Much of the information for the economic impacts of military activities at Colorado Springs Municipal was derived from a report entitled “Peterson Complex Economic Analysis.” This report was released at the end of September in 2011 and was prepared by Financial Analysis, 21st Space Wing, Peterson AFB.

As part of this study’s data gathering efforts, each airport provided a list of their on-airport tenants/aviation related business. A separate survey was sent to each of the reported tenants and several follow up phone calls were made to each of these tenants in an effort to collect information on their employment, payroll, and spending/output. Subsequently, all airports were again contacted and provided their tenant list, as reported in the 2008 study, to help insure that all tenants were appropriately reported. Additional follow up with tenants and study airports was undertaken to make sure that tenant related employment at each airport was accurately reported. In some instances, third party sources such as Dunn and Bradstreet and Manta were consulted to either verify or to estimate tenant related employment, if this information was not available either from the tenant themselves or from the airport where the tenant is located.

Once tenant lists and estimates of employment by tenant were finalized, this information was sent directly to each study airport for final “review” before this information was used in this study to estimate airport specific economic impacts in this category. Exhibit 3-5 presents information for each study airport that shows only their initial tenant related employment; employment estimates shown in Exhibit 3-5 do not include multiplier effects.

Exhibit 3-5: Total Initial Tenant Employment by Study Airport
(Excluding Denver International)

Airport	Code	Initial On-Airport Tenant Employment
Commercial Service Airports		
Aspen-Pitkin County Airport	ASE	472
Colorado Springs Municipal Airport*	COS	14,743
Cortez-Montezuma Municipal Airport	CEZ	18
Durango-La Plata County Airport	DRO	158
Eagle County Regional Airport	EGE	491
Fort Collins-Loveland Municipal Airport	FNL	187
Grand Junction Regional Airport	GJT	751
Gunnison-Crested Butte Regional Airport	GUC	73
Montrose Regional Airport	MTJ	257
Pueblo Memorial Airport	PUB	229
San Luis Valley Airport	ALS	35
Telluride Regional Airport	TEX	58
Yampa Valley Regional Airport	HDN	168

Exhibit 3-5: Total Initial Tenant Employment by Study Airport
(Excluding Denver International)

Airport	Code	Initial On-Airport Tenant Employment
General Aviation Airports		
Animas Airpark	00C	8
Astronaut Kent Rominger Airport	8V1	0
Blake Field	AJZ	4
Blanca Airport	05V	0
Boulder Municipal Airport	BDU	135
Brush Municipal Airport	7V5	0
Calhan Airport	5V4	1
Centennial Airport	APA	2,562
Central Colorado Regional Airport	AEJ	0
Colorado Plains Regional Airport	AKO	17
Colorado Spring East Airport	A50	0
Craig-Moffat County Airport	CAG	4
Crawford Airport	99V	9
Cuchara Valley Airport	07V	0
Dove Creek Airport	8V6	-
Eads Airport	9V7	5
Easton-Valley View Airport	11V	0
Erie Municipal Airport	EIK	79
Fort Morgan Municipal Airport	FMM	16
Fremont County Airport	1V6	30
Front Range Airport	FTG	196
Garfield County Regional Airport	RIL	48
Gebauer Airport	5V6	-
Glenwood Springs Municipal Airport	GWS	4
Granby-Grand County Airport	GNB	0
Greeley-Weld County Airport	GXY	346
Harriet Alexander Airport	ANK	5
Haxtun Municipal Airport	17V	0
Holly Airport	K08	0
Holyoke Municipal Airport	HEQ	5
Hopkins Field	AIB	0
Julesburg Municipal Airport	7V8	0
Kit Carson County Airport	ITR	4
La Junta Municipal Airport	LHX	4
Lake County Airport	LXV	0
Lamar Municipal Airport	LAA	6
Las Animas City & County Airport	7V9	0
Leach Airport	1V8	0
Limon Municipal Airport	LIC	0
Mack Mesa Airport	C07	2
McElroy Field	20V	1
Meadow Lake Airport	FLY	70
Meeker Airport	EEO	4
Mineral County Memorial Airport	C24	0
Monte Vista Municipal Airport	MVI	4
North Fork Valley Airport	7V2	1
Perry Stokes Airport	TAD	0
Platte Valley Airpark	18V	0
Rangely Airport	4V0	8
Rocky Mountain Metropolitan Airport	BJC	785

Exhibit 3-5: Total Initial Tenant Employment by Study Airport
(Excluding Denver International)

Airport	Code	Initial On-Airport Tenant Employment
Saguache Municipal Airport	04V	0
Silver West Airport	C08	5
Spanish Peaks Airfield	4V1	0
Springfield Municipal Airport	8V7	1
Steamboat Springs-Bob Adams Field	SBS	6
Sterling Municipal Airport	STK	0
Stevens Field	PSO	6
Vance Brand Municipal Airport	LMO	68
Walden-Jackson County Airport	33V	0
Westwinds Airpark	D17	1
Wray Municipal Airport	2V5	17
Yuma Municipal Airport	2V6	11

**Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.
Note: Dashes indicate that an airport did not participate in this study.*

Exhibit 3-5 provides information that shows total initial tenant related employment by study airport; these estimates *have not* been increased to show multiplier effects. More information on airport specific benefits from airport tenants/businesses is provided in Appendix A.

For all tenant related jobs presented in Exhibit 3-5, there is also a significant economic impact related to annual payroll, as well as with annual spending or output. As part of this study's data gathering efforts, information on average payroll for tenants at Colorado airports and annual output was also collected directly from the tenants themselves. Once initial employment, payroll, and output impacts related to airport tenants enter the economy, additional multiplier effects are created in the employment, payroll, and output categories. Exhibit 3-6 presents statewide initial, multiplier, and total economic impacts for tenant related employment, payroll, and output. Impacts shown in Exhibit 3-6 were calculated using statewide multipliers; results in this table include all commercial and general aviation airports with the exception of Denver International.

Exhibit 3-6: Total Statewide Tenant Related Employment, Payroll, and Output
(Excluding Denver International)

	Initial	Multiplier	Total
Employment	22,118	21,892	44,010
Payroll	\$1,807,543,000	\$1,005,213,000	\$2,812,756,000
Output	\$4,020,756,000	\$2,969,937,000	\$6,990,693,000

3.4 STATEWIDE ECONOMIC IMPACTS FROM CAPITAL INVESTMENT RELATED ACTIVITIES

With the support of private, local, state, and federal investment, Colorado airports routinely undertake projects to maintain, improve, and expand their facilities, services and equipment. Safety is a major focus for many of these investments. For this study, these activities, and the economic impacts they support, were all grouped in the capital investment category.

If, for example, a Colorado airport extends its parallel taxiway, while that project is being planned, designed, permitted, and constructed, there are jobs that are supported by the investment (spending) made to implement the example project. Unlike employment related to running the airport or employment attributed to airport tenants, capital investment related employment and other associated economic impacts are temporary in nature; lasting just over the life of the project.

It is also important to note that in this analysis, different types of capital investment provide different types of economic return, in terms of the number of jobs supported. For instance, the number of jobs in Colorado supported by the purchase of equipment is less than the number of jobs supported by a runway extension. As another example, the number of jobs supported by replacing fuel tanks, would most likely be fewer than the number of jobs that would be supported by widening a taxiway. In both of these examples, the purchase of equipment and the purchase of fuel tanks would most likely result in a higher percentage of expenditures taking place outside Colorado. On the other hand, labor and supplies to extend a runway or widen a taxiway would most likely result in a higher portion of the expenditures taking place inside Colorado.

Since economic impact studies provide a snapshot of economic benefits at the time the study is conducted, steps were taken to consider capital investment related spending over a longer time frame. This type of approach was taken, and has been used in past iterations of Colorado's statewide economic impact study, so as to not devalue the economic impacts of any airport that may not have a capital project underway at the time the economic impact study is being conducted.

For this update to the Colorado Statewide Economic Impact Study, four years of historical information, related to capital investment, were reviewed in order to develop an estimate of average annual capital spending for each of the study airports. Not only was total annual capital investment considered in this process, but also the nature of each airport's investment was reviewed. Information on total annual capital investment for each study airport was obtained from two sources, the airports themselves and from the Colorado Division of Aeronautics. Information related to capital investment for Peterson AFB, which is co-located with the Colorado Springs Municipal Airport, was obtained directly from the base. Economic impacts for capital investment at Colorado Springs Municipal include capital investments for Peterson AFB.

In the case of capital investment related economic impacts, average annual spending is generally equivalent to "output" for this particular impact category. Once each airport's average annual capital investment is established, the IMPLAN model provides ratios which facilitate the conversion of this spending/output into the number of jobs that this spending (output) supports over the duration of the investment. During the time frame considered for this analysis, both Telluride and Rifle had significant

capital investment for major runway projects. Economic impacts for these two airports from capital investment will most likely be less in future reporting cycles.

Exhibit 3-7: Initial Airport Employment for Capital Related Investment
(Excluding Denver International)

Airport	Code	Initial Capital Investment Related Employment	Average Annual Capital Investment 2009-2012
Commercial Service Airports			
Aspen-Pitkin County Airport	ASE	53	\$6,114,404
Colorado Springs Municipal Airport*	COS	70	\$19,653,197
Cortez-Montezuma Municipal Airport	CEZ	2	\$1,076,951
Durango-La Plata County Airport	DRO	45	\$6,989,612
Eagle County Regional Airport	EGE	71	\$7,870,433
Fort Collins-Loveland Municipal Airport	FNL	40	\$4,745,778
Grand Junction Regional Airport	GJT	65	\$10,031,270
Gunnison-Crested Butte Regional Airport	GUC	10	\$1,415,756
Montrose Regional Airport	MTJ	49	\$6,346,655
Pueblo Memorial Airport	PUB	39	\$4,775,299
San Luis Valley Airport	ALS	3	\$368,502
Telluride Regional Airport	TEX	150	\$15,847,559
Yampa Valley Regional Airport	HDN	18	\$2,017,789
General Aviation Airports			
Animas Airpark	00C	0	\$27,875
Astronaut Kent Rominger Airport	8V1	9	\$887,471
Blake Field	AJZ	6	\$642,417
Blanca Airport	05V	0	\$0
Boulder Municipal Airport	BDU	4	\$503,495
Brush Municipal Airport	7V5	0	\$9,495
Calhan Airport	5V4	0	\$384
Centennial Airport	APA	45	\$5,693,689
Central Colorado Regional Airport	AEJ	3	\$527,096
Colorado Plains Regional Airport	AKO	2	\$318,985
Colorado Spring East Airport	A50	0	\$11,361
Craig-Moffat County Airport	CAG	3	\$316,132
Crawford Airport	99V	0	\$11,361
Cuchara Valley Airport	07V	0	\$38,024
Dove Creek Airport	8V6	-	-
Eads Airport	9V7	0	\$26,513
Easton-Valley View Airport	11V	0	\$0
Erie Municipal Airport	EIK	4	\$659,983
Fort Morgan Municipal Airport	FMM	4	\$402,482
Fremont County Airport	1V6	1	\$178,378
Front Range Airport	FTG	18	\$2,821,194
Garfield County Regional Airport	RIL	219	\$22,510,394
Gebauer Airport	5V6	-	-
Glenwood Springs Municipal Airport	GWS	0	\$31,611
Granby-Grand County Airport	GNB	11	\$1,194,526
Greeley-Weld County Airport	GXY	7	\$1,182,440
Harriet Alexander Airport	ANK	12	\$1,291,965
Haxtun Municipal Airport	17V	1	\$67,280
Holly Airport	K08	0	\$0
Holyoke Municipal Airport	HEQ	3	\$347,894

Exhibit 3-7: Initial Airport Employment for Capital Related Investment
(Excluding Denver International)

Airport	Code	Initial Capital Investment Related Employment	Average Annual Capital Investment 2009-2012
Hopkins Field	AIB	3	\$430,440
Julesburg Municipal Airport	7V8	0	\$0
Kit Carson County Airport	ITR	1	\$126,810
La Junta Municipal Airport	LHX	4	\$501,906
Lake County Airport	LXV	2	\$595,359
Lamar Municipal Airport	LAA	2	\$289,008
Las Animas City & County Airport	7V9	1	\$128,395
Leach Airport	1V8	1	\$70,052
Limon Municipal Airport	LIC	0	\$252,629
Mack Mesa Airport	C07	0	\$15,579
McElroy Field	20V	1	\$183,192
Meadow Lake Airport	FLY	3	\$417,641
Meeker Airport	EEO	2	\$156,739
Mineral County Memorial Airport	C24	0	\$13,244
Monte Vista Municipal Airport	MVI	0	\$4,207
North Fork Valley Airport	7V2	0	\$46,483
Perry Stokes Airport	TAD	2	\$281,321
Platte Valley Airpark	18V	0	\$1,975
Rangely Airport	4V0	1	\$147,097
Rocky Mountain Metropolitan Airport	BJC	27	\$3,433,671
Saguache Municipal Airport	04V	0	\$0
Silver West Airport	C08	0	\$108,856
Spanish Peaks Airfield	4V1	5	\$707,567
Springfield Municipal Airport	8V7	1	\$129,284
Steamboat Springs-Bob Adams Field	SBS	4	\$563,442
Sterling Municipal Airport	STK	15	\$1,697,376
Stevens Field	PSO	1	\$215,211
Vance Brand Municipal Airport	LMO	4	\$501,037
Walden-Jackson County Airport	33V	1	\$168,558
Westwinds Airpark	D17	0	\$0
Wray Municipal Airport	2V5	2	\$169,876
Yuma Municipal Airport	2V6	1	\$121,326

**Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.*

Note: Dashes indicate that an airport did not participate in this study.

Exhibit 3-7 provides information that shows estimated average annual capital investment (output) for each study airport and the estimated annual number of jobs supported by this initial investment. The conversion of airport capital investment to jobs was accomplished using conversion ratios within the IMPLAN model. In Exhibit 3-7, estimates of capital investment output and employment *have not* been increased to reflect multiplier effects. Information from the US Bureau of Labor Statistics and/or IMPLAN was used subsequently to estimate payroll for employment shown in Exhibit 3-7; more airport specific information on economic impacts associated with capital investment can be found in Appendix A.

Once employment, payroll, and output benefits related to average annual capital investment at study airports enter the economy, additional multiplier effects are created in the employment, payroll, and

output categories. Exhibit 3-8 presents statewide initial, multiplier, and total economic impacts for capital investment related employment, payroll, and output impacts. Statewide impacts shown in Exhibit 3-8 were estimated using statewide multipliers. Results presented in this exhibit are for all commercial and general aviation airports with the exception of Denver International.

Exhibit 3-8: Total Statewide Capital Investment Related Employment, Payroll and Output
(Excluding Denver International)

	Initial	Multiplier	Total
Employment	1,057	797	1,855
Payroll	\$46,388,000	\$32,734,000	\$79,122,000
Output	\$138,434,000	\$104,489,000	\$242,923,000

3.5 SUMMARY OF STATEWIDE ECONOMIC IMPACTS FROM AIRPORT RELATED ACTIVITIES (ADMINISTRATION, TENANTS, AND CAPITAL INVESTMENT)

As the previous sections have shown, for many study airports, airport activities related to running each airport, activities associated with aviation related tenants at each airport, and activities related to capital investment at each airport support a significant amount of annual economic impacts. Exhibit 3-9 summarizes total statewide airport related employment in all three categories (airport administration, airport tenants, and airport capital investment). Exhibit 3-10 summarizes total annual statewide payroll for the three airport related categories, and Exhibit 3-11 summarizes total annual statewide output/spending for all airport related categories analyzed and measured in this study. All statewide impacts reported in these three tables were estimated using statewide multipliers and include initial impacts along with multiplier effects to represent total impacts. Results presented in these tables include all commercial and general aviation study airports, *with the exception of Denver International*.

Exhibit 3-9: Statewide Airport Related Employment by Study Airport
(Excluding Denver International)

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Aspen-Pitkin County Airport	ASE	561	646	1,207
Colorado Springs Municipal Airport*	COS	14,934	12,369	27,303
Cortez-Montezuma Municipal Airport	CEZ	23	29	52
Durango-La Plata County Airport	DRO	219	256	475
Eagle County Regional Airport	EGE	585	569	1,154
Fort Collins-Loveland Municipal Airport	FNL	237	300	537
Grand Junction Regional Airport	GJT	850	1,148	1,998
Gunnison-Crested Butte Regional Airport	GUC	92	101	193
Montrose Regional Airport	MTJ	318	319	637
Pueblo Memorial Airport	PUB	295	349	644
San Luis Valley Airport	ALS	44	59	103
Telluride Regional Airport	TEX	224	176	400
Yampa Valley Regional Airport	HDN	242	208	450

Exhibit 3-9: Statewide Airport Related Employment by Study Airport
(Excluding Denver International)

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
General Aviation Airports				
Animas Airpark	00C	9	4	13
Astronaut Kent Rominger Airport	8V1	10	7	17
Blake Field	AJZ	12	6	18
Blanca Airport	05V	1	0	1
Boulder Municipal Airport	BDU	141	189	330
Brush Municipal Airport	7V5	1	0	1
Calhan Airport	5V4	1	1	2
Centennial Airport	APA	2,629	3,648	6,277
Central Colorado Regional Airport	AEJ	7	4	11
Colorado Plains Regional Airport	AKO	20	8	28
Colorado Spring East Airport	A50	1	0	1
Craig-Moffat County Airport	CAG	8	2	10
Crawford Airport	99V	11	10	21
Cuchara Valley Airport	07V	1	0	2
Dove Creek Airport	8V6	-	-	-
Eads Airport	9V7	8	1	9
Easton-Valley View Airport	11V	1	0	1
Erie Municipal Airport	EIK	92	121	213
Fort Morgan Municipal Airport	FMM	25	8	33
Fremont County Airport	1V6	39	24	64
Front Range Airport	FTG	236	216	452
Garfield County Regional Airport	RIL	272	233	505
Gebauer Airport	5V6	-	-	-
Glenwood Springs Municipal Airport	GWS	20	13	34
Granby-Grand County Airport	GNB	13	9	22
Greeley-Weld County Airport	GXY	361	329	691
Harriet Alexander Airport	ANK	19	17	36
Haxtun Municipal Airport	17V	2	0	2
Holly Airport	K08	1	0	1
Holyoke Municipal Airport	HEQ	10	3	13
Hopkins Field	AIB	5	4	9
Julesburg Municipal Airport	7V8	1	0	1
Kit Carson County Airport	ITR	10	7	17
La Junta Municipal Airport	LHX	11	7	18
Lake County Airport	LXV	5	3	8
Lamar Municipal Airport	LAA	14	6	20
Las Animas City & County Airport	7V9	2	1	2
Leach Airport	1V8	2	1	2
Limon Municipal Airport	LIC	1	0	2
Mack Mesa Airport	C07	3	3	6
McElroy Field	20V	5	3	8
Meadow Lake Airport	FLY	73	110	183
Meeker Airport	EEO	28	14	42
Mineral County Memorial Airport	C24	1	0	1
Monte Vista Municipal Airport	MVI	6	1	7
North Fork Valley Airport	7V2	2	0	3
Perry Stokes Airport	TAD	5	2	7
Platte Valley Airpark	18V	1	0	1
Rangely Airport	4V0	11	9	20
Rocky Mountain Metropolitan Airport	BJC	835	1,217	2,052

Exhibit 3-9: Statewide Airport Related Employment by Study Airport
(Excluding Denver International)

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Saguache Municipal Airport	04V	1	0	1
Silver West Airport	C08	6	4	11
Spanish Peaks Airfield	4V1	6	4	11
Springfield Municipal Airport	8V7	5	2	7
Steamboat Springs-Bob Adams Field	SBS	17	14	32
Sterling Municipal Airport	STK	18	12	31
Stevens Field	PSO	9	13	21
Vance Brand Municipal Airport	LMO	74	58	132
Walden-Jackson County Airport	33V	2	1	3
Westwinds Airpark	D17	2	1	3
Wray Municipal Airport	2V5	21	2	23
Yuma Municipal Airport	2V6	14	2	16

*Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.

Note: Dashes indicate that an airport did not participate in this study.

Exhibit 3-10: Statewide Airport Related Payroll by Study Airport
(Excluding Denver International)

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Aspen-Pitkin County Airport	ASE	\$39,849,000	\$26,760,000	\$66,608,000
Colorado Springs Municipal Airport*	COS	\$1,285,061,000	\$575,978,000	\$1,861,039,000
Cortez-Montezuma Municipal Airport	CEZ	\$2,093,000	\$1,304,000	\$3,397,000
Durango-La Plata County Airport	DRO	\$16,905,000	\$11,090,000	\$27,996,000
Eagle County Regional Airport	EGE	\$38,234,000	\$25,306,000	\$63,540,000
Fort Collins-Loveland Municipal Airport	FNL	\$10,306,000	\$8,678,000	\$18,984,000
Grand Junction Regional Airport	GJT	\$55,750,000	\$47,357,000	\$103,107,000
Gunnison-Crested Butte Regional Airport	GUC	\$7,952,000	\$4,505,000	\$12,457,000
Montrose Regional Airport	MTJ	\$22,197,000	\$14,070,000	\$36,266,000
Pueblo Memorial Airport	PUB	\$11,224,000	\$7,364,000	\$18,588,000
San Luis Valley Airport	ALS	\$3,338,000	\$2,187,000	\$5,524,000
Telluride Regional Airport	TEX	\$12,003,000	\$7,553,000	\$19,556,000
Yampa Valley Regional Airport	HDN	\$17,321,000	\$10,357,000	\$27,677,000
General Aviation Airports				
Animas Airpark	00C	\$328,000	\$189,000	\$517,000
Astronaut Kent Rominger Airport	8V1	\$275,000	\$168,000	\$443,000
Blake Field	AJZ	\$370,000	\$182,000	\$552,000
Blanca Airport	05V	\$40,000	\$11,000	\$51,000
Boulder Municipal Airport	BDU	\$9,688,000	\$9,803,000	\$19,492,000
Brush Municipal Airport	7V5	\$44,000	\$15,000	\$58,000
Calhan Airport	5V4	\$42,000	\$45,000	\$87,000
Centennial Airport	APA	\$199,260,000	\$191,235,000	\$390,494,000
Central Colorado Regional Airport	AEJ	\$293,000	\$142,000	\$435,000
Colorado Plains Regional Airport	AKO	\$558,000	\$236,000	\$794,000

Exhibit 3-10: Statewide Airport Related Payroll by Study Airport
(Excluding Denver International)

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Colorado Spring East Airport	A50	\$55,000	\$18,000	\$73,000
Craig-Moffat County Airport	CAG	\$237,000	\$92,000	\$329,000
Crawford Airport	99V	\$333,000	\$205,000	\$538,000
Cuchara Valley Airport	07V	\$55,000	\$22,000	\$77,000
Dove Creek Airport	8V6	-	-	-
Eads Airport	9V7	\$210,000	\$34,000	\$244,000
Easton-Valley View Airport	11V	\$40,000	\$12,000	\$52,000
Erie Municipal Airport	EIK	\$2,472,000	\$2,202,000	\$4,674,000
Fort Morgan Municipal Airport	FMM	\$847,000	\$239,000	\$1,086,000
Fremont County Airport	1V6	\$1,053,000	\$636,000	\$1,689,000
Front Range Airport	FTG	\$19,587,000	\$9,868,000	\$29,455,000
Garfield County Regional Airport	RIL	\$14,769,000	\$9,004,000	\$23,773,000
Gebauer Airport	5V6	-	-	-
Glenwood Springs Municipal Airport	GWS	\$1,040,000	\$472,000	\$1,511,000
Granby-Grand County Airport	GNB	\$504,000	\$347,000	\$851,000
Greeley-Weld County Airport	GXY	\$21,584,000	\$8,938,000	\$30,522,000
Harriet Alexander Airport	ANK	\$862,000	\$652,000	\$1,514,000
Haxtun Municipal Airport	17V	\$66,000	\$30,000	\$97,000
Holly Airport	K08	\$40,000	\$12,000	\$52,000
Holyoke Municipal Airport	HEQ	\$309,000	\$110,000	\$419,000
Hopkins Field	AIB	\$196,000	\$112,000	\$309,000
Julesburg Municipal Airport	7V8	\$40,000	\$12,000	\$52,000
Kit Carson County Airport	ITR	\$304,000	\$174,000	\$478,000
La Junta Municipal Airport	LHX	\$552,000	\$246,000	\$799,000
Lake County Airport	LXV	\$218,000	\$115,000	\$332,000
Lamar Municipal Airport	LAA	\$445,000	\$207,000	\$651,000
Las Animas City & County Airport	7V9	\$75,000	\$37,000	\$112,000
Leach Airport	1V8	\$60,000	\$25,000	\$84,000
Limon Municipal Airport	LIC	\$66,000	\$32,000	\$97,000
Mack Mesa Airport	C07	\$146,000	\$126,000	\$272,000
McElroy Field	20V	\$191,000	\$119,000	\$310,000
Meadow Lake Airport	FLY	\$3,030,000	\$3,164,000	\$6,194,000
Meeker Airport	EEO	\$1,358,000	\$579,000	\$1,937,000
Mineral County Memorial Airport	C24	\$44,000	\$14,000	\$57,000
Monte Vista Municipal Airport	MVI	\$188,000	\$23,000	\$211,000
North Fork Valley Airport	7V2	\$91,000	\$27,000	\$117,000
Perry Stokes Airport	TAD	\$211,000	\$97,000	\$308,000
Platte Valley Airpark	18V	\$41,000	\$13,000	\$53,000
Rangely Airport	4V0	\$343,000	\$203,000	\$545,000
Rocky Mountain Metropolitan Airport	BJC	\$72,837,000	\$59,048,000	\$131,885,000
Saguache Municipal Airport	04V	\$40,000	\$11,000	\$51,000
Silver West Airport	C08	\$241,000	\$144,000	\$385,000
Spanish Peaks Airfield	4V1	\$300,000	\$207,000	\$508,000
Springfield Municipal Airport	8V7	\$198,000	\$72,000	\$270,000
Steamboat Springs-Bob Adams Field	SBS	\$743,000	\$449,000	\$1,192,000
Sterling Municipal Airport	STK	\$834,000	\$528,000	\$1,362,000
Stevens Field	PSO	\$457,000	\$395,000	\$853,000
Vance Brand Municipal Airport	LMO	\$3,392,000	\$3,066,000	\$6,459,000
Walden-Jackson County Airport	33V	\$107,000	\$53,000	\$160,000
Westwinds Airpark	D17	\$95,000	\$46,000	\$141,000

Exhibit 3-10: Statewide Airport Related Payroll by Study Airport
(Excluding Denver International)

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Wray Municipal Airport	2V5	\$514,000	\$65,000	\$579,000
Yuma Municipal Airport	2V6	\$510,000	\$64,000	\$574,000

*Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.
Note: Dashes indicate that an airport did not participate in this study.

Exhibit 3-11: Statewide Airport Related Output by Study Airport
(Excluding Denver International)

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Aspen-Pitkin County Airport	ASE	\$121,865,000	\$95,030,000	\$216,895,000
Colorado Springs Municipal Airport*	COS	\$2,335,412,000	\$1,662,603,000	\$3,998,015,000
Cortez-Montezuma Municipal Airport	CEZ	\$6,216,000	\$4,169,000	\$10,385,000
Durango-La Plata County Airport	DRO	\$49,428,000	\$37,017,000	\$86,444,000
Eagle County Regional Airport	EGE	\$104,945,000	\$81,879,000	\$186,824,000
Fort Collins-Loveland Municipal Airport	FNL	\$57,251,000	\$44,540,000	\$101,791,000
Grand Junction Regional Airport	GJT	\$177,431,000	\$136,282,000	\$313,713,000
Gunnison-Crested Butte Regional Airport	GUC	\$19,082,000	\$14,812,000	\$33,894,000
Montrose Regional Airport	MTJ	\$58,150,000	\$45,265,000	\$103,414,000
Pueblo Memorial Airport	PUB	\$36,605,000	\$28,371,000	\$64,976,000
San Luis Valley Airport	ALS	\$10,012,000	\$7,674,000	\$17,686,000
Telluride Regional Airport	TEX	\$31,255,000	\$26,395,000	\$57,649,000
Yampa Valley Regional Airport	HDN	\$40,486,000	\$32,278,000	\$72,764,000
General Aviation Airports				
Animas Airpark	00C	\$1,053,000	\$714,000	\$1,767,000
Astronaut Kent Rominger Airport	8V1	\$936,000	\$765,000	\$1,701,000
Blake Field	AJZ	\$792,000	\$623,000	\$1,415,000
Blanca Airport	05V	\$49,000	\$36,000	\$85,000
Boulder Municipal Airport	BDU	\$39,310,000	\$30,598,000	\$69,908,000
Brush Municipal Airport	7V5	\$58,000	\$44,000	\$102,000
Calhan Airport	5V4	\$269,000	\$208,000	\$478,000
Centennial Airport	APA	\$725,832,000	\$562,889,000	\$1,288,720,000
Central Colorado Regional Airport	AEJ	\$1,063,000	\$724,000	\$1,787,000
Colorado Plains Regional Airport	AKO	\$1,801,000	\$1,145,000	\$2,946,000
Colorado Spring East Airport	A50	\$72,000	\$54,000	\$126,000
Craig-Moffat County Airport	CAG	\$537,000	\$376,000	\$913,000
Crawford Airport	99V	\$1,073,000	\$767,000	\$1,840,000
Cuchara Valley Airport	07V	\$87,000	\$68,000	\$155,000
Dove Creek Airport	8V6	-	-	-
Eads Airport	9V7	\$297,000	\$131,000	\$428,000
Easton-Valley View Airport	11V	\$49,000	\$36,000	\$85,000
Erie Municipal Airport	EIK	\$5,883,000	\$4,392,000	\$10,275,000
Fort Morgan Municipal Airport	FMM	\$2,092,000	\$933,000	\$3,026,000
Fremont County Airport	1V6	\$3,629,000	\$2,804,000	\$6,433,000

Exhibit 3-11: Statewide Airport Related Output by Study Airport
(Excluding Denver International)

Airport	Code	Initial Output	Multiplier Output	Total Output
Front Range Airport	FTG	\$41,497,000	\$29,752,000	\$71,250,000
Garfield County Regional Airport	RIL	\$35,254,000	\$30,576,000	\$65,831,000
Gebauer Airport	5V6	-	-	-
Glenwood Springs Municipal Airport	GWS	\$2,111,000	\$1,610,000	\$3,721,000
Granby-Grand County Airport	GNB	\$1,402,000	\$1,195,000	\$2,596,000
Greeley-Weld County Airport	GXY	\$53,893,000	\$36,761,000	\$90,654,000
Harriet Alexander Airport	ANK	\$2,807,000	\$2,321,000	\$5,128,000
Haxtun Municipal Airport	17V	\$116,000	\$93,000	\$209,000
Holly Airport	K08	\$49,000	\$36,000	\$85,000
Holyoke Municipal Airport	HEQ	\$900,000	\$595,000	\$1,495,000
Hopkins Field	AIB	\$558,000	\$412,000	\$970,000
Julesburg Municipal Airport	7V8	\$49,000	\$36,000	\$85,000
Kit Carson County Airport	ITR	\$1,175,000	\$896,000	\$2,071,000
La Junta Municipal Airport	LHX	\$1,399,000	\$1,032,000	\$2,431,000
Lake County Airport	LXV	\$1,085,000	\$626,000	\$1,712,000
Lamar Municipal Airport	LAA	\$1,172,000	\$800,000	\$1,972,000
Las Animas City & County Airport	7V9	\$177,000	\$112,000	\$289,000
Leach Airport	1V8	\$119,000	\$100,000	\$219,000
Limon Municipal Airport	LIC	\$302,000	\$96,000	\$397,000
Mack Mesa Airport	C07	\$633,000	\$488,000	\$1,121,000
McElroy Field	20V	\$744,000	\$552,000	\$1,296,000
Meadow Lake Airport	FLY	\$7,278,000	\$5,577,000	\$12,855,000
Meeker Airport	EEO	\$2,564,000	\$1,953,000	\$4,516,000
Mineral County Memorial Airport	C24	\$62,000	\$48,000	\$110,000
Monte Vista Municipal Airport	MVI	\$226,000	\$72,000	\$299,000
North Fork Valley Airport	7V2	\$130,000	\$86,000	\$216,000
Perry Stokes Airport	TAD	\$429,000	\$303,000	\$732,000
Platte Valley Airpark	18V	\$51,000	\$38,000	\$89,000
Rangely Airport	4V0	\$885,000	\$704,000	\$1,589,000
Rocky Mountain Metropolitan Airport	BJC	\$226,669,000	\$175,793,000	\$402,461,000
Saguache Municipal Airport	04V	\$49,000	\$36,000	\$85,000
Silver West Airport	C08	\$829,000	\$538,000	\$1,367,000
Spanish Peaks Airfield	4V1	\$757,000	\$610,000	\$1,367,000
Springfield Municipal Airport	8V7	\$558,000	\$414,000	\$972,000
Steamboat Springs-Bob Adams Field	SBS	\$2,462,000	\$1,873,000	\$4,335,000
Sterling Municipal Airport	STK	\$2,055,000	\$1,805,000	\$3,861,000
Stevens Field	PSO	\$2,134,000	\$1,565,000	\$3,700,000
Vance Brand Municipal Airport	LMO	\$11,627,000	\$9,054,000	\$20,681,000
Walden-Jackson County Airport	33V	\$228,000	\$175,000	\$403,000
Westwinds Airpark	D17	\$166,000	\$130,000	\$296,000
Wray Municipal Airport	2V5	\$692,000	\$229,000	\$920,000
Yuma Municipal Airport	2V6	\$650,000	\$200,000	\$850,000

**Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.*

Note: Dashes indicate that an airport did not participate in this study.

Estimates of employment, payroll, and output shown in the three previous tables summarize total annual economic impacts for activities related to airport administration, operation, and maintenance; activities related to aviation tenants/businesses; and impacts that are supported by capital investment spending. As implied in the previous tables when all initial and multiplier effects are considered, aviation related activity at commercial and general aviation airports support an estimated 46,662 jobs and these jobs have an estimated annual payroll of \$2,931,955,796. Total annual output for these activities for commercial and general aviation airports, with the exception of Denver International, is estimated at \$7,371,878,044.

Previous tables in this report provided each airport's individual estimate of initial employment for the following categories: airport administration, operations, and maintenance; airport tenants/businesses; and capital investment. In order to maintain the confidentiality of survey respondents, information on payroll and output at the airport specific level for airport administration, airport tenants, and capital investment is not presented in this report. In Appendix A, Table A-1, provides more information for individual study airports in terms of combined payroll and output for the three categories. For each study airport, Table A-1 presents a sum of total initial employment for each airport as previously presented. Table A-1 also presents each airport's employment, payroll, and output associated with multipliers that are specific to various regions in the state; total annual airport related economic impacts for each airport are also shown in this table.

3.6 STATEWIDE ECONOMIC IMPACTS FROM VISITOR SPENDING

Aside from economic impacts related to airport administration, airport tenants, and airport capital investment, Colorado airports also help to support other economic impacts related to spending by visitors who arrive in Colorado on either scheduled commercial airline flights or general aviation aircraft.

Colorado attracts visitors from around the U.S. and around the world. Visitors come to Colorado for many reasons: trips for business and conventions; vacation and leisure trips; military related travel; and trips to see friends and family. Among all states, Colorado has one of the nation's most vibrant tourism industries, driven in part by its world class ski resorts. Colorado ranks number one in the U.S. for the number of overnight visitors that it attracts for ski related travel.

Spending by visitors to Colorado varies based on the visitor's origination, trip purpose, and trip duration. Visitors traveling to and within Colorado on day trips spend the least. Visitors coming to Colorado to see friends and family spend the least, on a per trip basis, in the overnight visitor category. Leisure related visitors tend to spend more than visitors on business trips, and visitors who come to Colorado to ski spend the most on a per trip basis. Not all Colorado visitor related travel results in an overnight trip; some visitor related travel can be just a "day trip." Given the distance between many of Colorado's communities, many businesses use general aviation aircraft to make day trips. When a business trip is made between Hayden and Lamar, in this analysis, these travelers are considered to be "visitors" because they live outside the market area of the city where they are traveling. Visitors who make day trips on general aviation aircraft spend the least of all visitors considered in this analysis.

Annually, spending by visitors in Colorado, who travel by air, accounts for a significant economic impact. Visitors to Colorado travel by both scheduled commercial airlines and by general aviation aircraft. Spending by visitors traveling on scheduled commercial airlines takes place in the communities that are

served by Colorado's commercial airports, while spending by visitors traveling on general aviation aircraft is associated with all study airports. When this study was undertaken in 2012, there were 14 airports in Colorado that had scheduled airline service; this number includes Denver International. Visitor impacts for Denver International are presented in a subsequent section of this report. The following sections discuss statewide spending by visitors using both scheduled commercial airlines and general aviation aircraft for their travel needs.

Statewide Spending by Visitors Arriving on Scheduled Commercial Airlines

When a visitor arrives in Colorado on a commercial air carrier, this visitor most often has expenditures in a variety of categories; typical visitor spending categories can be summarized as follows:

- **Ground Transportation.** Visitors arriving on a commercial airline often have expenditures for ground transportation services once they arrive at their destination city in Colorado. These expenditures could be for rental cars, taxis, shuttles, or other types of ground transportation.
- **Accommodations.** Visitors, depending on their length of stay, also have expenditures for hotels or other similar types of overnight accommodations. Some vacation travelers may also rent homes or condominiums. If visitors travel to Colorado to see friends and family, these visitors may not have expenditures in this category.
- **Food & Beverage.** Visitors also almost always have expenditures for food and beverages; and this spending varies by length of stay and type of stay.
- **Recreational Activity.** Visitors who travel for vacation, and sometimes for business travel, have spending for various types of recreational activities. As noted, visitors who come to Colorado to ski have the highest average spending per visitor trip, but visitors to Colorado communities have spending for a wide variety of recreational activities and different types of entertainment. In the recreational/entertainment category, visitors have spending for hunting, golf, biking, hiking, fishing, sports events, concerts, and other attractions.
- **Retail Purchases.** Visitors often also have spending for various types of retail when they come to Colorado. Since many retail items purchased by visitors are not manufactured in Colorado, spending in the retail category has less of an impact on the state and various local economies than does visitor spending in other categories.

For this study, surveys of commercial airline passengers were made available at 14 commercial airports. These passenger surveys requested information on trip purpose, length of stay, and total trip spending by expenditure category. Using survey results, visitor spending was assigned to categories such as hotel, food/beverage, local transportation, retail, and entertainment/recreation.

Spending patterns by visitors arriving in Colorado on a commercial airline vary by market. Some airports, such as those serving Telluride and Aspen, serve a very high percentage of leisure/vacation related visitors. There was a point when visitor demand to Colorado's ski communities was concentrated almost exclusively during the winter months. Over time, however, this has changed as Colorado resort areas have developed programs, amenities, and facilities to attract visitors on a more year round basis. At Durango, for example, visitors during the summer months now exceed the airport's winter vacationers.

For other markets, such as Grand Junction, there are a higher percentage of non-leisure trips in the business category.

Enplaned passengers within the origination and destination (O&D) category for each of the commercial airports considered in this economic impact analysis are comprised of two components, either they are “local/resident” passengers or they are “visiting” passengers. Since “connecting” passengers do not leave an airport’s terminal, they are not considered in the visitor analysis. Estimates of economic impacts that result from connecting passengers and local passengers are reflected in the previously discussed airport related economic impacts.

Information on the percent of each airport’s enplaned passengers that are visiting in nature was obtained from data available from the US DOT in its O&D Survey. Total annual enplanements for 2012 were obtained from FAA ACAIS data.

While assumptions to estimate expenditures per visitor per trip varied among the commercial airports, there are some overarching points that are important to estimating commercial visitor spending patterns; and these points are as follows:

- All visitors arriving in Colorado via a commercial airline were assumed to spend at least one night in the state.
- Commercial visitor spending estimates were developed for all Colorado airports that had scheduled airline service when this study was initiated in the late summer of 2012. It is important to note, however, that in October 2012, Allegiant Air discontinued scheduled airline service to Fort Collins Loveland Municipal Airport, leaving Colorado with 13 airports that have scheduled commercial airline service. Since Fort Collins had airline service during most of 2012, the base year for this study, the airport’s economic impacts presented in this report include impacts from spending by visitors who arrived in Colorado at that airport on a scheduled air carrier during 2012, while service was still in place.
- Total annual visiting enplanements for each airport were segmented into the following categories: business, convention, vacation, ski trip, friends/family, and other which generally included military related trips and school related travel. Trip assignments were accomplished using information from visitor surveys completed for this study and from information supplied by various convention, tourism, and business groups in Colorado.
- Information on visitor spending patterns by trip purpose was obtained from a variety of sources including state studies on all Colorado visitors, regardless of mode of travel; information provided by various tourism groups and convention and visitor bureaus in Colorado; and surveys of airline travelers conducted specifically for this study. Using these sources, individual spending patterns by trip type were established for each of the commercial service airports.
- Visitor spending patterns were adjusted for the winter months for those airports that serve Colorado’s ski resorts; these adjustments were made to reflect higher visitor spending associated with ski related trips to the state.

Enplanements in 2012 for each airport, the percent of each airport's enplanements that are visiting in nature, and annual estimated visitors who arrived in Colorado on a commercial airline are shown in Exhibit 3-12. From this information, during 2012, it is estimated that Colorado had 1,090,705 visitors that arrived in the State via a scheduled commercial air carrier; this estimate of visitors arriving on a commercial carriers *excludes* visitors arriving via Denver International.

Exhibit 3-12: Estimated Spending (Output) by Visitors Arriving on Commercial Airlines

Commercial Airport	Code	Total Enplanements	% Visitors	Total Visitors	Total Visitor Spending
Aspen-Pitkin County Airport	ASE	220,753	74.4%	164,248	\$377,934,648
Colorado Springs Municipal Airport*	COS	817,389	47.3%	386,636	\$241,260,864
Cortez-Montezuma Municipal Airport	CEZ	7,668	54.6%	4,189	\$2,401,344
Durango-La Plata County Airport	DRO	184,652	56.6%	104,493	\$127,768,816
Eagle County Regional Airport	EGE	170,384	85.0%	144,877	\$277,801,648
Fort Collins-Loveland Municipal Airport	FNL	34,186	25.0%	8,539	\$4,856,556
Grand Junction Regional Airport	GJT	219,810	45.6%	100,294	\$53,105,673
Gunnison-Crested Butte Regional Airport	GUC	31,581	81.9%	25,872	\$37,339,764
Montrose Regional Airport	MTJ	74,152	72.6%	53,833	\$77,694,477
Pueblo Memorial Airport	PUB	9,776	33.9%	3,318	\$1,623,332
San Luis Valley Airport	ALS	7,051	56.8%	4,008	\$1,976,946
Telluride Regional Airport	TEX	7,186	77.9%	5,596	\$8,939,610
Yampa Valley Regional Airport	HDN	103,050	82.3%	84,802	\$139,626,493
Total All Commercial Airports		1,887,639	57.8%	1,090,705	\$1,352,330,171

*Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.

Using the visiting enplanements shown in Exhibit 3-12; distributions of trip purpose by airport; and spending by trip type, estimates of spending by visitors who arrived in Colorado on a scheduled commercial airline in 2012 were developed. Estimates of annual spending by visitors arriving on commercial airlines are also presented in Exhibit 3-12. It is important to note that for this analysis, that total visitor spending presented in Exhibit 3-12 is generally equivalent to annual output in the commercial visitor impact category.

Similar to spending related to capital investment at study airports, the IMPLAN model provides ratios for converting annual spending (output) by commercial airline visitors into the number of jobs that this spending supports each year. Using information from the US Bureau of Labor Statistics and the IMPLAN model, payroll for service industry related jobs that are supported by visitor spending (output) was also estimated.

Exhibit 3-13 provides information that shows initial, multiplier, and total economic impacts for employment, payroll, and output (spending) as they relate to economic activities associated with visitors who arrive in Colorado on a commercial airline. Estimates of statewide economic impacts shown in Exhibit 3-13 were developed using statewide multipliers; additional benefits from commercial visitors arriving Denver International are presented in a subsequent section of this report.

Exhibit 3-13: Statewide Economic Impacts from Commercial Visitor Spending
(Excluding Denver International)

	Initial	Multiplier	Total
Employment	86,715	38,537	125,252
Payroll	\$2,497,855,000	\$1,834,611,000	\$4,332,466,000
Output	\$6,994,029,000	\$5,490,665,000	\$12,484,694,000

Information presented in Exhibit 3-13 shows total annual statewide impacts for commercial airports in Colorado that have or had scheduled commercial airline service when this study was conducted in 2012. Table A-2 in Appendix A provides more specific information on commercial visitor spending. This table shows annual estimated visitors, average spending per visitor, total annual multiplier impacts associated with visitor spending, and the number of employees supported by commercial visitor spending for each of the commercial airports. Estimates of employment, payroll, and output, as they relate to commercial visitor spending at the individual commercial airports, are presented in Appendix A to this report in Table A-3. Estimates of annual economic impacts presented in Tables A-2 and A-3 were developed using regional multipliers specific to each commercial airport.

Statewide Spending by Visitors Arriving on General Aviation Aircraft

All of the study airports, both commercial and general aviation, serve visitors who arrive at their destination on general aviation aircraft. Similar to visitors who use commercial airline service, visitors who use general aviation aircraft are traveling on business, personnel, and vacation related trips. While commercial airlines now serve 13 destinations in Colorado, all public-use airports included in this study have facilities to accommodate visiting general aviation aircraft. Travelers often use general aviation aircraft that they own, rent, lease, or charter because they are able to fly to an airport that is closer to their ultimate destination. In today’s environment of cut backs and consolidation in the commercial airline industry, general aviation can reduce travel time and add to increased efficiency.

Unlike commercial airline travelers, there are no established sources for identifying the number of visitors who arrive in Colorado each year on general aviation aircraft. In fact, since most of the airports included in this analysis do not have an air traffic control tower, actual counts of total annual take-offs and landings by general aviation aircraft are not available.

For this Economic Impact Update, a considerable amount of effort was invested to generate reasonable estimates of general aviation visitors for all study airports. The effort to estimate general aviation visitors started with each of individual study airports, with each airport providing estimates of their number of weekly general aviation aircraft departures that are truly “transient” or visiting in nature. For this study, “visiting” general aviation aircraft were considered to be aircraft not based at the airport. In addition, for an aircraft to be considered visiting, the occupants of the plane had to disembark and leave the airport for some period of time.

Each airport’s estimate of its weekly visiting general aviation aircraft was then translated into an annual estimate for visiting general aircraft departures. These annual estimates were compared to estimates of

each airport's total annual operations and to the portion of each airport's operations that are estimated to be "itinerant" in nature. This information was obtained from FAA Form 5010. FAA's definition of an itinerant operation is one that leaves the airport's local airspace; itinerant operations, however, are performed by both aircraft that are based at an airport as well as by aircraft that are visiting in nature. This review/comparison resulted in revisions to some estimates of weekly visiting general aviation aircraft submitted by study airports. For this study, estimates of general aviation visitors were based exclusively on that portion of each airport's departures that are truly transient or visiting in nature. Therefore, transient departures are only a portion of total annual itinerant departures.

Airport estimates of visiting general aviation aircraft departures were reviewed by staff from the Colorado Division of Aeronautics and the FAA's Denver ADO, with additional adjustments being made as necessary to reflect input by these two agencies. It is important to note that similar to other states, over the past five years, many Colorado airports have experienced a decrease in general aviation activity. Activity data from air traffic control towers at the Centennial, Rocky Mountain Regional, and Front Range airports indicate that over the past five years, general aviation operations have experienced a notable decrease. Decreases in general aviation activity are most directly related to fuel prices and the overall failure of the U.S. economy to support real growth.

In addition to estimating weekly visiting general aviation aircraft, each airport also provided an estimate of the "mix" for their visiting planes: single-engine, multi-engine, and jet. The airport generated visiting general aviation aircraft fleet mix was again reviewed and adjusted, as needed by CDOT and FAA. In addition, information from FAA's Enhanced Traffic Management System (ETMS) was reviewed, as it was available. ETMS provides information by aircraft type when the pilot files a flight plan before departure. ETMS data were used to help verify and refine, as needed, the visiting general aviation aircraft fleet mix for some airports.

Study airports also provided information on the number of general aviation visitors (pilots and passengers) that typically arrive on single-engine, multi-engine, and jet aircraft that visit their individual airport. Using the annual operating fleet mix for visiting general aviation aircraft and the airport generated estimates of visitors per aircraft type, estimates of annual general aviation visitors for study airports were generated. Estimates of 2012 annual general aviation visitors for study airports are presented in Exhibit 3-14. For 2012, it was estimated that 1,016,940 visitors used general aviation aircraft to visit Colorado; this estimate does not include general aviation visitors who arrived in Colorado via Denver International.

Estimates of general aviation visitors for each study airport were compared to similar estimates from the 2008 statewide economic impact study. This comparison was sent to all study airports. All airports were asked to review their general aviation visitor estimates. Most airports provided feedback that general aviation visitor estimates for 2008 appeared to have been overstated. While some study airports show lower levels of general aviation visitor activity in 2012, it is possible that activity did not really decline, but was rather previously over reported.

Exhibit 3-14: Airport Estimates of General Aviation Visitors and Visitor Spending

Airport	Code	Total Annual GA Visitor Departures	Total Annual GA Visitors	Total Annual GA Visitor Spending
Commercial Service Airports				
Aspen-Pitkin County Airport	ASE	16,425	76,031	\$54,780,570
Colorado Springs Municipal Airport*	COS	31,390	109,331	\$35,478,030
Cortez-Montezuma Municipal Airport	CEZ	3,650	10,159	\$2,844,430
Durango-La Plata County Airport	DRO	5,475	20,274	\$10,968,193
Eagle County Regional Airport	EGE	10,950	50,688	\$36,520,380
Fort Collins-Loveland Municipal Airport	FNL	15,695	45,230	\$14,677,087
Grand Junction Regional Airport	GJT	20,805	74,752	\$20,370,019
Gunnison-Crested Butte Regional Airport	GUC	4,745	17,049	\$8,524,393
Montrose Regional Airport	MTJ	5,110	21,288	\$10,644,130
Pueblo Memorial Airport	PUB	14,965	49,190	\$12,543,439
San Luis Valley Airport	ALS	4,380	14,486	\$3,693,812
Telluride Regional Airport	TEX	8,395	15,719	\$11,325,341
Yampa Valley Regional Airport	HDN	5,475	23,367	\$16,836,140
General Aviation Airports				
Animas Airpark	00C	1,095	2,146	\$445,337
Astronaut Kent Rominger Airport	8V1	104	204	\$44,335
Blake Field	AJZ	730	1,774	\$266,100
Blanca Airport	05V	40	75	\$7,488
Boulder Municipal Airport	BDU	3,650	7,756	\$2,191,141
Brush Municipal Airport	7V5	104	198	\$15,850
Calhan Airport	5V4	40	83	\$6,624
Centennial Airport	APA	43,800	180,062	\$59,510,425
Central Colorado Regional Airport	AEJ	2,190	5,600	\$1,044,719
Colorado Plains Regional Airport	AKO	2,190	4,681	\$702,136
Colorado Spring East Airport	A50	52	48	\$3,804
Craig-Moffat County Airport	CAG	365	998	\$214,551
Crawford Airport	99V	312	591	\$47,274
Cuchara Valley Airport	07V	40	75	\$5,990
Dove Creek Airport	8V6	40	-	-
Eads Airport	9V7	52	97	\$14,602
Easton-Valley View Airport	11V	52	97	\$7,788
Erie Municipal Airport	EIK	4,276	9,025	\$1,827,598
Fort Morgan Municipal Airport	FMM	365	801	\$120,209
Fremont County Airport	1V6	730	1,536	\$345,648
Front Range Airport	FTG	7,300	19,294	\$4,871,710
Garfield County Regional Airport	RIL	2,190	8,780	\$1,997,384
Gebauer Airport	5V6	40	-	-
Glenwood Springs Municipal Airport	GWS	1,095	2,062	\$515,471
Granby-Grand County Airport	GNB	365	830	\$172,227
Greeley-Weld County Airport	GXY	8,395	23,111	\$5,142,294
Harriet Alexander Airport	ANK	730	1,506	\$312,584
Haxtun Municipal Airport	17V	52	97	\$7,788
Holly Airport	K08	312	584	\$46,725
Holyoke Municipal Airport	HEQ	365	1,110	\$208,187
Hopkins Field	AIB	365	715	\$119,830
Julesburg Municipal Airport	7V8	104	195	\$15,575
Kit Carson County Airport	ITR	1,095	2,559	\$383,852
La Junta Municipal Airport	LHX	365	711	\$106,620
Lake County Airport	LXV	2,190	5,129	\$1,282,136

Exhibit 3-14: Airport Estimates of General Aviation Visitors and Visitor Spending

Airport	Code	Total Annual GA Visitor Departures	Total Annual GA Visitors	Total Annual GA Visitor Spending
Lamar Municipal Airport	LAA	3,650	8,231	\$1,656,585
Las Animas City & County Airport	7V9	52	150	\$12,000
Leach Airport	1V8	104	198	\$29,718
Limon Municipal Airport	LIC	104	198	\$29,718
Mack Mesa Airport	C07	52	700	\$56,000
McElroy Field	20V	1,095	2,980	\$625,832
Meadow Lake Airport	FLY	730	1,431	\$196,735
Meeker Airport	EEO	1,460	4,799	\$1,391,716
Mineral County Memorial Airport	C24	40	78	\$12,152
Monte Vista Municipal Airport	MVI	104	204	\$31,595
North Fork Valley Airport	7V2	104	450	\$36,000
Perry Stokes Airport	TAD	1,095	3,033	\$454,973
Platte Valley Airpark	18V	104	200	\$16,033
Rangely Airport	4V0	730	2,109	\$348,028
Rocky Mountain Metropolitan Airport	BJC	36,500	140,598	\$46,467,639
Saguache Municipal Airport	04V	40	77	\$6,166
Silver West Airport	C08	104	267	\$41,441
Spanish Peaks Airfield	4V1	104	204	\$30,576
Springfield Municipal Airport	8V7	260	673	\$100,893
Steamboat Springs-Bob Adams Field	SBS	1,825	7,615	\$3,388,675
Sterling Municipal Airport	STK	730	1,941	\$291,117
Stevens Field	PSO	2,555	6,396	\$2,526,595
Vance Brand Municipal Airport	LMO	9,125	21,697	\$4,827,677
Walden-Jackson County Airport	33V	365	813	\$182,892
Westwinds Airpark	D17	156	292	\$23,363
Wray Municipal Airport	2V5	365	753	\$112,982
Yuma Municipal Airport	2V6	365	756	\$113,333
Total All Airports		294,568	1,016,940	\$384,220,395

**Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement; economic impacts for this airport include both civilian and military contributors.*

Note: Dashes indicate that an airport did not participate in this study.

As noted, visitors travel to destinations in Colorado for a variety of reasons. Perhaps the biggest difference in visitors who travel on commercial airlines versus those that use general aviation is that many trips by general aviation visitors, especially those traveling for business related reasons, last just a day. Some general aviation visitors arrive and depart without spending the night; this travel characteristic was taken into account when developing estimates of general aviation visitor spending for each study airport. Data obtained from surveys of general aviation visitors, conducted for this study, were used to guide estimates of day trips versus overnight trips for study airports. Results from study surveys also helped to establish a distribution of trip purpose for each study airport and to develop estimates of total spending by trip type.

Information from the Airport Owners and Pilots Association (AOPA) was also used to help estimate trip purpose for general aviation visitors. From surveys of their membership, AOPA estimates that approximately 60 percent of all general aviation activity is related to a business trip.

Another factor that was considered when estimating the nature of general aviation visitor travel for each airport was the airport’s location. Airports in urban and more developed areas of the state were assumed to have a higher percent of business related visitors. Airports near recreational and ski areas were assumed to have a higher percentage of leisure related trips. Estimates of general aviation visitor spending by trip type considered information from statewide studies on tourism that have been completed for Colorado and information on general aviation visitor spending gathered from surveys conducted in conjunction with this study.

Estimated statewide annual general aviation visitor spending for study airports, with the exception of Denver International, is presented in Exhibit 3-15. Similar to visitors who arrive on commercial airlines, IMPLAN ratios of employment to visitor spending (output) in the general aviation category were used to convert visitor spending (output) to jobs. Information from the US Bureau of Labor Statistics and the IMPLAN model was then used to estimate annual payroll for service industry related jobs that are supported by general aviation visitor spending. Estimates of annual statewide economic impacts presented in Exhibit 3-15 were developed using statewide multipliers.

Exhibit 3-15: Statewide Economic Impacts from General Aviation Visitor Spending
(Excluding Denver International)

	Initial	Multiplier	Total
Employment	4,893	2,041	6,934
Payroll	\$134,353,000	\$97,780,000	\$232,133,000
Output	\$393,641,000	\$293,711,000	\$687,352,000

Information presented in Exhibit 3-15 shows total annual statewide impacts that result from spending associated with visitors who arrive in Colorado on general aviation aircraft. Estimates of employment, payroll, and output, as they relate to general aviation visitor spending at individual study airports, are presented in Appendix A to this report. Table A-4 presents information on total economic impacts at each study airport as they relate to spending from general aviation visitors; this table shows initial, multiplier, and total employment, payroll and output (spending) as it relates to general aviation visitors at each airport. Similar information for Denver International is presented in the next section of this report.

Summary of Economic Impacts from Visitor Spending

As the previous sections have shown, spending by visitors to Colorado who arrive on a commercial airline and/or general aviation aircraft result in significant annual economic impacts. Exhibit 3-16 summarizes total annual employment, payroll, and output (spending) impacts associated with air visitors arriving at Colorado’s commercial and general aviation airports. Similar information for Denver International in presented in the next section of this report.

Exhibit 3-16: Statewide Visitor Related Economic Impacts
(Excluding Denver International)

	Initial	Multiplier	Total
Employment			
Commercial Visitors	86,715	4,893	91,608
General Aviation Visitors	38,537	2,041	40,578
Total Air Visitors	125,252	6,934	132,186
Payroll			
Commercial Visitors	\$2,497,855,000	\$134,353,000	\$2,632,208,000
General Aviation Visitors	\$1,834,611,000	\$97,780,000	\$1,932,391,000
Total Air Visitors	\$4,332,466,000	\$232,133,000	\$4,564,599,000
Output			
Commercial Visitors	\$6,994,029,000	\$393,641,000	\$7,387,670,000
General Aviation Visitors	\$5,490,665,000	\$293,711,000	\$5,784,376,000
Total Air Visitors	\$12,484,694,000	\$687,352,000	\$13,172,046,000

Estimates of employment, payroll, and output shown in Exhibit 3-16 show all annual economic impacts that Colorado realizes as a result of spending by visitors who arrive in the state by air. As shown in Exhibit 3-16, when all initial and multiplier impacts for visitor related spending are considered, Colorado's air visitors help to support 132,186 jobs for workers in Colorado and these jobs have an estimated annual payroll of \$4.6 billion. Total annual output (spending) in Colorado by visitors who arrive by air is estimated at \$13.2 billion. Economic impacts presented in Exhibit 3-16 were developed using statewide multipliers. Impacts presented in Exhibit 3-16 are in addition to similar impacts associated with Denver International Airport which are presented in the next section of this report.

This section of the update to Colorado's Statewide Economic Impact Study provided information on statewide economic impacts for all commercial and general aviation study airports, with the exception of Denver International. Estimates of annual statewide economic impacts were provided for airport administration, airport tenants, capital investment, commercial airline visitors, and general aviation visitors.

The next section of this report provides similar estimates for Denver International Airport. Following those estimates, this report provides a re-cap of total statewide economic impacts for all study airports.

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4. ECONOMIC IMPACTS FOR DENVER INTERNATIONAL

Denver International Airport is the major contributor to Colorado's statewide aviation related economic impact. This section focuses exclusively on the economic impacts associated with Denver International Airport.

As has been discussed previously in this report, the airport related economic impacts for all study airports, including Denver International, are related to three specific categories: airport administration, maintenance, and operation; airport tenants/businesses; and investment for capital improvements. Economic impacts for these three categories are measured in terms of jobs, annual payroll, and annual economic output or spending.

4.1 ECONOMIC IMPACTS FOR AIRPORT ADMINISTRATION, OPERATIONS, AND MAINTENANCE

Denver International Airport is owned and operated by the City and County of Denver Department of Aviation. At 53 square miles, Denver International Airport is the largest commercial airport in the U.S. The airport currently has six runways, the longest of which is 16,000 feet. The airport's unique passenger terminal is attached by an underground train to all existing airline concourses. With miles of runways, taxiways, roadways; thousands of square yards of aircraft and auto parking areas; and its massive passenger terminal, it goes without saying that the airport's staff has a significant amount of infrastructure and real estate to maintain, sometimes during adverse weather conditions. In addition, Denver International staff has to oversee almost 200 different entities providing airline, ground transportation, parking, concessions, and other services to the airport's customers.

Information on the number of employees engaged in the operation, maintenance, and administration of Denver International Airport was provided by the airport. Airport employees have an associated annual payroll and the airport has spending for goods and services that are needed to operate the airport. These impacts (employment, payroll, and output) are all categorized as initial economic impacts. Initial impacts that are supported by administration, operation, and maintenance of Denver International all create additional multiplier impacts that were estimated through the use of the IMPLAN model. Exhibit 4-1 presents initial, multiplier, and total economic impacts for employment, payroll, and output related to activities associated with airport administration, operations, and maintenance at Denver International.

Exhibit 4-1: Economic Impacts Related to Airport Administration, Operations and Maintenance at Denver International Airport

	Initial	Multiplier	Total
Employment	4,110	1,458	5,568
Payroll	\$183,274,000	\$71,810,000	\$255,085,000
Output	\$325,609,000	\$214,088,000	\$539,697,000

4.2 DENVER INTERNATIONAL ECONOMIC IMPACTS RELATED TO AIRPORT TENANTS/BUSINESSES

As mentioned, Denver International has almost 200 different tenants that provide a wide variety of aviation related services and customer support. In addition, there are a number of contractors that provide the airport with various support services; the impacts of these contractors/vendors are included in the tenant category.

The airport is served by a large number of scheduled commercial carriers. Scheduled air carriers serving Denver International include:

Exhibit 4-2: Commercial Carriers at Denver International Airport

U.S. Based Carriers	Non-U.S. Carriers
AirTran Airways	Aeromexico
Alaska	Air Canada
American Airlines	British Airways
American Eagle	Icelandair
Continental	Lufthansa
Continental Express	Volaris
Delta	
Compass (Delta Connection)	
Pinnacle (Delta Connection)	
SkyWest (Delta Connection)	
Frontier Airlines	
GoJet	
Great Lakes Airlines	
jetBlue	
Southwest	
Spirit Airlines	
Sun Country	
United	
Expressjet (United Express)	
GoJet (United Express)	
Republic (United Express)	
Shuttle America (United Express)	
SkyWest (United Express)	
US Airways	

Three of these carriers, Frontier, Great Lakes Aviation, and United, have connecting hubs at Denver International. These airlines have employees that support ticketing, check-in, baggage, and aircraft maintenance. To facilitate the security of passengers using Denver International, the Transportation Security Administration (TSA) has hundreds of employees serving travelers using Denver International. Other tenants at Denver International provide aircraft cleaning, catering for the commercial carriers, and passenger transport within the terminal building.

In addition to the scheduled commercial airlines serving Denver International, the airport is also served by air cargo carriers including the nation’s two largest integrated cargo carriers, UPS and FedEx. While the number of general aviation aircraft that use Denver International is limited by the availability of other corporate general aviation airports in the Denver metropolitan area (Centennial, Rocky Mountain Regional, and Front Range), Denver International does have one Fixed Base Operator (FBO) that provides services to visiting general aviation aircraft that use the airport.

Travelers using Denver International have a number of choices for ground transportation services. All major and several minor rental car agencies serve the airport, and in addition, there are many shuttle operators that provide transportation to other destinations in state, as well as within the metropolitan area. There are also concessionaires providing auto parking and traveler transportation between the parking areas and the terminal building. Within the terminal building itself, there are many tenants who provide a wide variety of services to travelers and others using the airport. These tenants include food and beverage providers, retail outlets, gift and news stores, and other specialty shops.

Information on initial employment for tenants/businesses at Denver International Airport was provided by the airport. Tenant related employees have annual payroll and each tenant has additional expenditures (output) for goods and services that are needed to support their operations. As initial employment, payroll, and output from airport tenants/businesses continue to re-circulate in the economy, multiplier impacts are also created. Exhibit 4-3 provides information on initial, multiplier, and total annual economic impacts stemming from tenants/businesses that operate at Denver International. Impacts shown in Exhibit 4-3 were estimated using statewide multipliers.

Exhibit 4-3: Economic Impacts Related to Airport Tenants/Businesses at Denver International Airport

	Initial	Multiplier	Total
Employment	26,775	28,366	55,141
Payroll	\$1,796,761,000	\$1,409,983,000	\$3,206,744,000
Output	\$5,478,340,000	\$4,273,780,000	\$9,752,120,000

4.3 DENVER INTERNATIONAL ECONOMIC IMPACTS RELATED TO AVERAGE ANNUAL CAPITAL INVESTMENT

Capital investment impacts for Denver International were estimated following the same approach used to estimate previously discussed statewide capital investment impacts for other study airports. Information on recent annual capital investment at Denver International was provided for this study directly by the airport.

Denver International is currently in the midst of several large capital projects. One of these projects will bring light rail transportation to the airport, linking it with downtown Denver. The other project involves the development of a hotel that will be directly accessible for the airport’s passenger terminal building. Both of these projects are multi-year efforts which have now been underway for a couple of years, with another couple of years left before both projects are completed. The capital investment related economic impacts for Denver International estimated in this study considered average annual spending for the airport,

including the average annual investment made in support of these two major capital improvement projects. Information on local, state, and federal investment at Denver International for this analysis was provided by the airport.

Capital investment information provided by the airport shows that recent investment has averaged over \$290,000,000 on an annual basis. Using information on capital investment provided by the airport and the IMPLAN model, economic impacts resulting from average annual capital investment at Denver International were estimated as shown in Exhibit 4-4. Estimates of economic impacts shown in Exhibit 4-4 were developed using statewide multipliers.

Exhibit 4-4: Economic Impacts Related to Capital Investment at Denver International Airport

	Initial	Multiplier	Total
Employment	1,869	1,467	3,336
Payroll	\$122,428,000	\$84,776,000	\$207,204,000
Output	\$291,025,000	\$223,956,000	\$514,980,000

4.4 SUMMARY OF DENVER INTERNATIONAL'S AIRPORT RELATED ECONOMIC IMPACTS

As noted, airport related economic impacts for Denver International are associated with three categories: airport administration, maintenance, and operations; airport tenants/businesses; and capital investment. When all three categories are considered, annual airport related economic impacts for Denver International result. Exhibit 4-5 presents total annual airport related economic impacts for Denver International; all impacts shown here were developed using statewide multipliers.

Exhibit 4-5: Total Airport Related Economic Impacts at Denver International Airport

	Employment	Payroll	Output
Airport Administration			
Initial	4,110	\$183,274,000	\$325,609,000
Multiplier	1,458	\$71,810,000	\$214,088,000
Total	5,568	\$255,085,000	\$539,697,000
Airport Tenants			
Initial	26,775	\$1,796,761,000	\$5,478,340,000
Multiplier	28,366	\$1,409,983,000	\$4,273,780,000
Total	55,141	\$3,206,744,000	\$9,752,120,000
Capital Investments			
Initial	1,869	\$122,428,000	\$291,025,000
Multiplier	1,467	\$84,776,000	\$223,956,000
Total	3,336	\$207,204,000	\$514,980,000
Airport Related Total			
Initial	32,754	\$2,102,463,000	\$6,094,973,000
Multiplier	31,292	\$1,566,570,000	\$4,711,824,000
Total	64,045	\$3,669,033,000	\$10,806,797,000

4.5 DENVER INTERNATIONAL'S VISITOR RELATED ECONOMIC IMPACTS

Denver International is the 5th busiest commercial airport in the U.S. The airport provides access to Colorado for many domestic and international visitors. In addition, some visitors also arrive in Colorado at this major international airport on general aviation aircraft. This section discusses the additional economic impacts that are supported by the spending of visitors who arrive in Colorado via Denver International Airport.

Denver International Economic Impacts from Commercial Visitor Spending

Commercial airlines serving Denver International have been previously identified in this section. Denver International has scheduled non-stop services to 163 destinations in the U.S. In addition, the airport has non-stop service to 21 international locations; beginning in June 2013, Denver International secured new non-stop service on United to Tokyo.

During 2012, Denver International served approximately 26.5 million total annual enplaning commercial airline passengers. These enplanements include both travelers who are originating and terminating their travel in Denver, as well as those that are connecting in Denver to reach their final destination.

For this analysis, economic impacts are calculated only for the portion of the airport's origination and destination (O&D) passengers that are visiting in nature; connecting passengers are not considered when calculating the impacts of visitor spending nor is spending related to O&D passengers that are residents. Spending impacts from these other travelers are reflected in the economic impacts for airport tenants and airport administration.

Information from US DOT was used to identify the portion of Denver International's O&D passengers that are visiting in nature. This information was used to identify both domestic and international visitors who arrive in Colorado via Denver International. The distinction between domestic and international visitors was made because these groups have different spending patterns on a per trip basis. US DOT and information from Denver International indicates that for 2012, the airport served 6,619,247 domestic visitors and 247,716 international visitors.

During 2012, Denver International conducted a survey to collect data from international visitors using the airport. During the summer of 2012, the airport conducted another survey focused on domestic travelers. Questions on trip purpose and spending to support this economic impact study were included on that survey.

Once annual visitor spending estimates were developed, the IMPLAN model was used to identify the number of jobs supported by visitor spending and to identify annual payroll associated with jobs in the Denver area that are supported by spending from visitors who arrived by air. For this analysis, initial annual spending by commercial visitors using Denver International was estimated at \$5.6 billion. For this analysis, annual visitor spending is generally equal to annual output.

Exhibit 4-6 presents economic impacts for Denver International associated with the spending of visitors to Colorado who arrive on a scheduled commercial airline. Estimates of economic impacts provided in Exhibit 4-6 were developed using statewide multipliers.

Exhibit 4-6: Total Economic Impacts Related to Commercial Visitor Spending at Denver International Airport

	Initial	Multiplier	Total
Employment	69,908	31,413	101,321
Payroll	\$2,018,355,000	\$1,483,490,000	\$3,501,845,000
Output	\$5,641,698,000	\$4,452,753,000	\$10,094,451,000

Denver International Economic Impacts from General Aviation Visitor Spending

While Denver International is primarily a commercial airport, the airport does serve some general aviation visitors. Because there are a number of general aviation airports in the Denver metropolitan area that have facilities and services to accommodate general aviation aircraft visiting Denver, the number of general aviation visitors that arrive in Colorado via Denver International is somewhat limited.

The FBO at Denver International, Signature Flight Support, provided an estimate of the number of visiting general aviation aircraft that arrive at the airport on a weekly basis, the mix of these aircraft, and the typical number of visitors that arrive by aircraft type. Based on the FBO’s input, it was estimated that on an annual basis, 16,896 general aviation visitors arrive in Colorado via Denver International on general aviation aircraft.

Based on additional information supplied by the FBO, information from visiting passenger surveys conducted for this study, and information from the Denver convention and visitor’s bureau, estimates were made to divide travelers among several types of visits based on the trip purpose. In addition, estimates of general aviation spending by trip purpose were also developed. From these estimates, it was possible to develop an estimate of total annual general aviation visitor spending for Denver International.

As with commercial visitors, the IMPLAN model was used to translate general aviation visitor spending into the number of employees that this spending supports. Information from the IMPLAN model was used to estimate total annual payroll associated with these jobs. Exhibit 4-7 provides estimates of economic impact from general aviation visitor spending that were developed using statewide multipliers.

Exhibit 4-7: Economic Impacts Related to General Aviation Visitor Spending at Denver International Airport

	Initial	Multiplier	Total
Employment	115	49	164
Payroll	\$3,201,000	\$2,348,000	\$5,549,000
Output	\$9,419,000	\$6,913,000	\$16,332,000

Denver International Total Economic Impacts from Visitor Spending

Total annual spending for visitors arriving Denver International is estimated in this study at \$10.1 billion. When both total annual spending from commercial and general aviation visitor spending is considered, visitor spending associated with Denver International supports 101,485 jobs. These jobs have an annual payroll estimated at \$3.5 billion.

Exhibit 4-8 summarizes total annual visitor impacts for Denver International; all impacts shown in this exhibit were developed using statewide multipliers.

Exhibit 4-8: Total Economic Impacts Related to Visitor Spending at Denver International Airport

	Initial	Multiplier	Total
Employment	70,023	31,462	101,485
Payroll	\$2,021,556,000	\$1,485,838,000	\$3,507,394,000
Output	\$5,651,117,000	\$4,459,666,000	\$10,110,783,000

4.6 DENVER INTERNATIONAL'S OFF-AIRPORT AIR CARGO ECONOMIC IMPACTS

Producers of high value and time sensitive goods often rely on air cargo for distribution of their goods to international and domestic markets. For this analysis, investigation was undertaken to determine the value and associated economic impact of air cargo shipments that are facilitated by Denver International Airport.

The following methodology was applied to assess the contribution that Denver International Airport makes in supporting industries that export goods to international and long distance domestic markets.

International Shipments

According to data from the Foreign Trade Division (collected by WISERTrade), \$620 million of goods that originate in Colorado were exported from Denver International Airport in 2012¹, accounting for 81 percent of the \$764 million total value of commodities exported internationally through Denver International. Industry/commodity specific exports are available for total Denver International activity. To estimate Colorado industries, the ratio (\$620/\$764) was applied to all industry sectors (at the 3 digit NAICS level) to estimate the industries in Colorado served by air cargo lift available at Denver International.

The results represent estimates of international exports, by industry, that are produced by Colorado based companies and that are exported for sale through services available at Denver International. Air-freight shipped from Denver International is overwhelmingly concentrated in electronics products, which account for the value of nearly half of all exports shipped by air from the airport. Exhibit 4-9 shows the leading international exports by three-digit NAICS detail shipped via Denver International.

¹ The 2012 value of total International exports from DIA is \$764 million, including commodities valued at \$144 million that originate in other states. DIA accounts for 99.995% of the total value of reported international exports.

Exhibit 4-9: Top International Exported Industries for Denver International Airport

	Estimated Value of Colorado Commodities Exported from DIA*	
	(\$millions)	% of Total
Computer And Electronic Products	\$305.4	49%
Miscellaneous Manufactured Commodities	\$71.6	12%
Machinery, Except Electrical	\$60.3	10%
Chemicals	\$55.6	9%
Transportation Equipment	\$41.4	7%
Fabricated Metal Products, Nesoi	\$21.3	3%
Electrical Equipment, Appliances, and Components	\$17.9	3%
Printing, Publishing And Similar Products	\$7.0	1%
Leather And Allied Products	\$6.8	1%
Plastics And Rubber Products	\$5.8	1%
All others (22 sectors)	\$26.8	4%
Total	\$620.1	100%
Total All DIA Exports	\$764.0	
Wiser share of DIA Exports	81.2%	

* Based on 81.2% of Total Exports from DIA

Sources: U.S. Census Bureau, Foreign Trade Division collected by WISERTrade; Calculations by EDR Group

Domestic Shipments

The FHWA Freight Analysis Framework (FAF) of the U.S. Department of Transportation was used to identify the domestic flows of Denver area goods to U.S. customers via Denver International. FAF integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. FAF provides estimates for tonnage, value, and domestic ton-miles by region of origin and destination, commodity type, and mode. The FAF area is represented by the Denver Combined Statistical Area (CSA). The Denver CSA includes 12 counties (Denver, Arapahoe, Jefferson, Adams, Douglas, Broomfield, Elbert Park, Clear Creek, Gilpin, Boulder and Weld).²

The most recent year reported through FAF for domestic shipments is 2011. The value of domestic air shipments of commodities originating³ in the Denver CSA and shipped from the CSA is reported at \$3.49 billion in current dollars.

FAF reports commodity data in more concentrated commodity groupings than the Foreign Trade Division. Domestic shipments are highly concentrated in transportation equipment, which accounts for over 68

² Using the FAA's T-100 database, DIA accounted for 92 percent of all domestic air freight movement (by weight) of Colorado airports in 2012, and is the only airport in the Denver CSA of the nine Colorado airports listed in the T-100 data.

³ The FAF defines this as "origin of movement"

percent of Denver CSA produced commodities shipped by air through Denver International. Together, transportation equipment and precision instruments comprise 80 percent of the value of all domestic products produced in the Denver CSA and shipped from Denver International. Exhibit 4-10 lists domestic shipments by 2012 value.

Exhibit 4-10: Top Domestic Exported Industries for Denver International Airport

Commodity Group	Value (in 2012 \$M's)	Share of Total
Transport equipment	\$2,377	68.1%
Precision instruments	\$425	12.2%
Electronics	\$228	6.5%
Pharmaceuticals	\$194	5.6%
Misc. mfg. products	\$105	3.0%
Other -15 commodity groups	\$164	4.7%
Total	\$3,493	100.0%

Source: Freight Analysis Framework, U.S. Department of Transportation. Calculations by EDR Group

The combined international and domestic air exports through Denver International provide a significant initial contribution to the Denver area and the Colorado economy. In addition, there are also multiplier impacts as a result of additional economic linkages. To gauge the level of impact, data from the U.S. Bureau of Economic Analysis (BEA) data included in the IMPLAN model was used to:

- Estimate the jobs and payroll associated with the domestic and international exports through Denver International.
- Determine the additional activity that percolates throughout the economy as air-reliant businesses purchase additional goods and services from suppliers and employees spend their additional income. BEA data within IMPLAN is used because it contains information about the structural buyer-supplier relationships within the economy as well as the industries where personal income is usually spent.

Exhibit 4-11 summarizes off-air cargo economic impacts associated with the movement of both domestic and international goods through Denver International Airport.

Exhibit 4-11: Total Annual Off-Airport Air Cargo Economic Impacts for Denver International Airport

	Employment	Payroll	Output
Domestic Outbound Off-Airport Air Cargo			
Initial	7,742	\$551,851,000	\$2,754,242,000
Multiplier	11,006	\$615,462,000	\$1,583,797,000
Total	18,748	\$1,167,313,000	\$4,338,039,000
International Outbound Off-Airport Air Cargo			
Initial	1,431	\$128,809,000	\$616,177,000
Multiplier	2,630	\$151,476,000	\$408,113,000
Total	4,060	\$280,285,000	\$1,024,290,000
Total Outbound Off-Airport Air Cargo			
Initial	9,173	\$680,659,000	\$3,370,419,000
Multiplier	13,635	\$766,938,000	\$1,991,909,000
Total	22,808	\$1,447,597,000	\$5,362,328,000

4.7 TOTAL ANNUAL ECONOMIC IMPACT FOR DENVER INTERNATIONAL AIRPORT

As discussed, total annual economic impacts for Denver International are associated with airport related activities (airport administration, maintenance, and operation); airport tenants/businesses; and airport capital investment); spending of visitors who arrive in Colorado via this major international airport; and the value of air cargo shipments that move through the airport. When all economic impact categories are considered, Denver International has the following associated annual economic impacts:

Total Jobs	188,338
Total Annual Payroll	\$8.6 billion
Total Annual Output	\$26.3 billion

Exhibit 4-12 summarizes economic impacts for Denver International as calculated in this study; all economic impacts for Denver International shown here were developed using statewide multipliers.

Exhibit 4-12: Total Annual Economic Impacts at Denver International Airport

	Initial	Multiplier	Total
Airport Related			
Employment	32,754	31,292	64,045
Payroll	\$2,102,463,000	\$1,566,570,000	\$3,669,033,000
Output	\$6,094,973,000	\$4,711,824,000	\$10,806,797,000
Visitor Related			
Employment	70,023	31,462	101,485
Payroll	\$2,021,556,000	\$1,485,838,000	\$3,507,394,000
Output	\$5,651,117,000	\$4,459,666,000	\$10,110,783,000
Off-Airport Cargo Related			
Employment	9,173	13,636	22,808
Payroll	\$680,660,000	\$766,938,000	\$1,447,598,000
Output	\$3,370,419,000	\$1,991,910,000	\$5,362,329,000
Total Annual			
Employment	111,950	76,390	188,338
Payroll	\$4,804,679,000	\$3,819,346,000	\$8,624,025,000
Output	\$15,116,509,000	\$11,163,400,000	\$26,279,909,000

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5. SUMMARY OF STATEWIDE ECONOMIC IMPACTS

As discussed in this document, airports in Colorado support significant economic benefits. These benefits are measured in terms of employment, annual payroll, and annual output (spending). For this analysis, economic impacts were identified and measured in several categories. Benefits are tied to the daily operation, maintenance, and administration of each study airport. Also economic impacts come from aviation related tenants or businesses that operate at some of the study airports. Economic impacts also result from capital investment (private, local, state, and federal) that is made in conjunction with improving and expanding study airports. The IMPLAN model was used to estimate employment and payroll supported by average annual capital investment related spending at each airport.

Additional economic impacts are supported by visitor spending. Visitor related impacts were measured for travelers arriving on both scheduled commercial airline flights and on general aviation aircraft. The process to measure visitor related economic impacts for both groups followed similar steps: estimate annual visitors by airport, group annual visitors by trip type/purpose, develop estimates of spending by trip type, and apply spending to visitors to obtain estimates of annual spending (output) by both commercial airline and general aviation visitors. The IMPLAN model was used to estimate employment and payroll supported by visitor spending in both categories.

For this study, additional economic impacts associated with the value of air cargo that is shipped via Denver International were also estimated. Economic impacts for both international and domestic air cargo shipments were developed.

Once initial impacts enter Colorado's economy, additional economic benefits result from the "multiplier" effect. For this study, a variety of sector specific and Colorado specific multipliers from the IMPLAN model were used to show how employment, payroll, and output related to aviation activities in Colorado continue to increase once initial impacts enter the State's economy. Exhibit 5-1 summarizes Colorado's total statewide aviation related economic impacts measured in this study; statewide impacts presented in this table were developed using statewide multipliers.

Exhibit 5-1: Summary of Colorado's Total Statewide Economic Impacts

	Initial	Multiplier	Total
Employment			
Airport Administration	4,712	1,653	6,365
Airport Tenants	48,893	50,258	99,151
Capital Investments	2,926	2,265	5,191
Commercial Visitors	86,715	38,537	125,252
General Aviation Visitors	4,893	2,041	6,934
Off-Airport Air Cargo	9,173	13,636	22,808
Total	157,312	108,390	265,701

Exhibit 5-1: Summary of Colorado's Total Statewide Economic Impacts

	Initial	Multiplier	Total
Payroll			
Airport Administration	\$214,401,000	\$80,761,000	\$295,163,000
Airport Tenants	\$3,604,304,000	\$2,415,196,000	\$6,019,500,000
Capital Investments	\$168,816,000	\$117,510,000	\$286,326,000
Commercial Visitors	\$2,497,855,000	\$1,834,611,000	\$4,332,466,000
General Aviation Visitors	\$134,353,000	\$97,780,000	\$232,133,000
Off-Airport Air Cargo	\$680,660,000	\$766,938,000	\$1,447,598,000
Total	\$7,300,389,000	\$5,312,796,000	\$12,613,186,000
Output			
Airport Administration	\$405,386,000	\$272,573,000	\$677,959,000
Airport Tenants	\$9,499,096,000	\$7,243,717,000	\$16,742,813,000
Capital Investments	\$429,459,000	\$328,445,000	\$757,903,000
Commercial Visitors	\$6,994,029,000	\$5,490,665,000	\$12,484,694,000
General Aviation Visitors	\$393,641,000	\$293,711,000	\$687,352,000
Off-Airport Air Cargo	\$3,370,419,000	\$1,991,910,000	\$5,362,329,000
Total	\$21,092,029,000	\$15,621,021,000	\$36,713,050,000

When total annual impacts of all study airports, including Denver International, are considered, Colorado airports provide the following total annual economic impacts:

Total Jobs	265,701
Total Annual Payroll	\$12.6 billion
Total Annual Output	\$36.7 billion

It is important to note that the total annual impacts summarized above include both initial and multiplier impacts.

6. BENEFITS TO BUSINESSES USING AVIATION

The update to Colorado's Statewide Economic Impact Study previously measured the significant benefit associated with manufacturers in Colorado who rely on Denver International to ship goods they produce to both domestic and international locations. In addition to these previously estimated economic impacts that are associated with air cargo lift, there are other employers throughout Colorado who also improve their efficiency by using commercial and general aviation.

6.1 BUSINESS OUTREACH

To identify how employers in Colorado rely on and improve their efficiency by using commercial and general aviation, several outreach efforts were undertaken. Working with the Colorado Department of Transportation's (CDOT) communications office, a press release was developed. This press release provided background information on the statewide economic impact study. Through CDOT, the press release was distributed to newspapers and other media outlets throughout the state. The release provided information on how employers that improve their efficiency by using aviation could provide input for the state study by responding to an on-line survey. Through the press release, an opportunity was provided essentially to all employers in the state to provide study input.

In addition to soliciting input through the press release, direct mailings were also made to most all state agencies/organizations, chambers of commerce, and economic development groups in Colorado. These mailings provided an article on the study and a link for responding to the on-line survey. All groups contacted, were asked to share the article with their membership and to encourage their members to provide information for the economic impact study. The on-line business survey was available for a seven month period.

6.2 OUTREACH RESULTS

Businesses responding to the on-line survey represent approximately 14,000 non-aviation employees in Colorado. Exhibit 6-1 shows the distribution of jobs by sector for the responding companies, and Exhibit 6-2 shows the distribution of company respondents by Colorado county.

Exhibit 6-1: Distribution of Jobs by Employment Sector

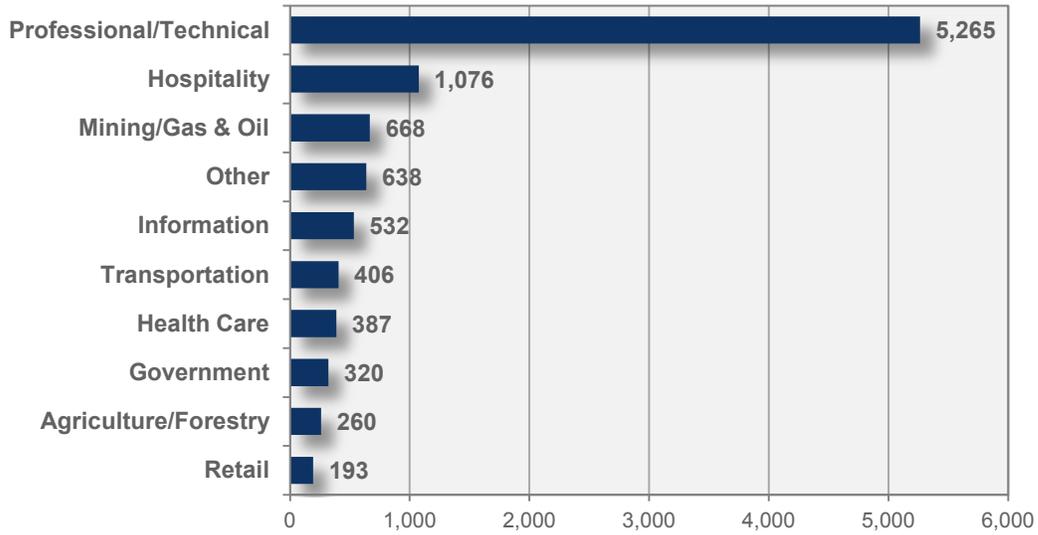
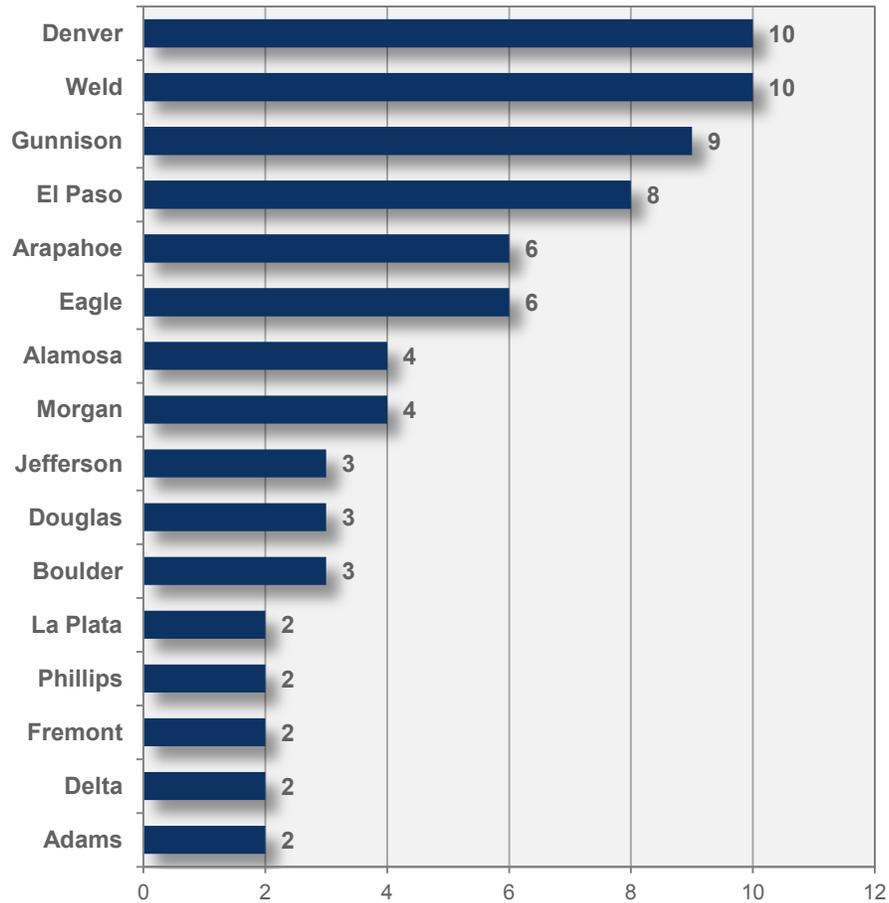


Exhibit 6-2: Relative Business Response by County



Responding companies were asked to indicate if their employees rely on scheduled commercial airline service to improve their efficiency. For all jobs represented by survey responses, 96 percent were shown as using or benefiting from scheduled commercial airline service. The vast majority of the companies who responded to the on-line service indicate that their employees use Denver international for their commercial airline travel; approximately 65 percent of reported commercial airline travel was recording as being through Denver International. Other commercial airports, in order, used most frequently by responding businesses for their travel were Colorado Springs, Montrose, and Grand Junction.

Companies responding to the on-line survey were also asked about their use of general aviation to improve their efficiency. For all responding businesses, 86 percent of all employees were noted as benefiting from general aviation. For respondents to the on-line survey, Centennial and Rocky Mountain Metro were reported as the two airports used most frequently to support general aviation needs. Responding businesses provided the following information on their use of general aviation as it relates to improving their efficiency:

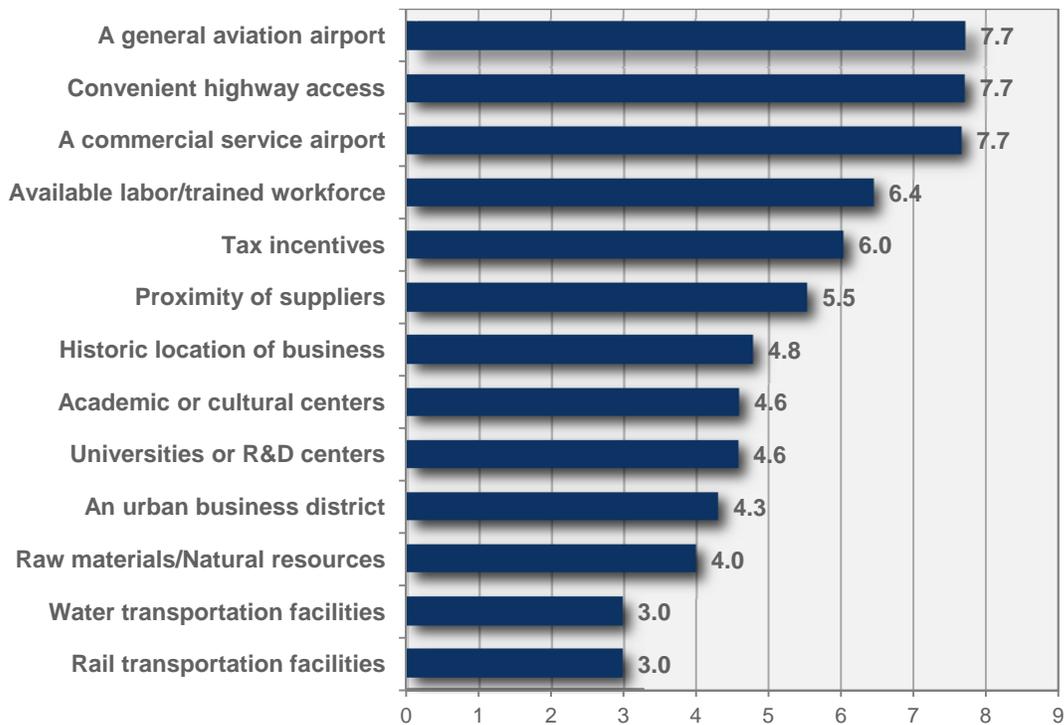
- 52 percent of all responding companies indicated they own a general aviation aircraft and that they base their aircraft at an airport in Colorado.
- 51 percent of all responding companies indicated that they have customers or suppliers who fly on general aviation aircraft to Colorado to meet with them.
- 15 percent of all responding companies indicated they rent or charter general aviation aircraft to improve their efficiency.
- 8 percent of all responding companies indicated that they own a general aviation aircraft, but that they base the plane at an airport in another state.
- 7 percent of all responding companies indicated that they use general aviation services provided by companies such as NetJets.
- 4 percent of all responding companies reported that they have fractional ownership in a general aviation plane.

Responding companies were also asked to report on how they rely on overnight package shipments or on shipping larger packages via air freight. Respondents to the survey provided the following information in terms of their reliance on air cargo shipments:

- 95 percent of all responding businesses report that they regularly rely on overnight shipping via carriers such as FedEx and UPS.
- Companies responding to the survey that rely on FedEx and UPS type carriers report that they ship almost 19, 400 packages per year.
- 81 percent of all responding businesses report that they ship air freight weighing over 70 pounds each year; the vast majority of the benefits for this group were measured for off-airport air cargo related impacts at Denver International.
- Companies responding to the survey that ship packages over 70 pounds report that they ship almost 5,200 packages per year; the vast majority of the benefits for this group were measured for off-airport air cargo related impacts at Denver International.

Companies choose their business locations based on a variety of factors. Companies responding to this study’s business survey were asked to provide information on the importance of 13 different factors, as they relate to the location of their individual business. Companies were asked to rank the importance of the 13 different factors using a rating system of 10 (being most important) to 1 (being least important) as each factor relates their location in Colorado. Exhibit 6-3 summarizes the responses for this question. As shown, proximity to a general aviation airport, convenient highway access, and proximity to a commercial service airport received the three highest ratings.

Exhibit 6-3: Factors Influencing Business Locations



6.3 JOBS BENEFITING FROM AVIATION

Many employers in Colorado improve their efficiency by using aviation. Aviation benefits companies by reducing the travel time of their employees and enabling them to reach destinations around the U.S. and around the world. Through the use of general aviation, companies are able to more conveniently reach destinations not served by commercial airlines.

For this study’s business survey, respondents were asked to indicate the degree to which their employees rely on aviation to improve their efficiency by indicating on their survey how reliant their employees are on aviation for carrying out their job. Job reliance was reported in percents ranging from 0 to 100. This information, in conjunction with total statewide employment by sector, was used to help identify the number of additional jobs in Colorado that benefit from using aviation.

In order to estimate the number of additional jobs in Colorado that benefit from the use of aviation, a series of adjustments were needed. These adjustments included removing some employment sectors as a result of an insufficient response rate and removing other sectors, such as the service industries, already accounted for in off-airport visitor spending. The survey results were applied to total employment by category in Colorado; total employment in each category was reduced by 50 percent to account for survey bias.

Using results from this study's business outreach and the previously described approach, total additional statewide employment in Colorado that benefits or relies on aviation is estimated at 230,060. These jobs are in addition to those previously estimated initial and multiplier jobs that are attributed to airport management, airport tenants, capital investment, all visitor spending, and off-airport air cargo; total jobs in Colorado associated with these activities were previously estimated in this report at 495,760. When the aviation related and the business dependent jobs are both considered, combined they represent 15 percent of Colorado's total employment.

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7. STATEWIDE AVIATION TAX REVENUE ANALYSIS

This section of the technical report estimates the tax receipts for all initial economic impacts estimated in this study. As with the other aspects of economic impact, multiple rounds of spending and economic activity would result in additional tax contributions. However, for purposes here, tax receipts are described and estimated for *initial economic impacts only*.

This analysis provides:

- An overview of how aviation activity generates taxes
- What taxes are relevant
- How the state of Colorado collects taxes
- An estimates of the contributions aviation activity makes to tax revenues

In addition, Appendix B presents individual airport estimates of initial tax revenue associated with airport administration, airport tenants/businesses, visitor expenditures, capital investment, and off-airport air cargo activities.

7.1 TAXABLE AVIATION ACTIVITY

In 2012, aviation activity in Colorado contributed more than \$ 1.5 billion of initial tax revenues to local, state and federal governments. These revenues come from a wide variety of sources. For example, when a pilot purchases fuel for an aircraft, the fuel is subject to an aviation fuel tax. There are other aviation-related taxes as well. On-airport tenants/businesses collect sales taxes for goods sold directly to customers. This type of tax collection includes retail concessions, restaurants, or rental car companies. (Goods purchased by the businesses for resale are sales tax exempt.)

This economic impact study tracked purchases of goods and services by air visitors; the majority of these purchases are made off the airports. Visitor expenditures are the largest source of aviation-related tax revenue for the state. Taxable activities related to air visitors include lodging, restaurants, entertainment, local transportation, and retail sales.

The last important component of aviation related tax revenues is income tax. Employees that work either on the airport or in establishments that provide services to visitors pay personal income tax to the State of Colorado and to the Federal Government.

Exhibit 7-1 summarizes the most important aviation activities that contribute to tax revenues included in this analysis. For this economic impact study, tax contributions are accounted for in the following ways:

- Taxes that are collected on the airport are attributed to on-airport tenants that collect the tax and pay it to each appropriate government agency.
- Taxes associated with visitor expenditures which take place largely off the airport that are attributed to visitors.

- Personal income taxes are attributed to employees either at the airport or in off-airport establishments that support visitor expenditures.

Exhibit 7-1: Aviation Activities with Tax Impacts



7.2 RELEVANT TAXES

A variety of taxes come into play with on-airport activity and visitor expenditures. The most consequential⁴ include:

- Aviation Fuel Taxes
- Sales Tax
- Lodging Tax
- State and federal Income Taxes

Each is described below.

Aviation Fuel Taxes

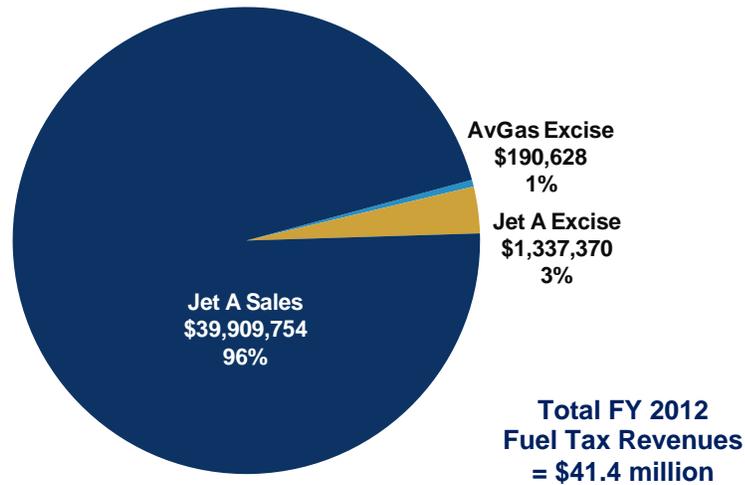
Colorado aviation fuel taxes include an excise tax and a sales tax on jet fuel. The excise tax on AvGas is 6 cents per gallon; the excise tax on jet fuel for privately owned turbine aircraft is 4 cents per gallon. Commercial aircraft are exempt from the excise tax, but commercial operators and private jet aircraft owners both pay a 2.9 percent sales tax for jet fuel purchases.

Of the two taxes, sales tax receipts are by far the largest contributor to aviation fuel tax receipts, representing about 96 percent of tax revenues. Furthermore, since sales tax is based on the price of fuel, tax receipts have increased with the rise in fuel prices. In contrast, the excise tax is based on gallons purchased. These tax receipts declined during the recession that began in 2008 when general aviation aircraft owners started to curtail flying.

⁴ Corporate taxes and property taxes were not included in the statewide analysis.

Exhibit 7-2 shows the tax revenue collected in fiscal year 2012 (which began July 1, 2011 and ended on June 30, 2012.)

Exhibit 7-2: Aviation Fuel Tax Receipts
Fiscal Year 2012



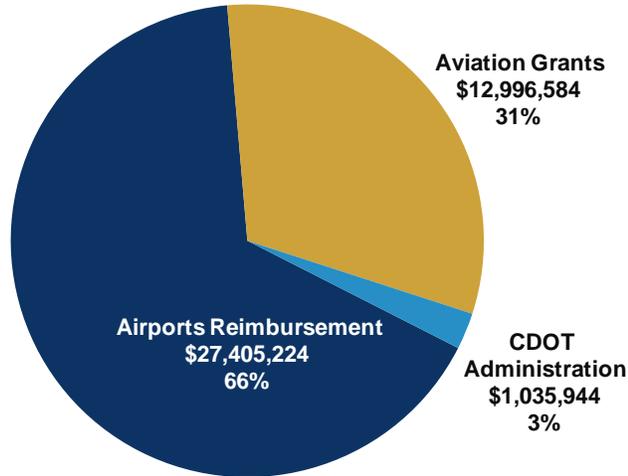
Source: CDOT Aeronautics

Aviation fuel tax receipts help to support all of the airports in Colorado. According to Colorado statute, the disbursement of aviation fuel taxes is different for each tax as follows:

- Sales Tax on Jet Fuel (2.9 percent of price)
 - 65 percent of jet fuel sales tax goes back to the airport where the fuel was pumped
 - 32.5 percent goes to the Colorado Discretionary Grant Program
 - 2.5 percent goes to grant administration
- Excise Tax on Business Jet Fuel (4 cents per gallon)
 - 100 percent goes back to the airport where the fuel was pumped
- Excise Tax on AvGas (6 cents per gallon)
 - 4 cents per gallon goes back to the airport where the fuel was pumped
 - 2 cents per gallon goes to the CDAG program

Exhibit 7-3 shows how the tax receipts were deployed in aggregate in FY 2012.

Exhibit 7-3: Use of Aviation Fuel Taxes
Fiscal Year 2012



Source: CDOT Aeronautics

Fuel tax revenues help to pay for the capital improvements and maintenance of Colorado airports. Two thirds of tax receipts are reimbursed back to the airports; 31.4 percent of tax receipts fund the Colorado Discretionary Grant Program (CDAG); and 2.5 percent funds CDOT administration of the grant program. Most airport capital improvement projects are funded by three main sources: federal grants, local contributions, and state CDAG grants. Some of the large airports also fund capital projects with airport revenue bonds.

Exhibit 7-4 shows the airports that sell the most AvGas and Jet A fuel and the top five airports generating the largest volume of aviation fuel tax revenue. Exhibit 7-5 shows detail about fuel sales and tax revenues for the airports that contribute the largest amount of aviation fuel tax revenues.

Exhibit 7-4: Top Five Airports for Aviation Fuel Tax Revenues
FY 2012



Source: CDOT Aeronautics

Exhibit 7-5: Top 15 Airport Aviation Fuel Tax Contributors

FY 2012

Rank	Airport	AvGas Excise Tax		Jet A- Excise		Commercial Sales		Total Fuel Tax Revenues
		Gallons	Tax Revenues	Gallons	Tax Revenues	Gallons	Tax Revenues	
1	Denver International	54,600	\$3,276	1,649,215	\$64,913	368,103,750	\$34,266,911	\$34,335,100
2	Centennial	596,920	\$35,815	11,062,025	\$440,346	12,249,859	\$1,326,579	\$1,802,739
3	Colorado Springs	133,770	\$8,026	3,855,196	\$153,754	11,403,271	\$1,031,089	\$1,192,869
4	Eagle	32,880	\$1,973	2,712,500	\$107,827	5,055,020	\$598,845	\$708,645
5	Aspen	24,479	\$1,469	2,194,989	\$87,243	5,503,943	\$594,026	\$682,738
6	Rocky Mountain Metro	213,038	\$12,782	3,015,997	\$120,057	3,513,799	\$353,047	\$485,886
7	Grand Junction	130,163	\$7,810	850,838	\$33,859	3,769,523	\$413,689	\$455,358
8	Durango	62,643	\$3,759	3,165,342	\$89,501	2,052,940	\$196,156	\$289,416
9	Montrose	67,298	\$4,038	1,390,088	\$55,273	1,655,082	\$189,098	\$248,409
10	Cortez	24,727	\$1,484	117,768	\$4,681	1,917,498	\$176,139	\$182,304
11	Hayden	7,945	\$477	471,925	\$18,745	1,276,537	\$162,423	\$181,645
12	Pueblo	271,135	\$16,268	602,705	\$24,042	1,197,734	\$129,430	\$169,740
13	Rifle	34,828	\$2,090	647,480	\$25,745	660,509	\$85,466	\$113,301
14	Loveland	175,288	\$10,517	534,465	\$21,339	721,949	\$78,882	\$110,738
15	Telluride	31,263	\$1,876	446,439	\$17,786	501,362	\$83,646	\$103,308
	Subtotal	1,860,977	\$111,659	32,716,972	\$1,265,111	419,582,776	\$39,685,426	\$41,062,196
	Total Colorado	3,177,130	\$190,628	34,533,818	\$1,337,370	421,497,646	\$39,909,754	\$41,437,751
	Top 15 Tax Contributions		59%		95%		99%	99%

Sources: CDOT Aeronautics, interpreted by KRAMER aerotek inc.

Sales Tax

Sales tax as described in the previous section is a key component of tax revenue collected from the purchase of jet fuel. It is also an important (and transparent) revenue generator for a variety of expenditures made by visitors, on-airport tenants, and airport construction contractors.

Sales taxes are levied at the state, county and local levels. Total sales tax is the sum of applicable sales taxes for the jurisdiction where the purchase takes place. For example, a retail purchase in Colorado Springs would be subject to a 2.5 percent city sales tax; a 1.23 percent El Paso County sales tax; the 2.9 percent state tax; plus a 1 percent special transit district tax for a total sales tax of 7.63 percent. Tax rates vary quite a bit. In Springfield, the combined sales tax is 4.9 percent; in Aspen, it is 9.3 percent.

Colorado is unusual in that sales tax levies are primarily local initiatives. Colorado's sales tax of 2.9 percent is the lowest in the country among states that have a sales tax. That said, the average combined rate of local and state sales tax places Colorado amongst the top 15 states. Exhibit 7-6 compares sales tax rates for all states.

Exhibit 7-6: State and Local Sales Tax Rates
As of January 1, 2013

State	State Tax Rate	Average Local Tax Rate	Combined Rate	Minimum Local Rate	Maximum Local Rate
Colorado	2.9%	4.5%	7.4%	0.0%	7.5%
Alabama	4.0%	4.5%	8.5%	0.0%	8.0%
Georgia	4.0%	3.0%	7.0%	2.0%	4.0%
Hawaii (c)	4.0%	0.4%	4.4%	0.0%	0.5%
Louisiana	4.0%	4.9%	8.9%	0.0%	7.0%
New York	4.0%	4.5%	8.5%	3.0%	4.9%
South Dakota	4.0%	1.8%	5.8%	0.0%	2.0%
Wyoming	4.0%	1.3%	5.3%	0.0%	2.0%
Missouri	4.2%	3.2%	7.5%	0.5%	4.7%
Oklahoma	4.5%	4.2%	8.7%	0.3%	6.5%
North Carolina	4.8%	2.1%	6.9%	2.0%	2.5%
Maine	5.0%	None	5.0%		
North Dakota	5.0%	1.5%	6.5%	0.0%	3.0%
Virginia (b)	5.0%	None	5.0%		
Wisconsin	5.0%	0.4%	5.4%	0.0%	1.5%
New Mexico (c)	5.1%	2.1%	7.3%	0.4%	3.6%
Nebraska	5.5%	1.3%	6.8%	0.0%	1.5%
Ohio	5.5%	1.3%	6.8%	0.8%	2.3%
Utah (b)	6.0%	0.7%	6.7%	0.0%	2.0%
Arkansas	6.0%	2.6%	8.6%	0.0%	7.5%
Florida	6.0%	0.6%	6.6%	0.0%	1.5%
Idaho	6.0%	0.0%	6.0%	0.0%	2.5%
Iowa	6.0%	0.8%	6.8%	0.0%	3.3%
Kentucky	6.0%	None	6.0%		
Maryland	6.0%	None	6.0%		
Michigan	6.0%	None	6.0%		

Exhibit 7-6: State and Local Sales Tax Rates
As of January 1, 2013

State	State Tax Rate	Average Local Tax Rate	Combined Rate	Minimum Local Rate	Maximum Local Rate
Pennsylvania	6.0%	0.3%	6.3%	0.0%	2.0%
South Carolina	6.0%	1.1%	7.1%	0.0%	3.0%
Vermont	6.0%	0.1%	6.1%	0.0%	1.0%
West Virginia	6.0%	0.0%	6.0%	0.0%	1.0%
District of Columbia	6.0%	None	6.0%		
Illinois	6.3%	1.9%	8.1%	0.0%	3.3%
Massachusetts	6.3%	None	6.3%		
Texas	6.3%	1.9%	8.1%	0.0%	2.0%
Kansas	6.3%	2.0%	8.3%	0.0%	3.5%
Connecticut	6.4%	None	6.4%		
Washington	6.5%	2.4%	8.9%	0.5%	3.0%
Arizona	6.6%	2.6%	9.2%	0.0%	5.1%
Nevada	6.9%	1.1%	7.9%	0.0%	1.3%
Minnesota	6.9%	0.3%	7.2%	0.0%	1.0%
Indiana	7.0%	None	7.0%		
Mississippi	7.0%	0.0%	7.0%	0.0%	0.3%
New Jersey (e)	7.0%	0.0%	7.0%		
Rhode Island	7.0%	None	7.0%		
Tennessee	7.0%	2.4%	9.4%	1.5%	2.8%
California (b)	7.5%	0.9%	8.4%	0.0%	2.5%
Alaska	None	1.7%	1.7%	0.0%	7.5%
Delaware	None	None	None		
Montana (d)	None	None	None		
New Hampshire	None	None	None		
Oregon	None	None	None		

Notes:

- (a) City, county, and municipal rates vary. These rates are weighted by population to compute an average local tax rate.
- (b) Three states collect a separate, uniform "local" add-on sales tax: California (1%), Utah (1.25%), Virginia (1%). We include these in their state sales tax.
- (c) The sales taxes in Hawaii, New Mexico, and South Dakota have broad bases that include many services, so their rates are not strictly comparable to other states.
- (d) Due to data limitations, table does not include sales taxes in local resort areas in Montana.
- (e) Some counties in New Jersey are not subject to the statewide sales tax rate and collect a local rate of 3.5%. Their average local score is represented as a negative.

Sources: Tax Foundation from Sales Tax Clearinghouse, Tax Foundation calculations, state revenue department websites

Sales taxes are one of the largest contributors of tax revenues from aviation activity, primarily because of visitor expenditures. However, when comparing Colorado sales tax with other states, these taxes are one component of the tax structure. Some states such as Washington have high sales taxes but no income tax. Oregon has no sales tax but does have high income taxes. [Tax Foundation] For this reason it is important to examine the tax environment from a number of perspectives.

While combined state and local sales tax rates are relatively high in Colorado, there are several exemptions to sales taxes for aviation activity that encourage the manufacture and repair of aircraft and sale of aircraft to non-residents. These sales tax exemptions include:

- The sale of aircraft for commercial interstate commerce is exempt from Colorado sales tax.
- The sale of a new or used aircraft to a person who is not a resident of Colorado. The aircraft has to be removed from the state within 120 days after the sale and not be in the state for more than 73 days in any three calendar years.
- Aircraft parts that are permanently affixed to an aircraft or attached as a component are exempt from state sales/use tax. Otherwise, the price of parts is taxable. Labor is exempt when separately stated on the invoice.
- Colorado has no aircraft registration fee.

Lodging Taxes

Lodging taxes are a specific type of sales tax levied on hotels, motels, and other accommodations rented for less than 30 consecutive days. The philosophy behind a lodging tax is the tax helps offset the cost of services provided to visitors versus residents and thus distributes more equally the tax burden across various users of public services. Visitors are large contributors to lodging tax revenues.

Similar to sales taxes, lodging taxes are the sum of the state sales tax (2.9 percent) plus any specific lodging or special district tax levied at the county or municipal level. In many Colorado jurisdictions the total lodging tax is identical to the sales tax, but in Colorado destination markets important for tourism and business travelers, the lodging tax can be higher. For example, the lodging tax in Denver is 14.75 percent; in Gunnison it is 12.5 percent; and Colorado Springs is 9.63 percent.

Other Sales Tax Variants

Car rentals and purchases of food and beverages are also subject to sales taxes and are a significant component of visitor expenditures both on and off the airport. From the state's perspective, the sales tax levied is the same 2.9 percent, but some local jurisdictions do apply different tax rates to these purchases; others apply the same sales tax rate for all categories. For example in the city and county of Denver, the retail sales tax is 7.62 percent; for food and beverage it is 8 percent; and for rental cars, 11.25 percent. Most other jurisdictions apply similar sales tax rates across all categories.

State and Federal Income Tax

The last tax considered for aviation activity is income tax. This includes state and federal income tax paid by persons working at the airport or in establishments that provide services to visitors, such as lodging, food, recreation, and entertainment.

7.3 AVIATION TAX IMPACTS

Methodology

Economic impact studies estimate jobs, visitor expenditures, wages, and output generated by different groups either engaged directly in airport activity or in visitor services. These are the building blocks of the entire economic impact analysis and are estimated across the following groups:

- Airport administration
- Tenants at the airport
- Construction and capital Improvements at the airport
- General aviation visitors
- Commercial aviation visitors
- Off-airport air cargo activities

Each group has an impact on jobs, payroll and output that can be tied back to aviation activity and to tax revenues. From a tax perspective, employers and employees both contribute to the tax base. For example, based on survey data, air visitors spent \$7.4 billion in Colorado primarily on food and beverage, local transportation, and lodging. Most of those purchases were subject to sales tax. Airport tenants and construction companies purchase items to conduct business, such as office supplies, and also sell items or services to customers such as rental cars. These are taxable events. In addition, employees working at an airport or in visitor supported establishments spend a portion of their wages on items subject to sales or use taxes, and they paid state and federal income taxes.

The approach adopted for the tax analysis involved a bottom-up methodology. Estimates of initial tax revenues attributable to aviation activity were developed for each airport (See Appendix B). Local sales and use tax rates were applied to various categories of visitor expenditures. For visitor expenditure categories that have different sales tax rates applied (such as local transportation), an effective tax rate⁵ was applied based on tax rates estimated by IMPLAN Group LLC using BEA⁶ national income and product accounts (NIPA). Estimates of state and local sales taxes paid by wage earners were based on effective tax rates reported by the Colorado Department of Revenue (DOR)⁷. State and federal income taxes paid were also estimated using effective income taxes paid on average wages earned. Exhibit 7-7 summarizes the different taxes estimated.

⁵ Effective tax rates measure how much people or companies pay in taxes as a percentage of pretax income. The Colorado Department of Revenue publishes effective tax rates in the Colorado Tax Profile and Expenditure Report for wage earners. Effective tax rates are based on an analysis of tax returns in this case for 2010.

⁶ Bureau of Economic Analysis

⁷ Colorado Tax Profile & Expenditure Report, 2012

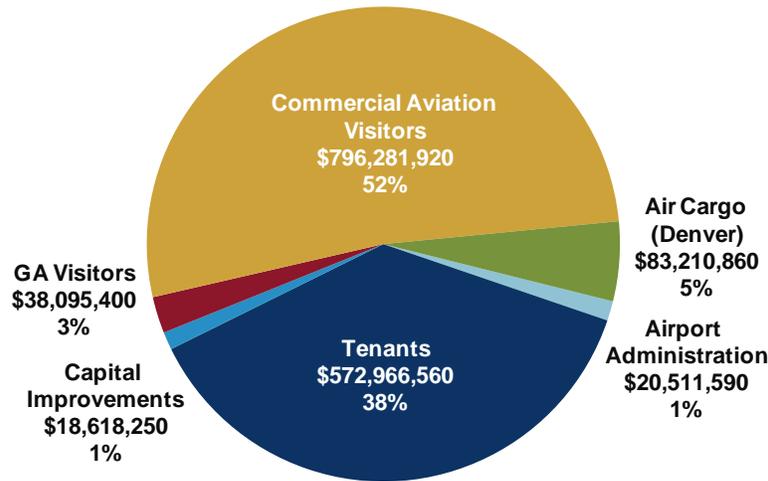
Exhibit 7-7: Initial Taxes Estimated for Colorado Aviation Activity

Group	State/Local Sales Taxes	Colorado Income Tax	Federal Income Taxes
Government			
Airport Administration	Exempt	Exempt	Exempt
Airport Employees	X	X	X
Companies			
Airport Tenants	X		
Tenant Employees	X	X	X
Construction Companies	X		
Construction Employees	X	X	X
Visitors & Visitor Support			
General Aviation Visitors	X		
Commercial Service (CS) Visitors	X		
Visitor Support Employees	X	X	X
Off-Airport Air Cargo (Denver Only)			
Domestic Outbound	X	X	X
International Exports	X	X	X

Findings

Accounting for sales tax and income tax contributions, aviation activity, not considering multiplier impacts, in Colorado contributes \$1.5 billion of tax revenues. Most of the tax revenue comes from visitors who arrive by air and spend money on lodging, shopping, food and entertainment once they leave an airport. In addition, some visitor spending takes place at the airport. As a taxable event, these transactions are reported by airport tenants. Thus tax revenues stemming from visitor activity are embedded in the following categories: commercial aviation visitors, general aviation visitors and airport tenants. Combined these transactions represent approximately \$1.4 billion in tax revenue.

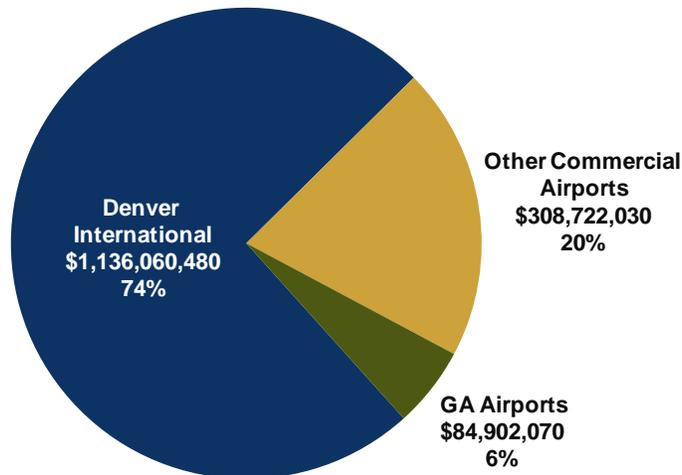
Exhibit 7-8: Initial Tax Contributions by Group
 2012



Estimated Initial Taxes = \$1.5 Billion

Looking at tax generation from the perspective of airports, Denver International Airport is estimated to contribute \$1.1 billion in tax revenues. Exhibit 7-9 shows initial tax impacts for Denver International Airport, other commercial service airports and general aviation airports.

Exhibit 7-9: Initial Tax Impacts for Denver International and Other Colorado Airports
 2012



Source: Prepared by KRAMER aerotek inc., 2013

Exhibit 7-10 presents a more detailed summary of tax impacts associated with different aviation activities at Colorado airports. Individual airport data is presented in Appendix B. Again, Denver International is separated because its total tax contribution is much larger than any other airports in the state. The largest contributors are sales tax associated with visitor expenditures and tenant sales taxes. Personal income tax is also significant, especially for employees working at commercial service airport and establishments supported by visitor spending.

Exhibit 7-10: Summary of Estimated Colorado Tax Revenues by Airport Groups and Activity
2012

Taxes Revenues from:	Denver International Airport	Other Commercial Airports	General Aviation Airports	Total
Sales and Use Taxes				
CS Visitors Expenditures	\$530,467,920	\$100,438,890		\$630,906,810
Airport Tenant Commerce	\$183,185,140	\$25,035,420	\$33,247,270	\$241,467,830
CS Visitor Employee Purchases	\$42,923,570	\$10,201,120		\$53,124,690
Tenant Employee Purchases	\$25,973,160	\$7,755,550	\$4,906,120	\$38,634,830
GA Visitor Expenditures	\$808,110	\$17,444,740	\$10,402,340	\$28,655,190
Air Cargo Employee Purchases	\$10,757,920			\$10,757,920
Air Cargo Commerce	\$8,806,640			\$8,806,640
Airport Employee Purchases	\$27,650	\$3,887,040	\$189,060	\$4,103,750
GA Visitor Employee Purchases	\$68,070	\$1,783,110	\$1,107,800	\$2,958,980
Construction Employee Purchases	\$1,934,990	\$508,940	\$376,570	\$2,820,500
Capital Improvement Commerce	\$979,280	\$214,150	\$125,630	\$1,319,060
Sales and Use Taxes Subtotal	\$805,932,450	\$167,268,960	\$50,354,790	\$1,023,556,200
Colorado Income Taxes				
Tenant Employees	\$30,442,990	\$14,331,490	\$6,168,020	\$50,942,500
CS Visitor Support Employees	\$23,382,490	\$5,617,070		\$28,999,560
Air Cargo Employees	\$14,644,280			\$14,644,280
Airport Employees	\$3,639,800	\$379,470	\$193,660	\$4,212,930
Construction Employees	\$2,634,020	\$407,450	\$355,040	\$3,396,510
GA Visitor Support Employees	\$37,080	\$886,220	\$745,260	\$1,668,560
Colorado Income Taxes Subtotal	\$74,780,660	\$21,621,700	\$7,461,980	\$103,864,340
Federal Income Taxes				
Tenant Employees	\$120,154,010	\$98,459,680	\$23,307,710	\$241,921,400
CS Visitor Support Employees	\$66,807,110	\$16,443,750		\$83,250,860
Air Cargo Employees	\$49,002,020			\$49,002,020
Airport Employees	\$10,464,440	\$1,152,860	\$577,610	\$12,194,910
Construction Employees	\$8,813,840	\$1,179,810	\$1,088,530	\$11,082,180
GA Visitor Support Employees	\$105,950	\$2,595,270	\$2,111,450	\$4,812,670
Federal Income Taxes Subtotal	\$255,347,370	\$119,831,370	\$27,085,300	\$402,264,040
Grand Total	\$1,136,060,480	\$308,722,030	\$84,902,070	\$1,529,684,580

Source: Prepared by KRAMER aerotek inc., 2013

7.4 CONCLUSIONS

This analysis, focused on sales and income taxes collected in connection with aviation activity in the state, estimated state tax revenues in excess of \$1 billion. Colorado, its counties, and municipalities each benefit from taxes levied on aviation activities. These benefits include state and local taxes levied on visitor and tenant expenditures, fuel taxes, and income and sales taxes paid by over 150,000 employees associated with airports or visitor supported establishments. Taxes collected on aviation fuel help to maintain and improve facilities at the state's airports and are often used to leverage additional federal funding from the FAA's Airport Improvement Program (AIP).

Denver International as the state's largest airport transfers extensive benefits to the Front Range region in terms of employment, sales and tax revenues. Denver International is responsible for an estimated \$1.1 billion in tax revenues considered in this study. The other commercial airports contribute \$309 million, and general aviation airports, \$85 million in tax revenues. Estimates of each individual airport's tax contribution are presented in Appendix B.

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ECONOMIC IMPACT STUDY
FOR
COLORADO AIRPORTS

**Appendix A:
Airport Specific Impacts**



Table A-1: Airport Administration, Tenants, and Capital Investment Impacts on Total Employment, Payroll, and Wages for Airports at a Regional Level

Airport Name	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
Commercial Service Airports										
Aspen-Pitkin County Airport	ASE	561	485	1,046	\$39,835,528	\$19,659,573	\$59,495,101	\$121,865,404	\$63,754,462	\$185,619,866
Colorado Springs Municipal Airport*	COS	14,931	8,264	23,196	\$1,284,898,218	\$336,883,198	\$1,621,781,417	\$2,335,412,197	\$960,393,280	\$3,295,805,477
Cortez-Montezuma Municipal Airport	CEZ	23	22	45	\$2,077,087	\$876,488	\$2,953,575	\$6,215,951	\$2,796,679	\$9,012,630
Durango-La Plata County Airport	DRO	218	192	410	\$16,870,864	\$7,722,839	\$24,593,704	\$49,427,612	\$24,632,675	\$74,060,287
Eagle County Regional Airport	EGE	585	434	1,019	\$38,222,061	\$16,960,212	\$55,182,273	\$104,945,433	\$54,817,835	\$159,763,268
Fort Collins-Loveland Municipal Airport	FNL	237	226	463	\$10,294,996	\$6,565,766	\$16,860,762	\$57,250,778	\$40,255,831	\$97,506,610
Grand Junction Regional Airport	GJT	843	857	1,700	\$55,338,290	\$36,219,682	\$91,557,972	\$177,431,270	\$90,696,526	\$268,127,796
Gunnison-Crested Butte Regional Airport	GUC	92	77	169	\$7,939,566	\$3,122,431	\$11,061,998	\$19,081,756	\$9,983,705	\$29,065,461
Montrose Regional Airport	MTJ	318	236	554	\$22,194,805	\$9,643,870	\$31,838,675	\$58,149,655	\$29,838,599	\$87,988,254
Pueblo Memorial Airport	PUB	295	270	564	\$11,201,438	\$5,652,608	\$16,854,045	\$36,605,299	\$25,365,403	\$61,970,702
San Luis Valley Airport	ALS	44	34	78	\$3,337,462	\$1,206,745	\$4,544,207	\$10,011,502	\$6,484,266	\$16,495,768
Telluride Regional Airport	TEX	224	121	345	\$12,000,200	\$4,847,583	\$16,847,782	\$31,254,559	\$16,562,197	\$47,816,756
Yampa Valley Regional Airport	HDN	242	166	408	\$17,316,548	\$6,825,242	\$24,141,790	\$40,485,789	\$21,845,211	\$62,331,000
General Aviation Airports										
Animas Airpark	00C	9	3	12	\$328,010	\$154,338	\$482,347	\$1,052,875	\$480,326	\$1,533,202
Astronaut Kent Rominger Airport	8V1	9	2	12	\$242,227	\$79,601	\$321,828	\$936,471	\$268,656	\$1,205,127
Blake Field	AJZ	12	4	16	\$369,168	\$115,439	\$484,608	\$792,417	\$364,263	\$1,156,679
Blanca Airport	05V	1	0	1	\$40,000	\$6,000	\$46,000	\$49,000	\$9,000	\$58,000
Boulder Municipal Airport	BDU	141	166	307	\$9,687,963	\$8,700,339	\$18,388,302	\$39,310,495	\$27,040,951	\$66,351,445
Brush Municipal Airport	7V5	1	0	1	\$43,664	\$11,370	\$55,034	\$58,495	\$39,343	\$97,838
Calhan Airport	5V4	1	1	2	\$42,139	\$27,059	\$69,198	\$269,384	\$94,171	\$363,555
Centennial Airport	APA	2,629	3,199	5,828	\$199,253,976	\$169,691,777	\$368,945,753	\$725,831,689	\$496,538,626	\$1,222,370,315
Central Colorado Regional Airport	AEJ	7	3	10	\$289,249	\$89,844	\$379,093	\$1,063,096	\$458,876	\$1,521,973
Colorado Plains Regional Airport	AKO	20	7	27	\$552,306	\$177,370	\$729,676	\$1,800,985	\$1,018,272	\$2,819,257
Colorado Spring East Airport	A50	1	0	1	\$55,097	\$9,754	\$64,852	\$72,361	\$30,057	\$102,418
Craig-Moffat County Airport	CAG	8	1	10	\$237,104	\$58,565	\$295,669	\$537,132	\$228,618	\$765,749
Crawford Airport	99V	11	8	19	\$333,080	\$166,768	\$499,847	\$1,073,361	\$517,431	\$1,590,792
Cuchara Valley Airport	07V	1	0	1	\$54,675	\$15,486	\$70,161	\$87,024	\$52,392	\$139,416
Dove Creek Airport	8V6	-	-	-	-	-	-	-	-	-

Table A-1: Airport Administration, Tenants, and Capital Investment Impacts on Total Employment, Payroll, and Wages for Airports at a Regional Level

Airport Name	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
Eads Airport	9V7	8	1	9	\$210,386	\$25,254	\$235,640	\$296,513	\$116,485	\$412,998
Easton-Valley View Airport	11V	1	0	1	\$40,000	\$10,000	\$50,000	\$49,000	\$35,000	\$84,000
Erie Municipal Airport	EIK	91	92	183	\$2,447,094	\$1,762,769	\$4,209,864	\$5,882,983	\$3,984,792	\$9,867,775
Fort Morgan Municipal Airport	FMM	25	5	29	\$827,104	\$162,905	\$990,009	\$2,092,482	\$736,747	\$2,829,229
Fremont County Airport	1V6	39	19	58	\$1,037,643	\$509,811	\$1,547,454	\$3,629,378	\$2,582,020	\$6,211,398
Front Range Airport	FTG	236	174	410	\$19,579,525	\$9,068,739	\$28,648,263	\$41,497,194	\$25,864,922	\$67,362,117
Garfield County Regional Airport	RIL	271	153	425	\$14,738,222	\$5,964,293	\$20,702,515	\$35,254,394	\$18,708,405	\$53,962,799
Gebauer Airport	5V6	-	-	-	-	-	-	-	-	-
Glenwood Springs Municipal Airport	GWS	20	8	28	\$1,039,609	\$320,456	\$1,360,066	\$2,110,611	\$1,032,761	\$3,143,371
Granby-Grand County Airport	GNB	12	6	18	\$489,184	\$198,903	\$688,087	\$1,401,526	\$680,492	\$2,082,018
Greeley-Weld County Airport	GXY	361	217	577	\$21,566,757	\$7,182,066	\$28,748,822	\$53,893,440	\$31,860,825	\$85,754,266
Harriet Alexander Airport	ANK	19	13	32	\$861,378	\$471,384	\$1,332,762	\$2,806,965	\$1,455,781	\$4,262,747
Haxtun Municipal Airport	17V	2	0	2	\$65,967	\$19,706	\$85,673	\$116,280	\$65,774	\$182,054
Holly Airport	K08	1	0	1	\$40,000	\$10,000	\$50,000	\$49,000	\$35,000	\$84,000
Holyoke Municipal Airport	HEQ	10	2	12	\$308,643	\$65,668	\$374,311	\$899,894	\$457,094	\$1,356,988
Hopkins Field	AIB	5	3	8	\$194,311	\$69,989	\$264,300	\$558,440	\$246,216	\$804,656
Julesburg Municipal Airport	7V8	1	0	1	\$40,000	\$10,000	\$50,000	\$49,000	\$35,000	\$84,000
Kit Carson County Airport	ITR	10	4	14	\$302,903	\$127,031	\$429,934	\$1,174,810	\$795,820	\$1,970,631
La Junta Municipal Airport	LHX	11	6	17	\$547,859	\$164,847	\$712,705	\$1,398,906	\$824,916	\$2,223,821
Lake County Airport	LXV	5	2	7	\$213,104	\$69,289	\$282,393	\$1,085,359	\$406,189	\$1,491,548
Lamar Municipal Airport	LAA	14	5	18	\$431,929	\$133,861	\$565,790	\$1,172,008	\$656,508	\$1,828,516
Las Animas City & County Airport	7V9	2	0	2	\$74,220	\$22,790	\$97,011	\$177,395	\$75,583	\$252,978
Leach Airport	1V8	2	0	2	\$59,717	\$13,277	\$72,994	\$119,052	\$34,650	\$153,702
Limon Municipal Airport	LIC	1	0	2	\$60,853	\$17,799	\$78,652	\$301,629	\$59,757	\$361,386
Mack Mesa Airport	C07	3	2	5	\$145,594	\$102,424	\$248,019	\$632,579	\$328,448	\$961,028
McElroy Field	20V	5	3	8	\$190,248	\$86,909	\$277,157	\$744,192	\$363,449	\$1,107,641
Meadow Lake Airport	FLY	72	54	126	\$3,006,870	\$1,847,328	\$4,854,197	\$7,277,641	\$2,586,390	\$9,864,031
Meeker Airport	EEO	28	12	39	\$1,357,085	\$428,814	\$1,785,900	\$2,563,739	\$1,325,361	\$3,889,101
Mineral County Memorial Airport	C24	1	0	1	\$43,728	\$7,376	\$51,103	\$62,244	\$13,849	\$76,093
Monte Vista Municipal Airport	MVI	6	0	6	\$188,000	\$12,000	\$200,000	\$226,207	\$18,000	\$244,207

Table A-1: Airport Administration, Tenants, and Capital Investment Impacts on Total Employment, Payroll, and Wages for Airports at a Regional Level

Airport Name	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
North Fork Valley Airport	7V2	2	0	3	\$90,542	\$18,023	\$108,565	\$130,483	\$54,646	\$185,129
Perry Stokes Airport	TAD	5	2	7	\$209,135	\$62,117	\$271,252	\$429,321	\$209,645	\$638,966
Platte Valley Airpark	18V	1	0	1	\$40,848	\$10,317	\$51,165	\$50,975	\$36,004	\$86,979
Rangely Airport	4V0	11	6	17	\$334,827	\$121,354	\$456,181	\$885,097	\$466,802	\$1,351,899
Rocky Mountain Metropolitan Airport	BJC	835	1,082	1,917	\$72,833,077	\$52,978,375	\$125,811,452	\$226,668,671	\$155,954,507	\$382,623,178
Saguache Municipal Airport	04V	1	0	1	\$40,000	\$6,000	\$46,000	\$49,000	\$9,000	\$58,000
Silver West Airport	C08	6	2	8	\$239,258	\$98,331	\$337,589	\$828,856	\$458,917	\$1,287,773
Spanish Peaks Airfield	4V1	6	3	9	\$287,859	\$103,384	\$391,243	\$756,567	\$331,415	\$1,087,983
Springfield Municipal Airport	8V7	5	2	7	\$191,770	\$47,323	\$239,093	\$558,284	\$343,270	\$901,553
Steamboat Springs-Bob Adams Field	SBS	17	11	28	\$723,987	\$297,216	\$1,021,202	\$2,462,442	\$1,200,226	\$3,662,667
Sterling Municipal Airport	STK	18	9	27	\$833,393	\$296,281	\$1,129,674	\$2,055,376	\$1,109,792	\$3,165,168
Stevens Field	PSO	9	8	17	\$454,527	\$293,091	\$747,618	\$2,134,211	\$1,001,316	\$3,135,527
Vance Brand Municipal Airport	LMO	74	51	125	\$3,391,996	\$2,749,794	\$6,141,791	\$11,627,037	\$8,026,955	\$19,653,992
Walden-Jackson County Airport	33V	2	1	3	\$106,304	\$34,305	\$140,609	\$227,558	\$104,679	\$332,237
Westwinds Airpark	D17	2	1	3	\$95,000	\$29,000	\$124,000	\$166,000	\$90,000	\$256,000
Wray Municipal Airport	2V5	20	1	21	\$485,076	\$32,825	\$517,901	\$691,876	\$123,043	\$814,919
Yuma Municipal Airport	2V6	14	2	16	\$510,104	\$42,467	\$552,571	\$650,326	\$147,711	\$798,037

* Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement

Note: Dashes indicate that airport did not participate in this study.

Table A-2: Commercial Visitor Spending (statewide)

Commercial Service Airport	Code	Visitors	Avg. Spending Per Visitor	Total Visitor Spending	Total Employees Supported
Aspen-Pitkin County Airport	ASE	164,248	\$2,301.00	\$377,934,648	6,634
Colorado Springs Municipal Airport*	COS	386,636	\$624.00	\$241,260,864	4,536
Cortez-Montezuma Municipal Airport	CEZ	4,189	\$573.25	\$2,401,344	40
Durango-La Plata County Airport	DRO	104,493	\$1,222.75	\$127,768,816	2,155
Eagle County Regional Airport	EGE	144,877	\$1,917.50	\$277,801,648	4,876
Fort Collins-Loveland Municipal Airport	FNL	8,539	\$568.75	\$4,856,556	103
Grand Junction Regional Airport	GJT	100,294	\$529.50	\$53,105,673	888
Gunnison-Crested Butte Regional Airport	GUC	25,872	\$1,443.25	\$37,339,764	656
Montrose Regional Airport	MTJ	53,833	\$1,443.25	\$77,694,477	1,363
Pueblo Memorial Airport	PUB	3,318	\$489.25	\$1,623,332	35
San Luis Valley Airport	ALS	4,008	\$493.25	\$1,976,946	39
Telluride Regional Airport	TEX	5,596	\$1,597.50	\$8,939,610	155
Yampa Valley Regional Airport	HDN	84,802	\$1,646.50	\$139,626,493	2,451

* Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement



Table A-3: Commercial Visitor Spending Impacts on Employment, Payroll, and Output (Regional)

Commercial Service Airport	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
Aspen-Pitkin County Airport	ASE	4,682	1,642	6,324	\$134,432,000	\$60,393,000	\$194,825,000	\$377,935,000	\$194,177,000	\$572,112,000
Colorado Springs Municipal Airport*	COS	3,137	825	3,962	\$84,490,000	\$31,849,000	\$116,339,000	\$241,261,000	\$105,204,000	\$346,465,000
Cortez-Montezuma Municipal Airport	CEZ	28	11	39	\$916,000	\$400,000	\$1,316,000	\$2,401,000	\$1,286,000	\$3,687,000
Durango-La Plata County Airport	DRO	1,518	537	2,055	\$44,447,000	\$19,843,000	\$64,290,000	\$127,769,000	\$63,890,000	\$191,659,000
Eagle County Regional Airport	EGE	3,441	1,207	4,648	\$98,815,000	\$44,392,000	\$143,207,000	\$277,802,000	\$142,730,000	\$420,532,000
Fort Collins-Loveland Municipal Airport	FNL	71	23	94	\$1,368,000	\$842,000	\$2,210,000	\$4,857,000	\$3,310,000	\$8,167,000
Grand Junction Regional Airport	GJT	615	233	848	\$20,253,000	\$8,842,000	\$29,095,000	\$53,106,000	\$28,447,000	\$81,553,000
Gunnison-Crested Butte Regional Airport	GUC	463	162	625	\$13,282,000	\$5,967,000	\$19,249,000	\$37,340,000	\$19,185,000	\$56,525,000
Montrose Regional Airport	MTJ	962	338	1,300	\$27,636,000	\$12,415,000	\$40,051,000	\$77,694,000	\$39,918,000	\$117,612,000
Pueblo Memorial Airport	PUB	24	8	32	\$457,000	\$281,000	\$738,000	\$1,623,000	\$1,106,000	\$2,729,000
San Luis Valley Airport	ALS	27	7	34	\$582,000	\$221,000	\$803,000	\$1,977,000	\$545,000	\$2,522,000
Telluride Regional Airport	TEX	109	38	147	\$3,157,000	\$1,415,000	\$4,572,000	\$8,940,000	\$4,552,000	\$13,492,000
Yampa Valley Regional Airport	HDN	1,730	607	2,337	\$49,665,000	\$22,312,000	\$71,977,000	\$139,626,000	\$71,738,000	\$211,364,000

* Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement



Table A-4: General Aviation Visitor Spending (statewide)

Airport Name	Code	Visitors	Avg. Spending Per Visitor	Total Visitor Spending	Total Employees Supported
Commercial Service Airports					
Aspen-Pitkin County Airport	ASE	76,031	\$721	\$54,780,570	986
Colorado Springs Municipal Airport*	COS	109,331	\$325	\$35,478,030	638
Cortez-Montezuma Municipal Airport	CEZ	10,159	\$280	\$2,844,430	47
Durango-La Plata County Airport	DRO	20,274	\$541	\$10,968,193	190
Eagle County Regional Airport	EGE	50,688	\$721	\$36,520,380	658
Fort Collins-Loveland Municipal Airport	FNL	45,230	\$325	\$14,677,087	293
Grand Junction Regional Airport	GJT	74,752	\$273	\$20,370,019	338
Gunnison-Crested Butte Regional Airport	GUC	17,049	\$500	\$8,524,393	152
Montrose Regional Airport	MTJ	21,288	\$500	\$10,644,130	190
Pueblo Memorial Airport	PUB	49,190	\$255	\$12,543,439	251
San Luis Valley Airport	ALS	14,486	\$255	\$3,693,812	74
Telluride Regional Airport	TEX	15,719	\$721	\$11,325,341	204
Yampa Valley Regional Airport	HDN	23,367	\$721	\$16,836,140	303
General Aviation Airports					
Animas Airpark	00C	2,146	\$208	\$445,337	7
Astronaut Kent Rominger Airport	8V1	204	\$218	\$44,335	1
Blake Field	AJZ	1,774	\$150	\$266,100	4
Blanca Airport	05V	75	\$100	\$7,488	0
Boulder Municipal Airport	BDU	7,756	\$283	\$2,191,141	34
Brush Municipal Airport	7V5	198	\$80	\$15,850	0
Calhan Airport	5V4	83	\$80	\$6,624	0
Centennial Airport	APA	180,062	\$331	\$59,510,425	982
Central Colorado Regional Airport	AEJ	5,600	\$187	\$1,044,719	17
Colorado Plains Regional Airport	AKO	4,681	\$150	\$702,136	14
Colorado Spring East Airport	A50	48	\$79	\$3,804	0
Craig-Moffat County Airport	CAG	998	\$215	\$214,551	4
Crawford Airport	99V	591	\$80	\$47,274	1
Cuchara Valley Airport	07V	75	\$80	\$5,990	0
Dove Creek Airport	8V6	-	-	-	-

Table A-4: General Aviation Visitor Spending (statewide)

Airport Name	Code	Visitors	Avg. Spending Per Visitor	Total Visitor Spending	Total Employees Supported
Eads Airport	9V7	97	\$150	\$14,602	0
Easton-Valley View Airport	11V	97	\$80	\$7,788	0
Erie Municipal Airport	EIK	9,025	\$203	\$1,827,598	37
Fort Morgan Municipal Airport	FMM	801	\$150	\$120,209	3
Fremont County Airport	1V6	1,536	\$225	\$345,648	7
Front Range Airport	FTG	19,294	\$253	\$4,871,710	81
Garfield County Regional Airport	RIL	8,780	\$228	\$1,997,384	33
Gebauer Airport	5V6	-	-	-	-
Glenwood Springs Municipal Airport	GWS	2,062	\$250	\$515,471	9
Granby-Grand County Airport	GNB	830	\$208	\$172,227	3
Greeley-Weld County Airport	GXY	23,111	\$223	\$5,142,294	103
Harriet Alexander Airport	ANK	1,506	\$208	\$312,584	6
Haxtun Municipal Airport	17V	97	\$80	\$7,788	0
Holly Airport	K08	584	\$80	\$46,725	1
Holyoke Municipal Airport	HEQ	1,110	\$188	\$208,187	4
Hopkins Field	AIB	715	\$168	\$119,830	2
Julesburg Municipal Airport	7V8	195	\$80	\$15,575	0
Kit Carson County Airport	ITR	2,559	\$150	\$383,852	8
La Junta Municipal Airport	LHX	711	\$150	\$106,620	3
Lake County Airport	LXV	5,129	\$250	\$1,282,136	23
Lamar Municipal Airport	LAA	8,231	\$201	\$1,656,585	34
Las Animas City & County Airport	7V9	150	\$80	\$12,000	0
Leach Airport	1V8	198	\$150	\$29,718	0
Limon Municipal Airport	LIC	198	\$150	\$29,718	0
Mack Mesa Airport	C07	700	\$80	\$56,000	1
McElroy Field	20V	2,980	\$210	\$625,832	11
Meadow Lake Airport	FLY	1,431	\$138	\$196,735	4
Meeker Airport	EEO	4,799	\$290	\$1,391,716	23
Mineral County Memorial Airport	C24	78	\$155	\$12,152	0
Monte Vista Municipal Airport	MVI	204	\$155	\$31,595	0

Table A-4: General Aviation Visitor Spending (statewide)

Airport Name	Code	Visitors	Avg. Spending Per Visitor	Total Visitor Spending	Total Employees Supported
North Fork Valley Airport	7V2	450	\$80	\$36,000	0
Perry Stokes Airport	TAD	3,033	\$150	\$454,973	10
Platte Valley Airpark	18V	200	\$80	\$16,033	0
Rangely Airport	4V0	2,109	\$165	\$348,028	6
Rocky Mountain Metropolitan Airport	BJC	140,598	\$331	\$46,467,639	767
Saguache Municipal Airport	04V	77	\$80	\$6,166	0
Silver West Airport	C08	267	\$155	\$41,441	1
Spanish Peaks Airfield	4V1	204	\$150	\$30,576	0
Springfield Municipal Airport	8V7	673	\$150	\$100,893	2
Steamboat Springs-Bob Adams Field	SBS	7,615	\$445	\$3,388,675	61
Sterling Municipal Airport	STK	1,941	\$150	\$291,117	6
Stevens Field	PSO	6,396	\$395	\$2,526,595	44
Vance Brand Municipal Airport	LMO	21,697	\$223	\$4,827,677	80
Walden-Jackson County Airport	33V	813	\$225	\$182,892	3
Westwinds Airpark	D17	292	\$80	\$23,363	0
Wray Municipal Airport	2V5	753	\$150	\$112,982	3
Yuma Municipal Airport	2V6	756	\$150	\$113,333	3

* Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement

Note: Dashes indicate that airport did not participate



Table A-5: General Aviation Visitor Spending Impacts on Employment, Payroll, and Output (Regional)

Airport Name	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
Commercial Service Airports										
Aspen-Pitkin County Airport	ASE	697	243	940	\$19,772,000	\$8,912,000	\$28,684,000	\$54,781,000	\$28,630,000	\$83,411,000
Colorado Springs Municipal Airport*	COS	450	113	563	\$11,100,000	\$4,330,000	\$15,430,000	\$35,478,000	\$14,309,000	\$49,787,000
Cortez-Montezuma Municipal Airport	CEZ	33	12	45	\$980,000	\$433,000	\$1,413,000	\$2,844,000	\$1,395,000	\$4,239,000
Durango-La Plata County Airport	DRO	134	47	181	\$3,869,000	\$1,731,000	\$5,600,000	\$10,968,000	\$5,569,000	\$16,537,000
Eagle County Regional Airport	EGE	465	162	627	\$13,181,000	\$5,941,000	\$19,122,000	\$36,520,000	\$19,086,000	\$55,606,000
Fort Collins-Loveland Municipal Airport	FNL	206	63	269	\$3,579,000	\$2,175,000	\$5,754,000	\$14,677,000	\$9,075,000	\$23,752,000
Grand Junction Regional Airport	GJT	239	84	323	\$7,025,000	\$3,098,000	\$10,123,000	\$20,370,000	\$9,989,000	\$30,359,000
Gunnison-Crested Butte Regional Airport	GUC	107	37	144	\$3,058,000	\$1,375,000	\$4,433,000	\$8,524,000	\$4,418,000	\$12,942,000
Montrose Regional Airport	MTJ	134	47	181	\$3,819,000	\$1,716,000	\$5,535,000	\$10,644,000	\$5,516,000	\$16,160,000
Pueblo Memorial Airport	PUB	177	54	231	\$3,067,000	\$1,862,000	\$4,929,000	\$12,543,000	\$7,766,000	\$20,309,000
San Luis Valley Airport	ALS	52	12	64	\$953,000	\$369,000	\$1,322,000	\$3,694,000	\$821,000	\$4,515,000
Telluride Regional Airport	TEX	144	50	194	\$4,088,000	\$1,842,000	\$5,930,000	\$11,325,000	\$5,919,000	\$17,244,000
Yampa Valley Regional Airport	HDN	214	75	289	\$6,077,000	\$2,739,000	\$8,816,000	\$16,836,000	\$8,799,000	\$25,635,000
General Aviation Airports										
Animas Airpark	00C	5	2	7	\$157,000	\$69,000	\$226,000	\$445,000	\$223,000	\$668,000
Astronaut Kent Rominger Airport	8V1	1	0	1	\$12,000	\$5,000	\$17,000	\$44,000	\$10,000	\$54,000
Blake Field	AJZ	3	1	4	\$93,000	\$40,000	\$133,000	\$266,000	\$130,000	\$396,000
Blanca Airport	05V	0	0	0	\$2,000	\$1,000	\$3,000	\$7,000	\$2,000	\$9,000
Boulder Municipal Airport	BDU	24	9	33	\$743,000	\$505,000	\$1,248,000	\$2,191,000	\$1,386,000	\$3,577,000
Brush Municipal Airport	7V5	0	0	0	\$4,000	\$2,000	\$6,000	\$16,000	\$10,000	\$26,000
Calhan Airport	5V4	0	0	0	\$2,000	\$1,000	\$3,000	\$7,000	\$3,000	\$10,000
Centennial Airport	APA	693	271	964	\$21,357,000	\$14,619,000	\$35,976,000	\$59,510,000	\$40,233,000	\$99,743,000
Central Colorado Regional Airport	AEJ	12	4	16	\$363,000	\$159,000	\$522,000	\$1,045,000	\$512,000	\$1,557,000
Colorado Plains Regional Airport	AKO	10	3	13	\$176,000	\$106,000	\$282,000	\$702,000	\$439,000	\$1,141,000
Colorado Spring East Airport	A50	0	0	0	\$1,000	\$0	\$1,000	\$4,000	\$2,000	\$6,000
Craig-Moffat County Airport	CAG	3	1	4	\$76,000	\$33,000	\$109,000	\$215,000	\$107,000	\$322,000
Crawford Airport	99V	1	0	1	\$17,000	\$7,000	\$24,000	\$47,000	\$23,000	\$70,000
Cuchara Valley Airport	07V	0	0	0	\$2,000	\$1,000	\$3,000	\$6,000	\$4,000	\$10,000
Dove Creek Airport	8V6	-	-	-	-	-	-	-	-	-

Table A-5: General Aviation Visitor Spending Impacts on Employment, Payroll, and Output (Regional)

Airport Name	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
Eads Airport	9V7	0	0	0	\$4,000	\$2,000	\$6,000	\$15,000	\$9,000	\$24,000
Easton-Valley View Airport	11V	0	0	0	\$2,000	\$1,000	\$3,000	\$8,000	\$5,000	\$13,000
Erie Municipal Airport	EIK	26	8	34	\$451,000	\$273,000	\$724,000	\$1,828,000	\$1,137,000	\$2,965,000
Fort Morgan Municipal Airport	FMM	2	1	3	\$30,000	\$18,000	\$48,000	\$120,000	\$75,000	\$195,000
Fremont County Airport	1V6	5	2	7	\$85,000	\$52,000	\$137,000	\$346,000	\$218,000	\$564,000
Front Range Airport	FTG	57	22	79	\$1,751,000	\$1,196,000	\$2,947,000	\$4,872,000	\$3,293,000	\$8,165,000
Garfield County Regional Airport	RIL	23	8	31	\$690,000	\$304,000	\$994,000	\$1,997,000	\$979,000	\$2,976,000
Gebauer Airport	5V6	-	-	-	-	-	-	-	-	-
Glenwood Springs Municipal Airport	GWS	6	2	8	\$184,000	\$81,000	\$265,000	\$515,000	\$262,000	\$777,000
Granby-Grand County Airport	GNB	2	1	3	\$61,000	\$27,000	\$88,000	\$172,000	\$86,000	\$258,000
Greeley-Weld County Airport	GXY	73	22	95	\$1,268,000	\$767,000	\$2,035,000	\$5,142,000	\$3,195,000	\$8,337,000
Harriet Alexander Airport	ANK	4	1	5	\$110,000	\$49,000	\$159,000	\$313,000	\$157,000	\$470,000
Haxtun Municipal Airport	17V	0	0	0	\$2,000	\$1,000	\$3,000	\$8,000	\$5,000	\$13,000
Holly Airport	K08	1	0	1	\$12,000	\$7,000	\$19,000	\$47,000	\$30,000	\$77,000
Holyoke Municipal Airport	HEQ	3	1	4	\$51,000	\$31,000	\$82,000	\$208,000	\$129,000	\$337,000
Hopkins Field	AIB	1	0	1	\$42,000	\$18,000	\$60,000	\$120,000	\$59,000	\$179,000
Julesburg Municipal Airport	7V8	0	0	0	\$4,000	\$2,000	\$6,000	\$16,000	\$10,000	\$26,000
Kit Carson County Airport	ITR	6	2	8	\$96,000	\$58,000	\$154,000	\$384,000	\$240,000	\$624,000
La Junta Municipal Airport	LHX	2	0	2	\$27,000	\$16,000	\$43,000	\$107,000	\$67,000	\$174,000
Lake County Airport	LXV	16	5	21	\$457,000	\$203,000	\$660,000	\$1,282,000	\$652,000	\$1,934,000
Lamar Municipal Airport	LAA	24	7	31	\$409,000	\$247,000	\$656,000	\$1,657,000	\$1,030,000	\$2,687,000
Las Animas City & County Airport	7V9	0	0	0	\$3,000	\$2,000	\$5,000	\$12,000	\$8,000	\$20,000
Leach Airport	1V8	0	0	0	\$8,000	\$3,000	\$11,000	\$30,000	\$6,000	\$36,000
Limon Municipal Airport	LIC	0	0	0	\$7,000	\$4,000	\$11,000	\$30,000	\$19,000	\$49,000
Mack Mesa Airport	C07	1	0	1	\$20,000	\$8,000	\$28,000	\$56,000	\$27,000	\$83,000
McElroy Field	20V	8	3	11	\$221,000	\$97,000	\$318,000	\$626,000	\$313,000	\$939,000
Meadow Lake Airport	FLY	3	1	4	\$63,000	\$24,000	\$87,000	\$197,000	\$79,000	\$276,000
Meeker Airport	EEO	16	6	22	\$481,000	\$212,000	\$693,000	\$1,392,000	\$682,000	\$2,074,000
Mineral County Memorial Airport	C24	0	0	0	\$3,000	\$1,000	\$4,000	\$12,000	\$3,000	\$15,000
Monte Vista Municipal Airport	MVI	0	0	0	\$8,000	\$3,000	\$11,000	\$32,000	\$7,000	\$39,000

Table A-5: General Aviation Visitor Spending Impacts on Employment, Payroll, and Output (Regional)

Airport Name	Code	Employment			Payroll			Output		
		Initial	Multiplier	Total	Initial	Multiplier	Total	Initial	Multiplier	Total
North Fork Valley Airport	7V2	0	0	0	\$13,000	\$5,000	\$18,000	\$36,000	\$18,000	\$54,000
Perry Stokes Airport	TAD	7	2	9	\$114,000	\$68,000	\$182,000	\$455,000	\$285,000	\$740,000
Platte Valley Airpark	18V	0	0	0	\$4,000	\$3,000	\$7,000	\$16,000	\$10,000	\$26,000
Rangely Airport	4V0	4	1	5	\$121,000	\$53,000	\$174,000	\$348,000	\$171,000	\$519,000
Rocky Mountain Metropolitan Airport	BJC	541	212	753	\$16,676,000	\$11,415,000	\$28,091,000	\$46,468,000	\$31,415,000	\$77,883,000
Saguache Municipal Airport	04V	0	0	0	\$2,000	\$1,000	\$3,000	\$6,000	\$1,000	\$7,000
Silver West Airport	C08	1	0	1	\$10,000	\$6,000	\$16,000	\$41,000	\$26,000	\$67,000
Spanish Peaks Airfield	4V1	0	0	0	\$8,000	\$5,000	\$13,000	\$31,000	\$19,000	\$50,000
Springfield Municipal Airport	8V7	1	0	1	\$25,000	\$15,000	\$40,000	\$101,000	\$63,000	\$164,000
Steamboat Springs-Bob Adams Field	SBS	43	15	58	\$1,223,000	\$550,000	\$1,773,000	\$3,389,000	\$1,768,000	\$5,157,000
Sterling Municipal Airport	STK	4	1	5	\$73,000	\$44,000	\$117,000	\$291,000	\$182,000	\$473,000
Stevens Field	PSO	31	11	42	\$892,000	\$399,000	\$1,291,000	\$2,527,000	\$1,284,000	\$3,811,000
Vance Brand Municipal Airport	LMO	57	22	79	\$1,740,000	\$1,185,000	\$2,925,000	\$4,828,000	\$3,263,000	\$8,091,000
Walden-Jackson County Airport	33V	2	1	3	\$64,000	\$28,000	\$92,000	\$183,000	\$92,000	\$275,000
Westwinds Airpark	D17	0	0	0	\$8,000	\$4,000	\$12,000	\$23,000	\$11,000	\$34,000
Wray Municipal Airport	2V5	2	0	2	\$28,000	\$17,000	\$45,000	\$113,000	\$71,000	\$184,000
Yuma Municipal Airport	2V6	2	0	2	\$28,000	\$17,000	\$45,000	\$113,000	\$71,000	\$184,000

* Colorado Springs Municipal Airport shares the field with Peterson AFB under a joint civil-military airport arrangement

Note: Dashes indicate that airport did not participate





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ECONOMIC IMPACT STUDY
FOR
COLORADO AIRPORTS

Appendix B:
Estimates of Tax Revenues
by Airport

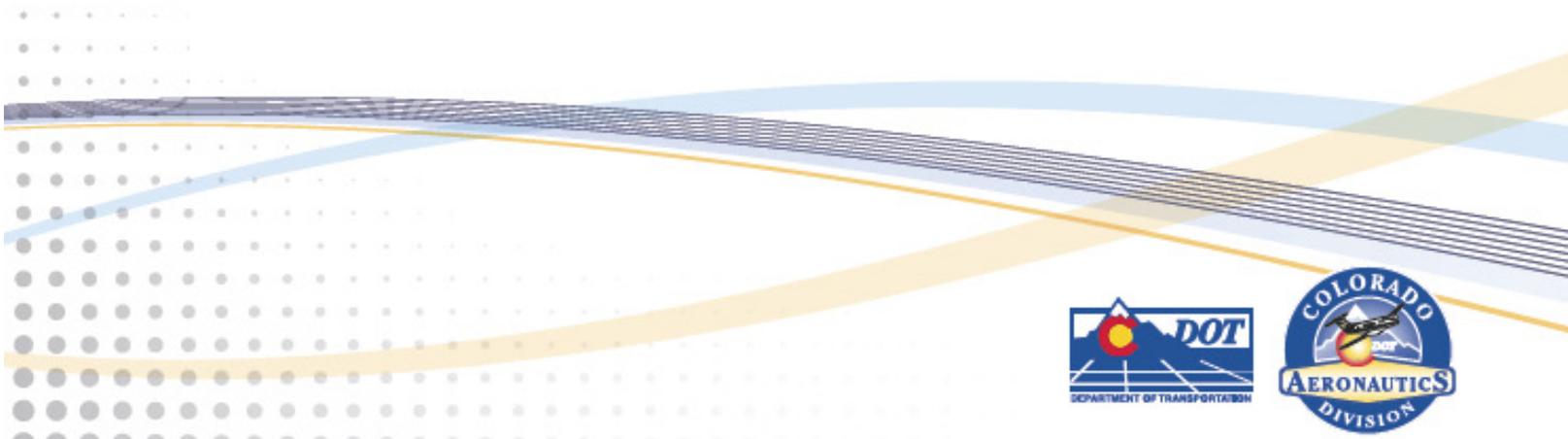


Table B-1 – Estimated Initial Local and State Sales Taxes Paid by Companies and Visitors
2012

City	Airport	Companies			Visitors	
		Airport Tenants	Air Cargo	Construction	Commercial Visitors	GA Visitors
Commercial Airports						
Denver	Denver International Airport	\$183,185,140	\$42,923,570	\$979,280	\$530,467,920	\$808,110
Alamosa	San Luis Valley Airport	\$262,560		\$900	\$163,690	\$282,880
Aspen	Aspen-Pitkin County Airport	\$3,110,460		\$15,010	\$29,790,740	\$4,225,430
Colorado Springs	Colorado Springs Municipal Airport	\$5,250,230		\$48,240	\$17,704,440	\$2,529,480
Cortez	Cortez-Montezuma Municipal Airport	\$159,930		\$2,640	\$163,260	\$187,870
Durango	Durango-La Plata County Airport	\$1,283,050		\$17,150	\$9,178,110	\$776,110
Eagle	Eagle County Regional Airport	\$3,103,490		\$19,320	\$19,870,070	\$2,563,310
Grand Junction	Grand Junction Regional Airport	\$4,989,330		\$24,620	\$3,501,850	\$1,511,320
Gunnison	Gunnison-Crested Butte Regional Airport	\$447,960		\$3,470	\$2,559,760	\$664,910
Hayden	Yampa Valley Regional Airport	\$1,080,620		\$4,950	\$10,786,370	\$1,263,220
Loveland	Fort Collins-Loveland Municipal Airport	\$1,650,210		\$11,650	\$334,330	\$965,590
Montrose	Montrose Regional Airport	\$1,472,450		\$15,580	\$5,595,910	\$710,990
Pueblo	Pueblo Memorial Airport	\$1,889,280		\$11,720	\$130,540	\$952,000
Telluride	Telluride Regional Airport	\$335,850		\$38,900	\$659,820	\$811,630
Other Commercial Airports		\$25,035,420	\$0	\$214,150	\$100,438,890	\$17,444,740
Commercial Airports Sales Taxes Subtotal		\$208,220,560	\$42,923,570	\$1,193,430	\$630,906,810	\$18,252,850
General Aviation Airports						
Akron	Colorado Plains Regional Airport	\$42,280		\$780		\$42,910
Akron	Gebauer Airport	\$0		\$0		\$0
Blanca	Blanca Airport	\$0		\$0		\$500
Boulder	Boulder Municipal Airport	\$1,187,810		\$1,240		\$179,200
Broomfield/Denver	Rocky Mountain Metropolitan Airport	\$6,390,820		\$8,430		\$3,438,310
Brush	Brush Municipal Airport	\$0		\$20		\$1,000
Buena Vista	Central Colorado Regional Airport	\$0		\$1,290		\$72,630
Burlington	Kit Carson County Airport	\$14,680		\$310		\$21,490
Calhan	Calhan Airport	\$8,340		\$0		\$460
Canon City	Fremont County Airport	\$104,180		\$440		\$21,230

Table B-1 – Estimated Initial Local and State Sales Taxes Paid by Companies and Visitors
2012

City	Airport	Companies			Visitors	
		Airport Tenants	Air Cargo	Construction	Commercial Visitors	GA Visitors
Center	Leach Airport	\$0		\$170		\$1,730
Colorado Springs	Meadow Lake Airport	\$530,440		\$1,030		\$14,110
Craig	Craig-Moffat County Airport	\$3,160		\$780		\$14,240
Crawford	Crawford Airport	\$29,290		\$30		\$3,130
Creede	Mineral County Memorial Airport	\$0		\$30		\$850
Del Norte	Astronaut Kent Rominger Airport	\$0		\$2,180		\$3,050
Delta	Blake Field	\$3,160		\$1,580		\$19,520
Delta	Westwinds Airpark	\$2,360		\$0		\$1,730
Dove Creek	Dove Creek Airport	\$0		\$0		\$0
Durango	Animas Airpark	\$29,940		\$70		\$32,000
Eads	Eads Airport	\$3,840		\$70		\$670
Ellicott	Colorado Spring East Airport	\$0		\$30		\$260
Englewood/Denver	Centennial Airport	\$21,909,020		\$13,970		\$4,294,980
Erie	Erie Municipal Airport	\$612,940		\$1,620		\$117,880
Fort Morgan	Fort Morgan Municipal Airport	\$44,730		\$990		\$7,010
Glenwood Springs	Glenwood Springs Municipal Airport	\$37,970		\$80		\$39,530
Granby	Granby-Grand County Airport	\$0		\$2,930		\$12,290
Greeley	Easton-Valley View Airport	\$0		\$0		\$500
Greeley	Greeley-Weld County Airport	\$736,070		\$2,900		\$332,450
Haxtun	Haxtun Municipal Airport	\$0		\$170		\$460
Holly	Holly Airport	\$0		\$0		\$3,100
Holyoke	Holyoke Municipal Airport	\$3,840		\$850		\$10,330
Hudson	Platte Valley Airpark	\$0		\$0		\$1,010
Julesburg	Julesburg Municipal Airport	\$0		\$0		\$850
Kremmling	McElroy Field	\$8,670		\$450		\$44,670
La Junta	La Junta Municipal Airport	\$9,610		\$1,230		\$7,710
La Veta	Cuchara Valley Airport	\$0		\$90		\$450
Lamar	Lamar Municipal Airport	\$19,220		\$710		\$112,440
Las Animas	Las Animas City & County Airport	\$0		\$320		\$770
Leadville	Lake County Airport	\$0		\$1,460		\$81,820

Table B-1 – Estimated Initial Local and State Sales Taxes Paid by Companies and Visitors
2012

City	Airport	Companies			Visitors	
		Airport Tenants	Air Cargo	Construction	Commercial Visitors	GA Visitors
Limon	Limon Municipal Airport	\$0		\$620		\$1,960
Longmont	Vance Brand Municipal Airport	\$374,780		\$1,230		\$319,100
Mack	Mack Mesa Airport	\$17,330		\$40		\$2,610
Meeker	Meeker Airport	\$34,660		\$380		\$87,370
Monte Vista	Monte Vista Municipal Airport	\$3,840		\$10		\$2,220
Nucla	Hopkins Field	\$0		\$1,060		\$8,860
Pagosa Springs	Stevens Field	\$52,480		\$530		\$161,260
Paonia	North Fork Valley Airport	\$790		\$110		\$2,380
Rangely	Rangely Airport	\$10,340		\$360		\$21,850
Rifle	Garfield County Regional Airport	\$264,790		\$55,250		\$152,830
Saguache	Saguache Municipal Airport	\$0		\$0		\$410
Salida	Harriet Alexander Airport	\$43,330		\$3,170		\$22,380
Springfield	Springfield Municipal Airport	\$770		\$320		\$4,650
Steamboat Springs	Steamboat Springs-Bob Adams Field	\$27,570		\$1,380		\$256,960
Sterling	Sterling Municipal Airport	\$0		\$4,170		\$19,380
Trinidad	Perry Stokes Airport	\$0		\$690		\$27,810
Walden	Walden-Jackson County Airport	\$0		\$410		\$12,200
Walsenburg	Spanish Peaks Airfield	\$0		\$1,740		\$2,250
Watkins/Denver	Front Range Airport	\$637,750		\$6,920		\$344,150
Westcliffe	Silver West Airport	\$20,800		\$270		\$2,740
Wray	Wray Municipal Airport	\$13,040		\$420		\$5,630
Yuma	Yuma Municipal Airport	\$12,630		\$300		\$6,070
General Aviation Airports Sales Taxes Subtotal		\$33,247,270	\$0	\$125,630	\$0	\$10,402,340
Sales Taxes Grand Total		\$241,467,830	\$42,923,570	\$1,319,060	\$630,906,810	\$28,655,190

Source: Prepared by KRAMER aerotek inc., 2013

**Table B-2 – Estimated Initial Local and State Sales Taxes Paid by Employees at Aviation or Visitor Establishments
2012**

City	Airport	Initial Local and State Sales Taxes Paid by:					
		Airport	Tenants	Air Cargo	Construction	CS Visitors	GA Visitors
Commercial Airports							
Denver	Denver International Airport	\$27,650	\$25,973,160	\$10,757,920	\$1,934,990	\$42,923,570	\$68,070
Alamosa	San Luis Valley Airport	\$4,880	\$35,520		\$1,660	\$13,290	\$21,770
Aspen	Aspen-Pitkin County Airport	\$3,594,310	\$458,030		\$42,880	\$2,858,910	\$420,480
Colorado Springs	Colorado Springs Municipal Airport	\$9,270	\$4,811,250		\$57,950	\$19,480	\$20,840
Cortez	Cortez-Montezuma Municipal Airport	\$44,350	\$20,600		\$1,780	\$1,796,820	\$236,060
Durango	Durango-La Plata County Airport	\$98,480	\$166,190		\$36,460	\$945,240	\$82,280
Eagle	Eagle County Regional Airport	\$30,140	\$471,260		\$57,030	\$2,101,460	\$280,320
Grand Junction	Grand Junction Regional Airport	\$13,640	\$801,960		\$55,040	\$31,240	\$112,840
Gunnison	Gunnison-Crested Butte Regional Airport	\$9,770	\$77,640		\$8,530	\$430,710	\$149,400
Hayden	Yampa Valley Regional Airport	\$3,020	\$182,870		\$14,230	\$282,460	\$65,030
Loveland	Fort Collins-Loveland Municipal Airport	\$23,150	\$145,120		\$37,050	\$1,056,210	\$129,240
Montrose	Montrose Regional Airport	\$16,370	\$267,000		\$39,730	\$587,720	\$81,220
Pueblo	Pueblo Memorial Airport	\$9,470	\$253,050		\$35,830	\$10,440	\$96,690
Telluride	Telluride Regional Airport	\$30,190	\$65,060		\$120,770	\$67,140	\$86,940
Other Commercial Airport Subtotal		\$3,887,040	\$7,755,550	\$0	\$508,940	\$10,201,120	\$1,783,110
Total Commercial Airport Sales Taxes		\$3,914,690	\$33,728,710	\$10,757,920	\$2,443,930	\$53,124,690	\$1,851,180
General Aviation Airports							
Akron	Colorado Plains Regional Airport	\$0	\$9,310		\$2,230		\$5,550
Akron	Gebauer Airport	\$0	\$0		\$0		\$0
Blanca	Blanca Airport	\$0	\$0		\$0		\$110
Boulder	Boulder Municipal Airport	\$0	\$148,390		\$3,970		\$15,800
Broomfield/Denver	Rocky Mountain Metropolitan Airport	\$1,050	\$919,300		\$26,720		\$354,640
Brush	Brush Municipal Airport	\$480	\$0		\$70		\$210
Buena Vista	Central Colorado Regional Airport	\$2,740	\$0		\$2,780		\$7,720
Burlington	Kit Carson County Airport	\$570	\$2,980		\$860		\$3,030
Calhan	Calhan Airport	\$1,770	\$820		\$0		\$110
Canon City	Fremont County Airport	\$1,230	\$16,820		\$1,270		\$2,680

**Table B-2 – Estimated Initial Local and State Sales Taxes Paid by Employees at Aviation or Visitor Establishments
2012**

City	Airport	Initial Local and State Sales Taxes Paid by:					
		Airport	Tenants	Air Cargo	Construction	CS Visitors	GA Visitors
Center	Leach Airport	\$1,910	\$0		\$450		\$420
Colorado Springs	Meadow Lake Airport	\$1,280	\$56,590		\$2,330		\$1,440
Craig	Craig-Moffat County Airport	\$1,910	\$2,060		\$2,470		\$1,620
Crawford	Crawford Airport	\$4,340	\$4,990		\$80		\$540
Creede	Mineral County Memorial Airport	\$2,210	\$0		\$90		\$160
Del Norte	Astronaut Kent Rominger Airport	\$1,490	\$0		\$5,000		\$530
Delta	Blake Field	\$770	\$2,060		\$5,010		\$1,980
Delta	Westwinds Airpark	\$1,530	\$900		\$0		\$420
Dove Creek	Dove Creek Airport	\$2,160	\$0		\$0		\$0
Durango	Animas Airpark	\$2,960	\$5,100		\$200		\$3,340
Eads	Eads Airport	\$780	\$2,500		\$220		\$210
Ellicott	Colorado Spring East Airport	\$780	\$0		\$80		\$50
Englewood/Denver	Centennial Airport	\$780	\$2,911,460		\$44,950		\$454,190
Erie	Erie Municipal Airport	\$780	\$55,240		\$3,290		\$14,220
Fort Morgan	Fort Morgan Municipal Airport	\$780	\$10,030		\$3,410		\$950
Glenwood Springs	Glenwood Springs Municipal Airport	\$780	\$3,760		\$250		\$3,910
Granby	Granby-Grand County Airport	\$780	\$0		\$8,700		\$1,300
Greeley	Easton-Valley View Airport	\$780	\$0		\$0		\$110
Greeley	Greeley-Weld County Airport	\$780	\$346,720		\$6,620		\$39,980
Haxtun	Haxtun Municipal Airport	\$780	\$0		\$520		\$110
Holly	Holly Airport	\$780	\$0		\$0		\$530
Holyoke	Holyoke Municipal Airport	\$780	\$2,500		\$2,560		\$1,610
Hudson	Platte Valley Airpark	\$780	\$0		\$20		\$210
Julesburg	Julesburg Municipal Airport	\$1,570	\$0		\$0		\$210
Kremmling	McElroy Field	\$780	\$840		\$1,100		\$4,700
La Junta	La Junta Municipal Airport	\$780	\$2,930		\$3,590		\$850
La Veta	Cuchara Valley Airport	\$780	\$0		\$290		\$110
Lamar	Lamar Municipal Airport	\$3,940	\$3,410		\$1,700		\$12,890
Las Animas	Las Animas City & County Airport	\$2,370	\$0		\$690		\$160
Leadville	Lake County Airport	\$2,370	\$0		\$2,020		\$9,720



**Table B-2 – Estimated Initial Local and State Sales Taxes Paid by Employees at Aviation or Visitor Establishments
2012**

City	Airport	Initial Local and State Sales Taxes Paid by:					
		Airport	Tenants	Air Cargo	Construction	CS Visitors	GA Visitors
Limon	Limon Municipal Airport	\$1,610	\$0		\$410		\$370
Longmont	Vance Brand Municipal Airport	\$6,490	\$56,590		\$3,940		\$37,000
Mack	Mack Mesa Airport	\$1,690	\$1,680		\$110		\$460
Meeker	Meeker Airport	\$1,770	\$3,360		\$1,240		\$10,230
Monte Vista	Monte Vista Municipal Airport	\$8,220	\$2,290		\$0		\$420
Nucla	Hopkins Field	\$7,570	\$0		\$2,710		\$820
Pagosa Springs	Stevens Field	\$18,090	\$5,310		\$690		\$18,970
Paonia	North Fork Valley Airport	\$790	\$520		\$360		\$500
Rangely	Rangely Airport	\$790	\$4,250		\$1,110		\$2,570
Rifle	Garfield County Regional Airport	\$790	\$50,740		\$176,310		\$14,670
Saguache	Saguache Municipal Airport	\$790	\$0		\$0		\$110
Salida	Harriet Alexander Airport	\$1,580	\$4,200		\$9,870		\$2,340
Springfield	Springfield Municipal Airport	\$12,750	\$500		\$1,080		\$530
Steamboat Springs	Steamboat Springs-Bob Adams Field	\$17,540	\$3,480		\$3,540		\$26,010
Sterling	Sterling Municipal Airport	\$1,600	\$0		\$14,200		\$1,670
Trinidad	Perry Stokes Airport	\$1,600	\$0		\$1,760		\$3,590
Walden	Walden-Jackson County Airport	\$1,610	\$0		\$1,130		\$1,360
Walsenburg	Spanish Peaks Airfield	\$17,860	\$0		\$4,200		\$420
Watkins/Denver	Front Range Airport	\$820	\$244,820		\$17,650		\$37,240
Westcliffe	Silver West Airport	\$6,440	\$3,510		\$320		\$440
Wray	Wray Municipal Airport	\$22,410	\$8,500		\$1,380		\$880
Yuma	Yuma Municipal Airport	\$5,120	\$7,660		\$1,020		\$880
Total General Aviation Sales Taxes		\$189,060	\$4,906,120	\$0	\$376,570	\$0	\$1,107,800
Grand Total of Sales Taxes		\$4,103,750	\$38,634,830	\$10,757,920	\$2,820,500	\$53,124,690	\$2,958,980

Source: Prepared by KRAMER aerotek inc., 2013

Table B-3 – Estimated Initial Colorado Personal Income Taxes Paid by Employees
2012

City	Airport	Colorado Income Taxes Paid by Employees						Total CO Income Tax
		Airport	Air Cargo	Tenants	Construction	CS Visitors	GA Visitors	
Commercial Airports								
Denver	Denver International Airport	\$3,639,800	\$14,644,280	\$30,442,990	\$2,634,020	\$23,382,490	\$37,080	\$74,780,660
Alamosa	San Luis Valley Airport	\$3,710		\$51,010	\$600	\$4,820	\$7,890	\$68,030
Aspen	Aspen-Pitkin County Airport	\$35,080		\$614,320	\$32,570	\$1,557,380	\$229,060	\$2,468,410
Colorado Springs	Colorado Springs Municipal Airport	\$114,640		\$10,532,470	\$44,010	\$13,640	\$11,350	\$10,716,110
Cortez	Cortez-Montezuma Municipal Airport	\$3,790		\$32,090	\$1,350	\$978,810	\$128,590	\$1,144,630
Durango	Durango-La Plata County Airport	\$20,570		\$243,590	\$27,690	\$514,920	\$44,820	\$851,590
Eagle	Eagle County Regional Airport	\$29,090		\$592,830	\$43,310	\$1,144,760	\$152,700	\$1,962,690
Grand Junction	Grand Junction Regional Airport	\$12,270		\$1,019,490	\$51,090	\$11,320	\$17,770	\$1,111,940
Gunnison	Gunnison-Crested Butte Regional Airport	\$32,190		\$116,320	\$6,480	\$301,670	\$81,380	\$538,040
Hayden	Yampa Valley Regional Airport	\$11,900		\$250,470	\$10,810	\$153,870	\$35,430	\$462,480
Loveland	Fort Collins-Loveland Municipal Airport	\$51,630		\$106,960	\$34,390	\$575,370	\$70,400	\$838,750
Montrose	Montrose Regional Airport	\$10,800		\$354,040	\$30,170	\$320,160	\$44,240	\$759,410
Pueblo	Pueblo Memorial Airport	\$37,930		\$327,870	\$33,260	\$3,780	\$15,230	\$418,070
Telluride	Telluride Regional Airport	\$15,870		\$90,030	\$91,720	\$36,570	\$47,360	\$281,550
Other CS Airport Income Tax		\$379,470	\$0	\$14,331,490	\$407,450	\$5,617,070	\$886,220	\$21,621,700
Total CS Employee Income Taxes		\$4,019,270	\$14,644,280	\$44,774,480	\$3,041,470	\$28,999,560	\$923,300	\$96,402,360
General Aviation Airports								
Akron	Colorado Plains Regional Airport	\$0		\$3,990	\$2,070		\$870	\$6,930
Akron	Gebauer Airport	\$0		\$0	\$0		\$0	\$0
Blanca	Blanca Airport	\$0		\$0	\$0		\$0	\$0
Boulder	Boulder Municipal Airport	\$0		\$181,780	\$5,410		\$11,680	\$198,870
Broomfield/Denver	Rocky Mountain Metropolitan Airport	\$20		\$1,253,690	\$36,370		\$262,190	\$1,552,270
Brush	Brush Municipal Airport	\$170		\$0	\$70		\$10	\$250
Buena Vista	Central Colorado Regional Airport	\$990		\$0	\$2,110		\$5,710	\$8,810
Burlington	Kit Carson County Airport	\$310		\$1,700	\$800		\$480	\$3,290
Calhan	Calhan Airport	\$960		\$660	\$0		\$0	\$1,620
Canon City	Fremont County Airport	\$670		\$5,290	\$1,180		\$420	\$7,560

Table B-3 – Estimated Initial Colorado Personal Income Taxes Paid by Employees
2012

City	Airport	Colorado Income Taxes Paid by Employees						Total CO Income Tax
		Airport	Air Cargo	Tenants	Construction	CS Visitors	GA Visitors	
Center	Leach Airport	\$1,040		\$0	\$160		\$10	\$1,210
Colorado Springs	Meadow Lake Airport	\$700		\$49,630	\$2,170		\$520	\$53,020
Craig	Craig-Moffat County Airport	\$1,040		\$760	\$1,880		\$880	\$4,560
Crawford	Crawford Airport	\$3,040		\$2,540	\$60		\$80	\$5,720
Creede	Mineral County Memorial Airport	\$1,550		\$0	\$30		\$10	\$1,590
Del Norte	Astronaut Kent Rominger Airport	\$1,040		\$0	\$2,720		\$10	\$3,770
Delta	Blake Field	\$540		\$760	\$3,810		\$1,460	\$6,570
Delta	Westwinds Airpark	\$1,070		\$720	\$0		\$10	\$1,800
Dove Creek	Dove Creek Airport	\$1,640		\$0	\$0		\$0	\$1,640
Durango	Animas Airpark	\$2,250		\$3,720	\$150		\$2,470	\$8,590
Eads	Eads Airport	\$600		\$910	\$210		\$10	\$1,730
Ellicott	Colorado Spring East Airport	\$600		\$0	\$60		\$0	\$660
Englewood/Denver	Centennial Airport	\$600		\$3,710,250	\$61,180		\$335,780	\$4,107,810
Erie	Erie Municipal Airport	\$600		\$31,450	\$3,330		\$2,240	\$37,620
Fort Morgan	Fort Morgan Municipal Airport	\$600		\$5,740	\$3,160		\$150	\$9,650
Glenwood Springs	Glenwood Springs Municipal Airport	\$600		\$4,530	\$190		\$2,890	\$8,210
Granby	Granby-Grand County Airport	\$600		\$0	\$6,610		\$960	\$8,170
Greeley	Easton-Valley View Airport	\$600		\$0	\$0		\$0	\$600
Greeley	Greeley-Weld County Airport	\$600		\$384,760	\$6,150		\$6,300	\$397,810
Haxtun	Haxtun Municipal Airport	\$600		\$0	\$480		\$0	\$1,080
Holly	Holly Airport	\$600		\$0	\$0		\$10	\$610
Holyoke	Holyoke Municipal Airport	\$600		\$910	\$2,370		\$250	\$4,130
Hudson	Platte Valley Airpark	\$600		\$0	\$20		\$10	\$630
Julesburg	Julesburg Municipal Airport	\$1,190		\$0	\$0		\$10	\$1,200
Kremmling	McElroy Field	\$600		\$930	\$840		\$2,560	\$4,930
La Junta	La Junta Municipal Airport	\$600		\$3,530	\$3,330		\$130	\$7,590
La Veta	Cuchara Valley Airport	\$600		\$0	\$270		\$0	\$870
Lamar	Lamar Municipal Airport	\$2,990		\$1,540	\$1,580		\$2,030	\$8,140
Las Animas	Las Animas City & County Airport	\$1,800		\$0	\$640		\$10	\$2,450
Leadville	Lake County Airport	\$1,800		\$0	\$2,540		\$5,290	\$9,630

Table B-3 – Estimated Initial Colorado Personal Income Taxes Paid by Employees
2012

City	Airport	Colorado Income Taxes Paid by Employees					Total CO Income Tax	
		Airport	Air Cargo	Tenants	Construction	CS Visitors		GA Visitors
Limon	Limon Municipal Airport	\$1,290		\$0	\$470		\$10	\$1,770
Longmont	Vance Brand Municipal Airport	\$4,930		\$54,150	\$5,370		\$27,360	\$91,810
Mack	Mack Mesa Airport	\$1,570		\$1,850	\$80		\$170	\$3,670
Meeker	Meeker Airport	\$1,640		\$3,710	\$940		\$5,570	\$11,860
Monte Vista	Monte Vista Municipal Airport	\$8,320		\$1,310	\$0		\$10	\$9,640
Nucla	Hopkins Field	\$7,030		\$0	\$2,060		\$660	\$9,750
Pagosa Springs	Stevens Field	\$22,260		\$6,110	\$640		\$10,330	\$39,340
Paonia	North Fork Valley Airport	\$890		\$190	\$280		\$80	\$1,440
Rangely	Rangely Airport	\$890		\$2,430	\$840		\$1,900	\$6,060
Rifle	Garfield County Regional Airport	\$890		\$89,180	\$133,910		\$7,990	\$231,970
Saguache	Saguache Municipal Airport	\$890		\$0	\$0		\$0	\$890
Salida	Harriet Alexander Airport	\$1,780		\$4,630	\$7,490		\$1,270	\$15,170
Springfield	Springfield Municipal Airport	\$14,380		\$180	\$1,000		\$290	\$15,850
Steamboat Springs	Steamboat Springs-Bob Adams Field	\$19,790		\$1,990	\$3,280		\$14,170	\$39,230
Sterling	Sterling Municipal Airport	\$1,800		\$0	\$13,180		\$600	\$15,580
Trinidad	Perry Stokes Airport	\$1,800		\$0	\$1,630		\$570	\$4,000
Walden	Walden-Jackson County Airport	\$1,990		\$0	\$860		\$1,010	\$3,860
Walsenburg	Spanish Peaks Airfield	\$21,980		\$0	\$4,740		\$10	\$26,730
Watkins/Denver	Front Range Airport	\$930		\$342,240	\$24,030		\$27,530	\$394,730
Westcliffe	Silver West Airport	\$7,260		\$2,770	\$290		\$10	\$10,330
Wray	Wray Municipal Airport	\$30,510		\$3,110	\$1,050		\$140	\$34,810
Yuma	Yuma Municipal Airport	\$6,430		\$4,380	\$950		\$140	\$11,900
Total GA Employee Income Taxes		\$193,660	\$0	\$6,168,020	\$355,040	\$0	\$745,260	\$7,461,980
Grand Total of Employee Income Taxes		\$4,212,930	\$14,644,280	\$50,942,500	\$3,396,510	\$28,999,560	\$1,668,560	\$103,864,340

Source: Prepared by KRAMER aerotek inc., 2013

Table B-4 - Estimated Initial Federal Personal Income Taxes Paid by Employees
2012

City	Airport	Federal Income Taxes Paid by Employees							Total Federal
		Airport	Air Cargo	Tenants	Construction	CS Visitors	GA Visitors		
Commercial Airports									
Denver	Denver International Airport	\$10,464,440	\$49,002,020	\$120,154,010	\$8,813,840	\$66,807,110	\$105,950	\$255,347,370	
Alamosa	San Luis Valley Airport	\$10,710		\$190,710	\$1,980	\$15,890	\$26,020	\$245,310	
Aspen	Aspen-Pitkin County Airport	\$102,050		\$2,224,080	\$94,090	\$4,560,910	\$654,450	\$7,635,580	
Colorado Springs	Colorado Springs Municipal Airport	\$333,490		\$84,906,220	\$127,140	\$39,420	\$32,440	\$85,438,710	
Cortez	Cortez-Montezuma Municipal Airport	\$12,640		\$122,090	\$3,910	\$2,866,520	\$367,410	\$3,372,570	
Durango	Durango-La Plata County Airport	\$68,580		\$914,680	\$80,000	\$1,507,970	\$128,060	\$2,699,290	
Eagle	Eagle County Regional Airport	\$96,980		\$2,155,190	\$125,130	\$3,352,520	\$436,290	\$6,166,110	
Grand Junction	Grand Junction Regional Airport	\$40,910		\$3,528,420	\$148,640	\$36,220	\$82,920	\$3,837,110	
Gunnison	Gunnison-Crested Butte Regional Airport	\$93,630		\$456,550	\$18,720	\$871,480	\$232,530	\$1,672,910	
Hayden	Yampa Valley Regional Airport	\$39,650		\$900,750	\$31,230	\$450,620	\$101,220	\$1,523,470	
Loveland	Fort Collins-Loveland Municipal Airport	\$150,190		\$386,470	\$100,050	\$1,685,000	\$201,150	\$2,522,860	
Montrose	Montrose Regional Airport	\$31,410		\$1,257,180	\$87,170	\$937,610	\$126,410	\$2,439,780	
Pueblo	Pueblo Memorial Airport	\$126,440		\$1,088,970	\$96,770	\$12,480	\$71,060	\$1,395,720	
Telluride	Telluride Regional Airport	\$46,180		\$328,370	\$264,980	\$107,110	\$135,310	\$881,950	
	Other CS Airport Income Tax	\$1,152,860	\$0	\$98,459,680	\$1,179,810	\$16,443,750	\$2,595,270	\$119,831,370	
Total CS Employee Income Taxes		\$11,617,300	\$49,002,020	\$218,613,690	\$9,993,650	\$83,250,860	\$2,701,220	\$375,178,740	
General Aviation Airports									
Akron	Colorado Plains Regional Airport	\$0		\$13,460	\$6,030		\$4,080	\$23,570	
Akron	Gebauer Airport	\$0		\$0	\$0		\$0	\$0	
Blanca	Blanca Airport	\$0		\$0	\$0		\$70	\$70	
Boulder	Boulder Municipal Airport	\$0		\$668,800	\$18,100		\$32,590	\$719,490	
Broomfield/Denver	Rocky Mountain Metropolitan Airport	\$440		\$4,986,060	\$121,710		\$731,360	\$5,839,570	
Brush	Brush Municipal Airport	\$570		\$0	\$200		\$150	\$920	
Buena Vista	Central Colorado Regional Airport	\$3,280		\$0	\$6,110		\$15,920	\$25,310	
Burlington	Kit Carson County Airport	\$920		\$6,030	\$2,320		\$2,220	\$11,490	
Calhan	Calhan Airport	\$2,820		\$1,790	\$10		\$70	\$4,690	
Canon City	Fremont County Airport	\$1,970		\$19,070	\$3,420		\$1,970	\$26,430	

Table B-4 - Estimated Initial Federal Personal Income Taxes Paid by Employees
2012

City	Airport	Federal Income Taxes Paid by Employees					Total Federal
		Airport	Air Cargo	Tenants	Construction	CS Visitors	
Center	Leach Airport	\$3,050		\$0	\$540	\$190	\$3,780
Colorado Springs	Meadow Lake Airport	\$2,040		\$139,060	\$6,300	\$1,720	\$149,120
Craig	Craig-Moffat County Airport	\$3,050		\$2,470	\$5,430	\$2,520	\$13,470
Crawford	Crawford Airport	\$8,780		\$7,340	\$180	\$390	\$16,690
Creede	Mineral County Memorial Airport	\$4,480		\$0	\$100	\$110	\$4,690
Del Norte	Astronaut Kent Rominger Airport	\$3,010		\$0	\$7,970	\$240	\$11,220
Delta	Blake Field	\$1,550		\$2,470	\$10,990	\$4,080	\$19,090
Delta	Westwinds Airpark	\$3,100		\$2,420	\$0	\$190	\$5,710
Dove Creek	Dove Creek Airport	\$4,730		\$0	\$0	\$0	\$4,730
Durango	Animas Airpark	\$6,500		\$11,360	\$440	\$6,890	\$25,190
Eads	Eads Airport	\$1,720		\$2,990	\$600	\$150	\$5,460
Ellicott	Colorado Spring East Airport	\$1,720		\$0	\$180	\$40	\$1,940
Englewood/Denver	Centennial Airport	\$1,720		\$14,023,950	\$204,730	\$936,660	\$15,167,060
Erie	Erie Municipal Airport	\$1,720		\$110,640	\$9,570	\$10,450	\$132,380
Fort Morgan	Fort Morgan Municipal Airport	\$1,720		\$16,610	\$9,210	\$700	\$28,240
Glenwood Springs	Glenwood Springs Municipal Airport	\$1,720		\$14,990	\$540	\$8,070	\$25,320
Granby	Granby-Grand County Airport	\$1,720		\$0	\$19,100	\$2,680	\$23,500
Greeley	Easton-Valley View Airport	\$1,720		\$0	\$0	\$70	\$1,790
Greeley	Greeley-Weld County Airport	\$1,720		\$1,305,900	\$17,890	\$29,380	\$1,354,890
Haxtun	Haxtun Municipal Airport	\$1,720		\$0	\$1,390	\$70	\$3,180
Holly	Holly Airport	\$1,720		\$0	\$0	\$240	\$1,960
Holyoke	Holyoke Municipal Airport	\$1,720		\$2,990	\$6,910	\$1,180	\$12,800
Hudson	Platte Valley Airpark	\$1,720		\$0	\$40	\$150	\$1,910
Julesburg	Julesburg Municipal Airport	\$3,440		\$0	\$0	\$150	\$3,590
Kremmling	McElroy Field	\$1,720		\$2,760	\$2,420	\$7,320	\$14,220
La Junta	La Junta Municipal Airport	\$1,720		\$16,110	\$9,700	\$630	\$28,160
La Veta	Cuchara Valley Airport	\$1,720		\$0	\$790	\$70	\$2,580
Lamar	Lamar Municipal Airport	\$8,650		\$5,240	\$4,590	\$9,480	\$27,960
Las Animas	Las Animas City & County Airport	\$5,210		\$0	\$1,870	\$110	\$7,190
Leadville	Lake County Airport	\$5,210		\$0	\$8,450	\$15,130	\$28,790

Table B-4 - Estimated Initial Federal Personal Income Taxes Paid by Employees
2012

City	Airport	Federal Income Taxes Paid by Employees						Total Federal
		Airport	Air Cargo	Tenants	Construction	CS Visitors	GA Visitors	
Limon	Limon Municipal Airport	\$3,600		\$0	\$1,350		\$170	\$5,120
Longmont	Vance Brand Municipal Airport	\$14,240		\$186,500	\$17,960		\$76,310	\$295,010
Mack	Mack Mesa Airport	\$4,550		\$5,520	\$240		\$550	\$10,860
Meeker	Meeker Airport	\$4,770		\$11,030	\$2,720		\$15,920	\$34,440
Monte Vista	Monte Vista Municipal Airport	\$23,920		\$3,650	\$0		\$190	\$27,760
Nucla	Hopkins Field	\$20,440		\$0	\$5,950		\$1,840	\$28,230
Pagosa Springs	Stevens Field	\$64,010		\$19,190	\$1,860		\$29,530	\$114,590
Paonia	North Fork Valley Airport	\$2,600		\$620	\$800		\$360	\$4,380
Rangely	Rangely Airport	\$2,600		\$6,790	\$2,440		\$5,310	\$17,140
Rifle	Garfield County Regional Airport	\$2,600		\$392,230	\$386,840		\$22,840	\$804,510
Saguache	Saguache Municipal Airport	\$2,600		\$0	\$0		\$70	\$2,670
Salida	Harriet Alexander Airport	\$5,190		\$13,790	\$21,640		\$3,640	\$44,260
Springfield	Springfield Municipal Airport	\$41,840		\$600	\$2,910		\$830	\$46,180
Steamboat Springs	Steamboat Springs-Bob Adams Field	\$57,570		\$5,550	\$9,550		\$40,480	\$113,150
Sterling	Sterling Municipal Airport	\$5,240		\$0	\$38,350		\$1,990	\$45,580
Trinidad	Perry Stokes Airport	\$5,240		\$0	\$4,750		\$2,640	\$12,630
Walden	Walden-Jackson County Airport	\$5,710		\$0	\$2,490		\$2,810	\$11,010
Walsenburg	Spanish Peaks Airfield	\$63,210		\$0	\$13,790		\$190	\$77,190
Watkins/Denver	Front Range Airport	\$2,700		\$1,265,140	\$80,420		\$76,790	\$1,425,050
Westcliffe	Silver West Airport	\$21,130		\$8,920	\$850		\$200	\$31,100
Wray	Wray Municipal Airport	\$102,080		\$10,160	\$3,030		\$650	\$115,920
Yuma	Yuma Municipal Airport	\$21,450		\$15,510	\$2,760		\$650	\$40,370
Total GA Employee Income Taxes		\$577,610	\$0	\$23,307,710	\$1,088,530	\$0	\$2,111,450	\$27,085,300
Grand Total of Employee Income Taxes		\$12,194,910	\$49,002,020	\$241,921,400	\$11,082,180	\$83,250,860	\$4,812,670	\$402,264,040

Source: Prepared by KRAMER aerotek inc., 2013

Table B-5 – Summary of Estimated Sales and Income Taxes Generated by Airport Activity
2012

City	Airport	Sales Tax	Income Tax		Total
			Colorado	Federal	Initial Taxes
Commercial Airports					
Denver	Denver International Airport	\$840,049,380	\$74,780,660	\$255,347,370	\$1,170,177,410
Alamosa	San Luis Valley Airport	\$787,150	\$68,030	\$245,310	\$1,100,490
Aspen	Aspen-Pitkin County Airport	\$44,516,250	\$2,468,410	\$7,635,580	\$54,620,240
Colorado Springs	Colorado Springs Municipal Airport	\$30,451,180	\$10,716,110	\$85,438,710	\$126,606,000
Cortez	Cortez-Montezuma Municipal Airport	\$2,613,310	\$1,144,630	\$3,372,570	\$7,130,510
Durango	Durango-La Plata County Airport	\$12,583,070	\$851,590	\$2,699,290	\$16,133,950
Eagle	Eagle County Regional Airport	\$28,496,400	\$1,962,690	\$6,166,110	\$36,625,200
Grand Junction	Grand Junction Regional Airport	\$11,041,840	\$1,111,940	\$3,837,110	\$15,990,890
Gunnison	Gunnison-Crested Butte Regional Airport	\$4,352,150	\$538,040	\$1,672,910	\$6,563,100
Hayden	Yampa Valley Regional Airport	\$13,682,770	\$462,480	\$1,523,470	\$15,668,720
Loveland	Fort Collins-Loveland Municipal Airport	\$4,352,550	\$838,750	\$2,522,860	\$7,714,160
Montrose	Montrose Regional Airport	\$8,786,970	\$759,410	\$2,439,780	\$11,986,160
Pueblo	Pueblo Memorial Airport	\$3,389,020	\$418,070	\$1,395,720	\$5,202,810
Telluride	Telluride Regional Airport	\$2,216,300	\$281,550	\$881,950	\$3,379,800
	Other CS Airports	\$167,268,960	\$21,621,700	\$119,831,370	\$308,722,030
Total CS Taxes		\$1,007,318,340	\$96,402,360	\$375,178,740	\$1,478,899,440
General Aviation Airports					
Akron	Colorado Plains Regional Airport	\$103,060	\$6,930	\$23,570	\$133,560
Akron	Gebauer Airport	\$0	\$0	\$0	\$0
Blanca	Blanca Airport	\$610	\$0	\$70	\$680
Boulder	Boulder Municipal Airport	\$1,536,410	\$198,870	\$719,490	\$2,454,770
Broomfield/Denver	Rocky Mountain Metropolitan Airport	\$11,139,270	\$1,552,270	\$5,839,570	\$18,531,110

Table B-5 – Summary of Estimated Sales and Income Taxes Generated by Airport Activity
2012

City	Airport	Sales Tax	Income Tax		Total Initial Taxes
			Colorado	Federal	
Brush	Brush Municipal Airport	\$1,780	\$250	\$920	\$2,950
Buena Vista	Central Colorado Regional Airport	\$87,160	\$8,810	\$25,310	\$121,280
Burlington	Kit Carson County Airport	\$43,920	\$3,290	\$11,490	\$58,700
Calhan	Calhan Airport	\$11,500	\$1,620	\$4,690	\$17,810
Canon City	Fremont County Airport	\$147,850	\$7,560	\$26,430	\$181,840
Center	Leach Airport	\$4,680	\$1,210	\$3,780	\$9,670
Colorado Springs	Meadow Lake Airport	\$607,220	\$53,020	\$149,120	\$809,360
Craig	Craig-Moffat County Airport	\$26,240	\$4,560	\$13,470	\$44,270
Crawford	Crawford Airport	\$42,400	\$5,720	\$16,690	\$64,810
Creede	Mineral County Memorial Airport	\$3,340	\$1,590	\$4,690	\$9,620
Del Norte	Astronaut Kent Rominger Airport	\$12,250	\$3,770	\$11,220	\$27,240
Delta	Blake Field	\$34,080	\$6,570	\$19,090	\$59,740
Delta	Westwinds Airpark	\$6,940	\$1,800	\$5,710	\$14,450
Dove Creek	Dove Creek Airport	\$2,160	\$1,640	\$4,730	\$8,530
Durango	Animas Airpark	\$73,610	\$8,590	\$25,190	\$107,390
Eads	Eads Airport	\$8,290	\$1,730	\$5,460	\$15,480
Ellicott	Colorado Spring East Airport	\$1,200	\$660	\$1,940	\$3,800
Englewood/Denver	Centennial Airport	\$29,629,350	\$4,107,810	\$15,167,060	\$48,904,220
Erie	Erie Municipal Airport	\$805,970	\$37,620	\$132,380	\$975,970
Fort Morgan	Fort Morgan Municipal Airport	\$67,900	\$9,650	\$28,240	\$105,790
Glenwood Springs	Glenwood Springs Municipal Airport	\$86,280	\$8,210	\$25,320	\$119,810
Granby	Granby-Grand County Airport	\$26,000	\$8,170	\$23,500	\$57,670
Greeley	Easton-Valley View Airport	\$1,390	\$600	\$1,790	\$3,780
Greeley	Greeley-Weld County Airport	\$1,465,520	\$397,810	\$1,354,890	\$3,218,220
Haxtun	Haxtun Municipal Airport	\$2,040	\$1,080	\$3,180	\$6,300



Table B-5 – Summary of Estimated Sales and Income Taxes Generated by Airport Activity
2012

City	Airport	Sales Tax	Income Tax		Total
			Colorado	Federal	Initial Taxes
Holly	Holly Airport	\$4,410	\$610	\$1,960	\$6,980
Holyoke	Holyoke Municipal Airport	\$22,470	\$4,130	\$12,800	\$39,400
Hudson	Platte Valley Airpark	\$2,020	\$630	\$1,910	\$4,560
Julesburg	Julesburg Municipal Airport	\$2,630	\$1,200	\$3,590	\$7,420
Kremmling	McElroy Field	\$61,210	\$4,930	\$14,220	\$80,360
La Junta	La Junta Municipal Airport	\$26,700	\$7,590	\$28,160	\$62,450
La Veta	Cuchara Valley Airport	\$1,720	\$870	\$2,580	\$5,170
Lamar	Lamar Municipal Airport	\$154,310	\$8,140	\$27,960	\$190,410
Las Animas	Las Animas City & County Airport	\$4,310	\$2,450	\$7,190	\$13,950
Leadville	Lake County Airport	\$97,390	\$9,630	\$28,790	\$135,810
Limon	Limon Municipal Airport	\$4,970	\$1,770	\$5,120	\$11,860
Longmont	Vance Brand Municipal Airport	\$799,130	\$91,810	\$295,010	\$1,185,950
Mack	Mack Mesa Airport	\$23,920	\$3,670	\$10,860	\$38,450
Meeker	Meeker Airport	\$139,010	\$11,860	\$34,440	\$185,310
Monte Vista	Monte Vista Municipal Airport	\$17,000	\$9,640	\$27,760	\$54,400
Nucla	Hopkins Field	\$21,020	\$9,750	\$28,230	\$59,000
Pagosa Springs	Stevens Field	\$257,330	\$39,340	\$114,590	\$411,260
Paonia	North Fork Valley Airport	\$5,450	\$1,440	\$4,380	\$11,270
Rangely	Rangely Airport	\$41,270	\$6,060	\$17,140	\$64,470
Rifle	Garfield County Regional Airport	\$715,380	\$231,970	\$804,510	\$1,751,860
Saguache	Saguache Municipal Airport	\$1,310	\$890	\$2,670	\$4,870
Salida	Harriet Alexander Airport	\$86,870	\$15,170	\$44,260	\$146,300
Springfield	Springfield Municipal Airport	\$20,600	\$15,850	\$46,180	\$82,630
Steamboat Springs	Steamboat Springs-Bob Adams Field	\$336,480	\$39,230	\$113,150	\$488,860
Sterling	Sterling Municipal Airport	\$41,020	\$15,580	\$45,580	\$102,180

Table B-5 – Summary of Estimated Sales and Income Taxes Generated by Airport Activity
2012

City	Airport	Sales Tax	Income Tax		Total
			Colorado	Federal	Initial Taxes
Trinidad	Perry Stokes Airport	\$35,450	\$4,000	\$12,630	\$52,080
Walden	Walden-Jackson County Airport	\$16,710	\$3,860	\$11,010	\$31,580
Walsenburg	Spanish Peaks Airfield	\$26,470	\$26,730	\$77,190	\$130,390
Watkins/Denver	Front Range Airport	\$1,289,350	\$394,730	\$1,425,050	\$3,109,130
Westcliffe	Silver West Airport	\$34,520	\$10,330	\$31,100	\$75,950
Wray	Wray Municipal Airport	\$52,260	\$34,810	\$115,920	\$202,990
Yuma	Yuma Municipal Airport	\$33,680	\$11,900	\$40,370	\$85,950
Total GA Taxes		\$50,354,790	\$7,461,980	\$27,085,300	\$84,902,070
Grand Total of Taxes		\$1,057,673,130	\$103,864,340	\$402,264,040	\$1,563,801,510

Source: Prepared by KRAMER aerotek inc., 2013



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ECONOMIC IMPACT STUDY
FOR
COLORADO AIRPORTS

Appendix C:
**Economic Impacts by Colorado
Legislative District**



Colorado Airports by State House District

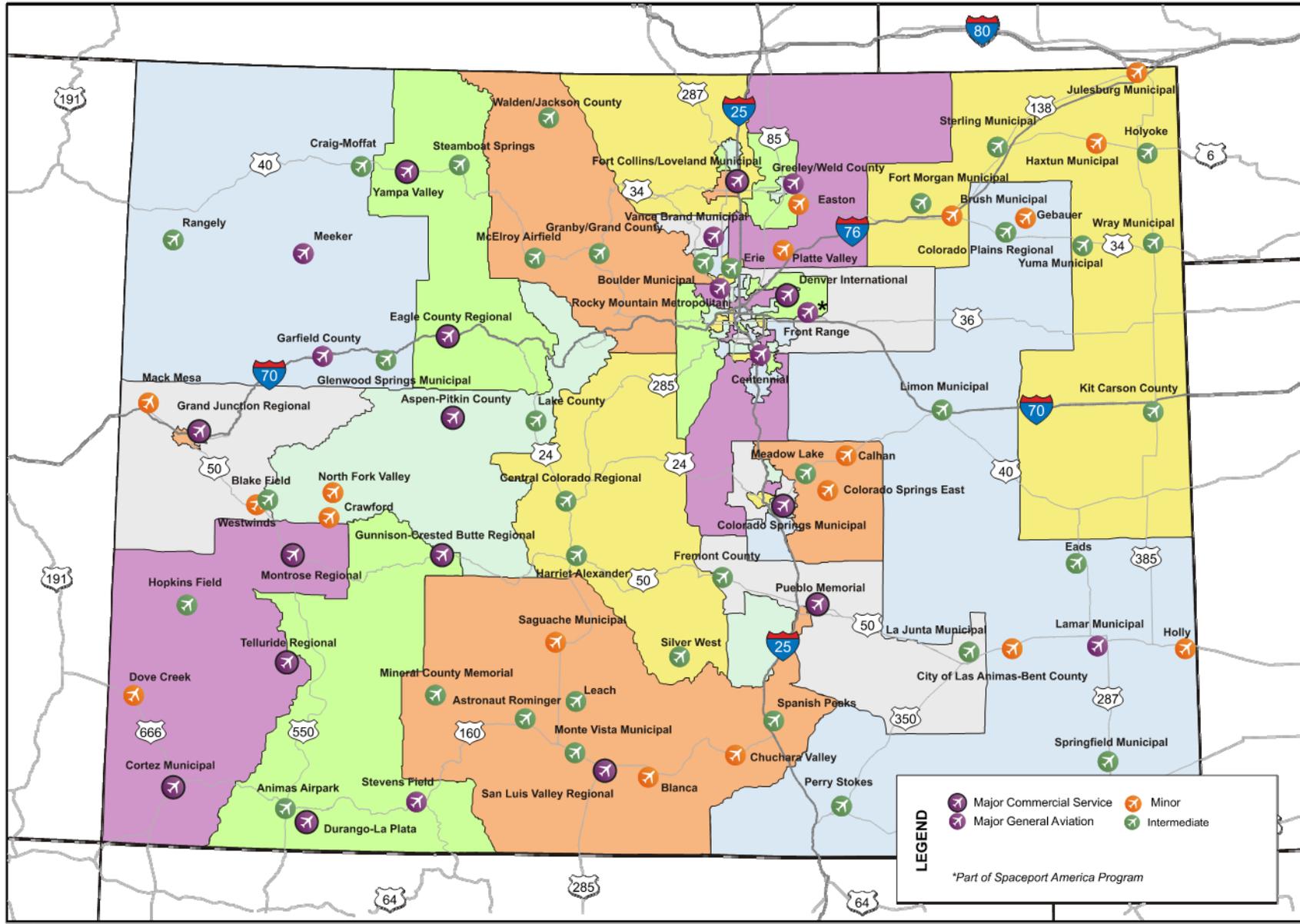


Table C-1: Total Impacts on Employment, Payroll, and Output by House District
(Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
House District 7; Williams, Angela (D)							
Denver	Denver International Airport	DEN	Commercial Service	188,338	\$8,624,024,963	\$26,279,909,001	\$1,170,177,410
House District 7 Total				188,338	\$8,624,024,963	\$26,279,909,001	\$1,170,177,410
House District 10; Hullinghorst, Dickey Lee (D)							
Boulder	Boulder Municipal Airport	BDU	General Aviation	340	\$19,636,302	\$69,928,445	\$2,454,770
House District 10 Total				340	\$19,636,302	\$69,928,445	\$2,454,770
House District 11; Singer, Jonathan (D)							
Longmont	Vance Brand Municipal Airport	LMO	General Aviation	204	\$9,066,791	\$27,744,992	\$1,185,950
House District 11 Total				204	\$9,066,791	\$27,744,992	\$1,185,950
House District 13; Levy, Claire (D)							
Kremmling	McElroy Field	20V	General Aviation	19	\$595,157	\$2,046,641	\$80,360
Walden	Walden-Jackson County Airport	33V	General Aviation	6	\$232,609	\$607,237	\$31,580
Granby	Granby-Grand County Airport	GNB	General Aviation	21	\$776,087	\$2,340,018	\$57,670
House District 13 Total				46	\$1,603,853	\$4,993,896	\$169,610
House District 15; Waller, Mark (R)							
Colorado Springs	Colorado Springs Municipal Airport	COS	Commercial Service	27,721	\$1,753,550,417	\$3,692,057,477	\$126,606,000
House District 15 Total				27,721	\$1,753,550,417	\$3,692,057,477	\$126,606,000
House District 19; Stephens, Amy (R)							
Calhan	Calhan Airport	5V4	General Aviation	2	\$72,198	\$373,555	\$17,810
Ellicott	Colorado Spring East Airport	A50	General Aviation	1	\$65,852	\$108,418	\$3,800
Colorado Springs	Meadow Lake Airport	FLY	General Aviation	130	\$4,941,197	\$10,140,031	\$809,360
House District 19 Total				133	\$5,079,247	\$10,622,004	\$830,970
House District 26; Mitsch Bush, Diane (D)							
Eagle	Eagle County Regional Airport	EGE	Commercial Service	6,294	\$217,511,273	\$635,901,268	\$36,625,200
Hayden	Yampa Valley Regional Airport	HDN	Commercial Service	3,034	\$104,934,790	\$299,330,000	\$15,668,720
Steamboat Springs	Steamboat Springs-Bob Adams Field	SBS	General Aviation	86	\$2,794,202	\$8,819,667	\$488,860
House District 26 Total				9,413	\$325,240,265	\$944,050,935	\$52,782,780

Table C-1: Total Impacts on Employment, Payroll, and Output by House District
(Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
House District 29; Kraft-Tharp, Tracy (D)							
Broomfield/Denver	Rocky Mountain Metropolitan Airport	BJC	General Aviation	2,670	\$153,902,452	\$460,506,178	\$18,531,110
House District 29 Total				2,670	\$153,902,452	\$460,506,178	\$18,531,110
House District 30; May, Jenise (D)							
Watkins/Denver	Front Range Airport	FTG	General Aviation	489	\$31,595,263	\$75,527,117	\$3,109,130
House District 30 Total				489	\$31,595,263	\$75,527,117	\$3,109,130
House District 37 & 44; Swalm, Spencer (R) & Holber, Chris (R)							
Englewood/Denver	Centennial Airport	APA	General Aviation	6,792	\$404,921,753	\$1,322,113,315	\$48,904,220
House District 37 & 44 Total				6,792	\$404,921,753	\$1,322,113,315	\$48,904,220
House District 47; Navarro, Clarice (R)							
Canon City	Fremont County Airport	1V6	General Aviation	65	\$1,684,454	\$6,775,398	\$181,840
La Junta	La Junta Municipal Airport	LHX	General Aviation	19	\$755,705	\$2,397,821	\$62,450
Pueblo	Pueblo Memorial Airport	PUB	Commercial Service	827	\$22,521,045	\$85,008,702	\$5,202,810
House District 47 Total				911	\$24,961,205	\$94,181,922	\$5,447,100
House District 48; Humphrey, Stephen (R)							
Greeley	Easton-Valley View Airport	11V	General Aviation	1	\$53,000	\$97,000	\$3,780
Greeley	Greeley-Weld County Airport	GXY	General Aviation	672	\$30,783,822	\$94,091,266	\$3,218,220
House District 48 Total				673	\$30,836,822	\$94,188,266	\$3,222,000
House District 51; DelGrosso, Brian (R)							
Loveland	Fort Collins-Loveland Municipal Airport	FNL	Commercial Service	826	\$24,824,762	\$129,425,610	\$7,714,160
House District 51 Total				826	\$24,824,762	\$129,425,610	\$7,714,160
House District 54; Wright, Jared (R)							
Mack	Mack Mesa Airport	C07	General Aviation	6	\$276,019	\$1,044,028	\$38,450
Delta	Westwinds Airpark	D17	General Aviation	3	\$136,000	\$290,000	\$14,450
House District 54 Total				9	\$412,019	\$1,334,028	\$52,900
House District 55; Scott, Ray (R)							
Grand Junction	Grand Junction Regional Airport	GJT	Commercial Service	2,871	\$130,775,972	\$380,039,796	\$15,990,890
House District 55 Total				2,871	\$130,775,972	\$380,039,796	\$15,990,890

Table C-1: Total Impacts on Employment, Payroll, and Output by House District
(Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
House District 57; Rankin, Bob (R)							
Rangely	Rangely Airport	4V0	General Aviation	22	\$630,181	\$1,870,899	\$64,470
Craig	Craig-Moffat County Airport	CAG	General Aviation	14	\$404,669	\$1,087,749	\$44,270
Meeker	Meeker Airport	EEO	General Aviation	61	\$2,478,900	\$5,963,101	\$185,310
Glenwood Springs	Glenwood Springs Municipal Airport	GWS	General Aviation	36	\$1,625,066	\$3,920,371	\$119,810
Rifle	Garfield County Regional Airport	RIL	General Aviation	456	\$21,696,515	\$56,938,799	\$1,751,860
House District 57 Total				589	\$26,835,331	\$69,780,920	\$2,165,720
House District 58; Coram, Don (R)							
Dove Creek	Dove Creek Airport	8V6	General Aviation	0	\$0	\$0	\$8,530
Nucla	Hopkins Field	AIB	General Aviation	9	\$324,300	\$983,656	\$59,000
Cortez	Cortez-Montezuma Municipal Airport	CEZ	Commercial Service	129	\$5,682,575	\$16,938,630	\$7,130,510
Montrose	Montrose Regional Airport	MTJ	Commercial Service	2,035	\$77,424,675	\$221,760,254	\$11,986,160
Telluride	Telluride Regional Airport	TEX	Commercial Service	686	\$27,349,782	\$78,552,756	\$3,379,800
House District 58 Total				2,859	\$110,781,332	\$318,235,297	\$22,564,000
House District 59; McLachlan, Mike (D)							
Durango	Animas Airpark	00C	General Aviation	19	\$708,347	\$2,201,202	\$107,390
Durango	Durango-La Plata County Airport	DRO	Commercial Service	2,646	\$94,483,704	\$282,256,287	\$16,133,950
Gunnison	Gunnison-Crested Butte Regional Airport	GUC	Commercial Service	938	\$34,743,998	\$98,532,461	\$6,563,100
Pagosa Springs	Stevens Field	PSO	General Aviation	59	\$2,038,618	\$6,946,527	\$411,260
House District 59 Total				3,663	\$131,974,666	\$389,936,476	\$23,215,700
House District 60; Wilson, James (R)							
Buena Vista	Central Colorado Regional Airport	AEJ	General Aviation	26	\$901,093	\$3,078,973	\$121,280
Salida	Harriet Alexander Airport	ANK	General Aviation	37	\$1,491,762	\$4,732,747	\$146,300
Westcliffe	Silver West Airport	C08	General Aviation	9	\$353,589	\$1,354,773	\$75,950
House District 60 Total				72	\$2,746,444	\$9,166,493	\$343,530

Table C-1: Total Impacts on Employment, Payroll, and Output by House District
(Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
House District 61; Hamner, Millie (D)							
Paonia	North Fork Valley Airport	7V2	General Aviation	3	\$126,565	\$239,129	\$11,270
Crawford	Crawford Airport	99V	General Aviation	20	\$523,847	\$1,660,792	\$64,810
Delta	Blake Field	AJZ	General Aviation	20	\$617,608	\$1,552,679	\$59,740
Aspen	Aspen-Pitkin County Airport	ASE	Commercial Service	8,310	\$283,004,101	\$841,142,866	\$54,620,240
Leadville	Lake County Airport	LXV	General Aviation	28	\$942,393	\$3,425,548	\$135,810
House District 61 Total				8,381	\$285,214,514	\$848,021,014	\$54,891,870
House District 62; Vigil, Edward (D)							
Saguache	Saguache Municipal Airport	04V	General Aviation	1	\$52,000	\$72,000	\$4,870
Blanca	Blanca Airport	05V	General Aviation	1	\$49,000	\$67,000	\$680
La Veta	Cuchara Valley Airport	07V	General Aviation	1	\$73,161	\$149,416	\$5,170
Center	Leach Airport	1V8	General Aviation	2	\$83,994	\$189,702	\$9,670
Walsenburg	Spanish Peaks Airfield	4V1	General Aviation	9	\$404,243	\$1,137,983	\$130,390
Del Norte	Astronaut Kent Rominger Airport	8V1	General Aviation	13	\$338,828	\$1,259,127	\$27,240
Alamosa	San Luis Valley Airport	ALS	Commercial Service	176	\$6,669,207	\$23,532,768	\$1,100,490
Creede	Mineral County Memorial Airport	C24	General Aviation	1	\$55,103	\$91,093	\$9,620
Monte Vista	Monte Vista Municipal Airport	MVI	General Aviation	6	\$211,000	\$283,207	\$54,400
House District 62 Total				210	\$7,936,537	\$26,782,295	\$1,342,530
House District 63; Saine, Lori (R)							
Hudson	Platte Valley Airpark	18V	General Aviation	1	\$58,165	\$112,979	\$4,560
Erie	Erie Municipal Airport	EIK	General Aviation	217	\$4,933,864	\$12,832,775	\$975,970
House District 63 Total				218	\$4,992,029	\$12,945,754	\$980,530

Table C-1: Total Impacts on Employment, Payroll, and Output by House District
(Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
House District 64; Dore, Timothy (R)							
Akron	Gebauer Airport	5V6	General Aviation	0	\$0	\$0	\$0
Las Animas	Las Animas City & County Airport	7V9	General Aviation	2	\$102,011	\$272,978	\$13,950
Springfield	Springfield Municipal Airport	8V7	General Aviation	8	\$279,093	\$1,065,553	\$82,630
Eads	Eads Airport	9V7	General Aviation	9	\$241,640	\$436,998	\$15,480
Akron	Colorado Plains Regional Airport	AKO	General Aviation	40	\$1,011,676	\$3,960,257	\$133,560
Holly	Holly Airport	K08	General Aviation	2	\$69,000	\$161,000	\$6,980
Lamar	Lamar Municipal Airport	LAA	General Aviation	49	\$1,221,790	\$4,515,516	\$190,410
Limon	Limon Municipal Airport	LIC	General Aviation	2	\$89,652	\$410,386	\$11,860
Trinidad	Perry Stokes Airport	TAD	General Aviation	16	\$453,252	\$1,378,966	\$52,080
House District 64 Total				128	\$3,468,113	\$12,201,654	\$506,950
House District 65; Sonnenberg, Jerry (R)							
Haxtun	Haxtun Municipal Airport	17V	General Aviation	2	\$88,673	\$195,054	\$6,300
Wray	Wray Municipal Airport	2V5	General Aviation	23	\$562,901	\$998,919	\$202,990
Yuma	Yuma Municipal Airport	2V6	General Aviation	18	\$597,571	\$982,037	\$85,950
Brush	Brush Municipal Airport	7V5	General Aviation	1	\$61,034	\$123,838	\$2,950
Julesburg	Julesburg Municipal Airport	7V8	General Aviation	1	\$56,000	\$110,000	\$7,420
Fort Morgan	Fort Morgan Municipal Airport	FMM	General Aviation	32	\$1,038,009	\$3,024,229	\$105,790
Holyoke	Holyoke Municipal Airport	HEQ	General Aviation	16	\$456,311	\$1,693,988	\$39,400
Burlington	Kit Carson County Airport	ITR	General Aviation	22	\$583,934	\$2,594,631	\$58,700
Sterling	Sterling Municipal Airport	STK	General Aviation	32	\$1,246,674	\$3,638,168	\$102,180
House District 65 Total				148	\$4,691,107	\$13,360,864	\$611,680

* Initial Taxes includes local, state and federal taxes.

Colorado Airports by State Senate District

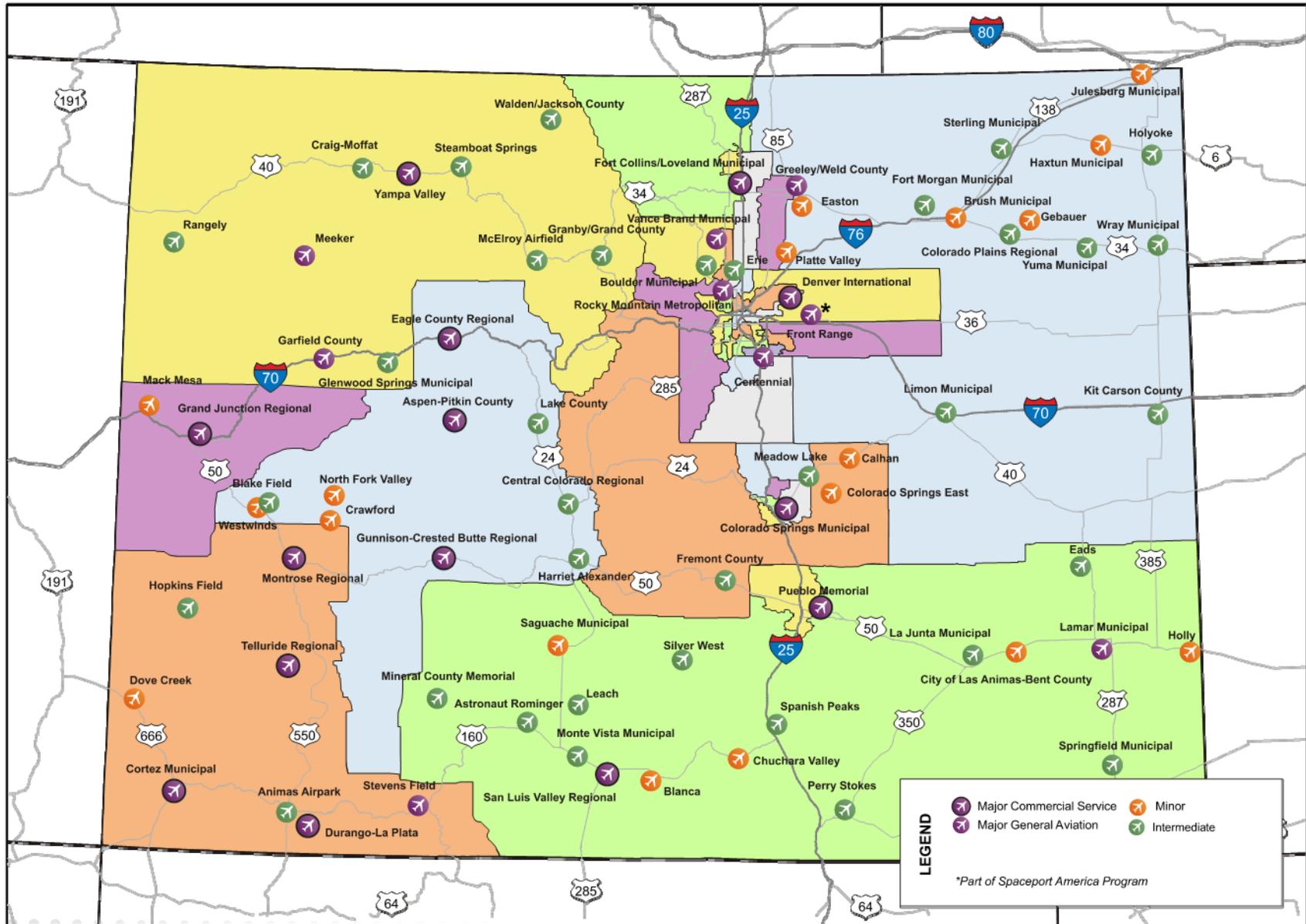


Table C-2: Total Impacts on Employment, Payroll, and Output by Senate District (Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
Senate District 1; Brohpy, Greg (R)							
Brush	Brush Municipal Airport	7V5	General Aviation	1	\$61,034	\$123,838	\$2,950
Akron	Colorado Plains Regional Airport	AKO	General Aviation	40	\$1,011,676	\$3,960,257	\$133,560
Greeley	Easton-Valley View Airport	11V	General Aviation	1	\$53,000	\$97,000	\$3,780
Fort Morgan	Fort Morgan Municipal Airport	FMM	General Aviation	32	\$1,038,009	\$3,024,229	\$105,790
Akron	Gebauer Airport	5V6	General Aviation	0	\$0	\$0	\$0
Haxtun	Haxtun Municipal Airport	17V	General Aviation	2	\$88,673	\$195,054	\$6,300
Holyoke	Holyoke Municipal Airport	HEQ	General Aviation	16	\$456,311	\$1,693,988	\$39,400
Julesburg	Julesburg Municipal Airport	7V8	General Aviation	1	\$56,000	\$110,000	\$7,420
Burlington	Kit Carson County Airport	ITR	General Aviation	22	\$583,934	\$2,594,631	\$58,700
Limon	Limon Municipal Airport	LIC	General Aviation	2	\$89,652	\$410,386	\$11,860
Hudson	Platte Valley Airpark	18V	General Aviation	1	\$58,165	\$112,979	\$4,560
Sterling	Sterling Municipal Airport	STK	General Aviation	32	\$1,246,674	\$3,638,168	\$102,180
Wray	Wray Municipal Airport	2V5	General Aviation	23	\$562,901	\$998,919	\$202,990
Yuma	Yuma Municipal Airport	2V6	General Aviation	18	\$597,571	\$982,037	\$85,950
Senate District 1 Total				192	\$5,903,600	\$17,941,486	\$765,440
Senate District 2; Grantham, Kevin (R)							
Calhan	Calhan Airport	5V4	General Aviation	2	\$72,198	\$373,555	\$17,810
Ellicott	Colorado Spring East Airport	A50	General Aviation	1	\$65,852	\$108,418	\$3,800
Canon City	Fremont County Airport	1V6	General Aviation	65	\$1,684,454	\$6,775,398	\$181,840
Senate District 2 Total				68	\$1,822,504	\$7,257,372	\$203,450
Senate District 3; Giron, Angela (D)							
Pueblo	Pueblo Memorial Airport	PUB	Commercial Service	827	\$22,521,045	\$85,008,702	\$5,202,810
Senate District 3 Total				827	\$22,521,045	\$85,008,702	\$5,202,810

Table C-2: Total Impacts on Employment, Payroll, and Output by Senate District (Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
Senate District 5; Schwartz, Gail (D)							
Aspen	Aspen-Pitkin County Airport	ASE	Commercial Service	8,310	\$283,004,101	\$841,142,866	\$54,620,240
Delta	Blake Field	AJZ	General Aviation	20	\$617,608	\$1,552,679	\$59,740
Buena Vista	Central Colorado Regional Airport	AEJ	General Aviation	26	\$901,093	\$3,078,973	\$121,280
Crawford	Crawford Airport	99V	General Aviation	20	\$523,847	\$1,660,792	\$64,810
Eagle	Eagle County Regional Airport	EGE	Commercial Service	6,294	\$217,511,273	\$635,901,268	\$36,625,200
Gunnison	Gunnison-Crested Butte Regional Airport	GUC	Commercial Service	938	\$34,743,998	\$98,532,461	\$6,563,100
Salida	Harriet Alexander Airport	ANK	General Aviation	37	\$1,491,762	\$4,732,747	\$146,300
Leadville	Lake County Airport	LXV	General Aviation	28	\$942,393	\$3,425,548	\$135,810
Paonia	North Fork Valley Airport	7V2	General Aviation	3	\$126,565	\$239,129	\$11,270
Delta	Westwinds Airpark	D17	General Aviation	3	\$136,000	\$290,000	\$14,450
Senate District 5 Total				15,679	\$539,998,640	\$1,590,556,462	\$98,362,200
Senate District 6; Roberts, Ellen S. (R)							
Durango	Animas Airpark	00C	General Aviation	19	\$708,347	\$2,201,202	\$107,390
Cortez	Cortez-Montezuma Municipal Airport	CEZ	Commercial Service	129	\$5,682,575	\$16,938,630	\$7,130,510
Dove Creek	Dove Creek Airport	8V6	General Aviation	0	\$0	\$0	\$8,530
Durango	Durango-La Plata County Airport	DRO	Commercial Service	2,646	\$94,483,704	\$282,256,287	\$16,133,950
Nucla	Hopkins Field	AIB	General Aviation	9	\$324,300	\$983,656	\$59,000
Montrose	Montrose Regional Airport	MTJ	Commercial Service	2,035	\$77,424,675	\$221,760,254	\$11,986,160
Pagosa Springs	Stevens Field	PSO	General Aviation	59	\$2,038,618	\$6,946,527	\$411,260
Telluride	Telluride Regional Airport	TEX	Commercial Service	686	\$27,349,782	\$78,552,756	\$3,379,800
Senate District 6 Total				5,584	\$208,012,001	\$609,639,313	\$39,216,600
Senate District 7; King, Steve (R)							
Grand Junction	Grand Junction Regional Airport	GJT	Commercial Service	2,871	\$130,775,972	\$380,039,796	\$15,990,890
Mack	Mack Mesa Airport	C07	General Aviation	6	\$276,019	\$1,044,028	\$38,450
Senate District 7 Total				2,877	\$131,051,991	\$381,083,824	\$16,029,340

Table C-2: Total Impacts on Employment, Payroll, and Output by Senate District (Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
Senate District 8; Baumgardner, Randy L. (R)							
Craig	Craig-Moffat County Airport	CAG	General Aviation	14	\$404,669	\$1,087,749	\$44,270
Rifle	Garfield County Regional Airport	RIL	General Aviation	456	\$21,696,515	\$56,938,799	\$1,751,860
Glenwood Springs	Glenwood Springs Municipal Airport	GWS	General Aviation	36	\$1,625,066	\$3,920,371	\$119,810
Granby	Granby-Grand County Airport	GNB	General Aviation	21	\$776,087	\$2,340,018	\$57,670
Kremmling	McElroy Field	20V	General Aviation	19	\$595,157	\$2,046,641	\$80,360
Meeker	Meeker Airport	EEO	General Aviation	61	\$2,478,900	\$5,963,101	\$185,310
Rangely	Rangely Airport	4V0	General Aviation	22	\$630,181	\$1,870,899	\$64,470
Steamboat Springs	Steamboat Springs-Bob Adams Field	SBS	General Aviation	86	\$2,794,202	\$8,819,667	\$488,860
Walden	Walden-Jackson County Airport	33V	General Aviation	6	\$232,609	\$607,237	\$31,580
Hayden	Yampa Valley Regional Airport	HDN	Commercial Service	3,034	\$104,934,790	\$299,330,000	\$15,668,720
Senate District 8 Total				3,754	\$136,168,176	\$382,924,483	\$18,492,910
Senate District 12; Cadman, Bill (R)							
Colorado Springs	Colorado Springs Municipal Airport	COS	Commercial Service	27,721	\$1,753,550,417	\$3,692,057,477	\$126,606,000
Colorado Springs	Meadow Lake Airport	FLY	General Aviation	130	\$4,941,197	\$10,140,031	\$809,360
Senate District 12 Total				27,851	\$1,758,491,614	\$3,702,197,508	\$127,415,360
Senate District 13; Renfro, Scott W. (R)							
Greeley	Greeley-Weld County Airport	GXY	General Aviation	672	\$30,783,822	\$94,091,266	\$3,218,220
Senate District 13 Total				672	\$30,783,822	\$94,091,266	\$3,218,220
Senate District 15; Lundberg, Kevin (R)							
Loveland	Fort Collins-Loveland Municipal Airport	FNL	Commercial Service	826	\$24,824,762	\$129,425,610	\$7,714,160
Senate District 15 Total				826	\$24,824,762	\$129,425,610	\$7,714,160
Senate District 17; Jones, Matt (D)							
Longmont	Vance Brand Municipal Airport	LMO	General Aviation	204	\$9,066,791	\$27,744,992	\$1,185,950
Senate District 17 Total				204	\$9,066,791	\$27,744,992	\$1,185,950
Senate District 18; Heath, Rollie (D)							
Boulder	Boulder Municipal Airport	BDU	General Aviation	340	\$19,636,302	\$69,928,445	\$2,454,770
Senate District 18 Total				340	\$19,636,302	\$69,928,445	\$2,454,770

Table C-2: Total Impacts on Employment, Payroll, and Output by Senate District (Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
Senate District 19; Hudak, Evie (D)							
Broomfield/Denver	Rocky Mountain Metropolitan Airport	BJC	General Aviation	2,670	\$153,902,452	\$460,506,178	\$18,531,110
Senate District 19 Total				2,670	\$153,902,452	\$460,506,178	\$18,531,110
Senate District 23; Marble, Vicki (R)							
Erie	Erie Municipal Airport	EIK	General Aviation	217	\$4,933,864	\$12,832,775	\$975,970
Senate District 23 Total				217	\$4,933,864	\$12,832,775	\$975,970
Senate District 25; Hodge, Mary (D)							
Watkins/Denver	Front Range Airport	FTG	General Aviation	489	\$31,595,263	\$75,527,117	\$3,109,130
Senate District 25 Total				489	\$31,595,263	\$75,527,117	\$3,109,130
Senate Districts 27 & 30; Balmer, David (R) & Harvey, Ted (R)							
Englewood/Denver	Centennial Airport	APA	General Aviation	6,792	\$404,921,753	\$1,322,113,315	\$48,904,220
Senate Districts 27 & 30 Total				6,792	\$404,921,753	\$1,322,113,315	\$48,904,220
Senate District 33; Johnston, Michael (D)							
Denver	Denver International Airport	DEN	Commercial Service	183,878	\$8,478,226,472	\$25,815,247,827	\$1,170,177,410
Senate District 33 Total				183,878	\$8,478,226,472	\$25,815,247,827	\$1,170,177,410



Table C-2: Total Impacts on Employment, Payroll, and Output by Senate District (Regional Multipliers)

City	Airport	Code	Role	Total Employment	Total Payroll	Total Output	Initial Taxes*
Senate District 35; Crowder, Larry (R)							
Del Norte	Astronaut Kent Rominger Airport	8V1	General Aviation	13	\$338,828	\$1,259,127	\$27,240
Blanca	Blanca Airport	05V	General Aviation	1	\$49,000	\$67,000	\$680
La Veta	Cuchara Valley Airport	07V	General Aviation	1	\$73,161	\$149,416	\$5,170
Eads	Eads Airport	9V7	General Aviation	9	\$241,640	\$436,998	\$15,480
Holly	Holly Airport	K08	General Aviation	2	\$69,000	\$161,000	\$6,980
La Junta	La Junta Municipal Airport	LHX	General Aviation	19	\$755,705	\$2,397,821	\$62,450
Lamar	Lamar Municipal Airport	LAA	General Aviation	49	\$1,221,790	\$4,515,516	\$190,410
Las Animas	Las Animas City & County Airport	7V9	General Aviation	2	\$102,011	\$272,978	\$13,950
Center	Leach Airport	1V8	General Aviation	2	\$83,994	\$189,702	\$9,670
Creede	Mineral County Memorial Airport	C24	General Aviation	1	\$55,103	\$91,093	\$9,620
Monte Vista	Monte Vista Municipal Airport	MV1	General Aviation	6	\$211,000	\$283,207	\$54,400
Trinidad	Perry Stokes Airport	TAD	General Aviation	16	\$453,252	\$1,378,966	\$52,080
Saguache	Saguache Municipal Airport	04V	General Aviation	1	\$52,000	\$72,000	\$4,870
Alamosa	San Luis Valley Airport	ALS	Commercial Service	176	\$6,669,207	\$23,532,768	\$1,100,490
Westcliffe	Silver West Airport	C08	General Aviation	9	\$353,589	\$1,354,773	\$75,950
Walsenburg	Spanish Peaks Airfield	4V1	General Aviation	9	\$404,243	\$1,137,983	\$130,390
Springfield	Springfield Municipal Airport	8V7	General Aviation	8	\$279,093	\$1,065,553	\$82,630
Senate District 35 Total				325	\$11,412,616	\$38,365,901	\$1,842,460

* Initial Taxes includes local, state and federal taxes.

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