


COLORADO
 Department of Transportation

Division of Aeronautics

5126 Front Range Parkway
Watkins, CO 80137**MEMORANDUM**

TO: Colorado Aeronautical Board
FROM: Scott Storie, Aviation Planner
DATE: January 22, 2018
SUBJECT: Colorado Discretionary Aviation Grant Assurances - Action Item

INTRODUCTION

In Colorado, 49 of the 74 public use airports are in the FAA's National Plan of Integrated Airport Systems (NPIAS), and are considered "federally obligated" because they have received FAA Airport Improvement Program (AIP) funding. When an airport accepts AIP funds, they agree to a set of 39 federal grant assurances, covering a wide variety of topics from airport operating practices to obstruction protection and allowed aeronautical uses. Assurances are intended to protect an airport, its users, and the funding agency's investment in the airport. The remaining 25 non-NPIAS airports in our state system that are not federally obligated are not covered by federal grant assurances nor are they currently covered by any state grant assurances.

The proposed set of 7 basic state grant assurances modeled after key FAA provisions (attached) would strive to protect the Division's future investment by requiring all airports accepting Colorado Discretionary Aviation Grant (CDAG) funding agree to these assurances. Although these assurances will be new for non-NPIAS airports, they will be redundant and non-expansive for NPIAS airports serving to protect the Division's investment in those facilities as well.

BACKGROUND

During the CAB workshop held September 14, 2016 Division staff presented the recommendation to, at a minimum, develop a set of state grant assurances for non-NPIAS airports receiving CDAG funding. During this meeting the CAB was supportive of the staff pursuing the development of state grant assurances.

In the months following the 2016 CAB workshop Division staff drafted grant assurances which were reviewed with the leadership of the Colorado Airport Operators Association (CAOA), and the state's attorney general's office, both of whom concurred with the concept and the general topics addressed by the assurances.



During the June 8, 2017 CAB meeting in conjunction with the CAO conference, Division staff provided a copy of the draft grant assurances to the CAB for review and further comment. This meeting also made the draft widely available for public review and comment. Following this meeting a memo and copy of the draft were sent to non-NPIAS airports for a 30-day comment period. Division staff also personally reached out to all affected airports to ensure awareness of the proposed grant assurances and to solicit feedback.

Following the comment period, the draft and comments were reviewed at the September 20, 2017 CAB workshop. The only significant comment presented by an airport was in regards to grant assurance number 7 and the implication to the airport should the airport be utilized for a non-aviation activity. The recommendation out of the meeting and incorporated into the grant assurances was a provision that allows for exemption of non-aviation use. Also presented by staff was the recommendation to incorporate the assurances into all CDAG funded grant projects which would allow for ease in incorporating the assurances into the grant contracts. This also did not apply nor expand any assurances to NPIAS airports as they have made the same assurances and many more in accepting federal funds.

CURRENT CAB ACTION REQUESTED

Division staff is recommending and requesting the CAB take formal action to approve the attached grant assurances to be incorporated into all CDAG funded grant contracts beginning with funding approved during the FY 2019 grant program (2019).

NEXT STEPS

- Division staff will continue to revise the grant contract template for incorporation of the grant assurances which would be included in grant contracts via reference and attachment beginning with FY 2019 grants.
- Division staff will update the Programs and Procedures Manual to incorporate reference to the grant assurances and expect to bring that Manual before the CAB for approval at the April CAB meeting.



Exhibit "A"

Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding

I. APPLICABILITY

- a. These assurances shall be complied with by Airport Sponsors in the performance of all projects at airports that receive Colorado Department of Transportation - Division of Aeronautics (Division) Colorado Discretionary Aviation Grant (CDAG) funding for projects including but not limited to: master planning, land acquisition, equipment acquisition or capital improvement projects (Project). It is not the intent of these Assurances to expand existing Federal Aviation Administration (FAA) Grant Assurances for airports included in the National Plan of Integrated Airport Systems (NPIAS); as similar assurances already exist for acceptance of FAA funding.
- b. Upon acceptance of this grant agreement these assurances are incorporated in and become a part thereof.

II. DURATION

- a. The terms, conditions and assurances of the grant agreement shall remain in full force and effect throughout the useful life of the Project as defined in Table 1 (Useful Life), or if the airport for which the Project is funded ceases to function as a public airport, for twenty (20) years from the date of Project completion, whichever period is greater. However, there shall be no limit on the duration of the assurances with respect to real property acquired with CDAG Project funds.

III. COMPLIANCE

- a. Should an Airport Sponsor be notified to be in non-compliance with any terms of this agreement, they may become ineligible for future Division funding until such non-compliance is cured.
- b. If any Project is not used for aviation purposes during its Useful Life, or if the airport for which the Project is funded ceases to function as a public airport, for twenty (20) years from the date of Project completion or at any time during the estimated useful life of the Project as defined in Table 1, whichever period is greater, the Airport Sponsor may be liable for repayment to the Division of any or all funds contributed by the Division under this agreement. If the airport at which the Project is constructed is abandoned for any reason, the



Division may in its discretion discharge the Airport Sponsor from any repayment obligation upon written request by the Airport Sponsor.

IV. AIRPORT SPONSOR GRANT ASSURANCES

1. **Compatible Land Use.** Compatible land use and planning in and around airports benefits the state aviation system by providing opportunities for safe airport development, preservation of airport and aircraft operations, protection of airport approaches, reduced potential for litigation and compliance with appropriate airport design standards. The airport will take appropriate action, to the extent reasonable, to restrict the use of land adjacent to, in the immediate vicinity of, or on the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.
2. **On-Airport Hazard Removal and Mitigation.** The airport will take appropriate action to protect aircraft operations to/from the airport and ensure paths are adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.
3. **Safe, Efficient Use, and Preservation of Navigable Airspace.** The airport shall comply with 14 CFR Part 77 for all future airport development and anytime an existing airport development is altered.
4. **Operation and Maintenance.** In regards to Projects that receive Division funding, the airport sponsor certifies that it has the financial or other resources that may be necessary for the preventive maintenance, maintenance, repair and operation of such projects during their Useful Life.

The airport and all facilities which are necessary to serve the aeronautical users of the airport shall be operated at all times in a safe and serviceable condition. The airport will also have in effect arrangements for:

- a. Operating the airport's aeronautical facilities whenever required;
 - b. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - c. Promptly notifying airmen of any condition affecting aeronautical use of the airport.
5. **Airport Revenues.** All revenues generated by the airport will be expended by it for the capital or operating costs of the airport, the local airport system, or other local facilities owned or operated by the owner or operator of the airport for aviation purposes.



6. **Airport Layout Plan (ALP).** Once accomplished and as otherwise may be required to develop, it will keep up-to-date a minimum of an ALP of the airport showing (1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; and (3) the location of all existing improvements thereon.
7. **Use for Aviation Purposes.** The Airport Sponsor shall not use runways, taxiways, aprons, seeded areas or any other appurtenance or facility constructed, repaired, renovated or maintained under the terms of this Agreement for activities other than aviation purposes unless otherwise exempted by the Division.

TABLE 1

Project Type	Useful Life
a. All construction projects (unless listed separately below)	20 years
b. All equipment and vehicles	10 years
c. Pavement rehabilitation (not reconstruction, which is 20 years)	10 years
d. Asphalt seal coat, slurry seal, and joint sealing	3 years
e. Concrete joint replacement	7 years
f. Airfield lighting and signage	10 years
g. Navigational Aids	15 years
h. Buildings	40 years
i. Land	Unlimited



EXHIBIT C, GRANT ASSURANCES

Airport Sponsor Assurances for Colorado Discretionary Aviation Grant Funding Approved by CAB January 22, 2018

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General Aviation Airport Sustainability Program



Get Involved!

Colorado's General Aviation Airports and Communities Thrive with Sustainability!

The Colorado Division of Aeronautics General Aviation Airport Sustainability Program provides easy-to-use tools and guidance to help Colorado's General Aviation Airports survive and grow!





General Aviation Airport Sustainability Program

Sustainability Program Mission Statement

Sustainability is to maintain and enhance the long-term viability of general aviation airports across Colorado in a way that properly balances economic, social and environmental pressures while still meeting the operational needs of an airport

How Sustainability Benefits Your Airport



Economic: Adapt to a changing financial environment by creating initiatives to identify new revenue sources and cut costs.



Operational: Improve your airport's effectiveness and performance by maximizing efficiency in maintenance and operations.



Natural Resources: Manage your airport's environmental stewardship and impact on natural resources.



Social: Demonstrate your value to airport users and enhance relationships with your community.

Provided by CDOT's Sustainability Program

- Sustainability guidance that is applicable and useful for Colorado's entire system of General Aviation airports
- On-line resources for building your own airport sustainability plan
- A helpful companion guide that walks you through every step of the planning process
- Preloaded information specific to your airport to jump start your customized plan
- An on-line tool built in a familiar framework - WIMS
- Recommended sustainability goals and initiatives developed by a team of airport and sustainability experts with General Aviation airports in mind

Learn more about the sustainability program: www.cdot.gov/programs/aeronautics/

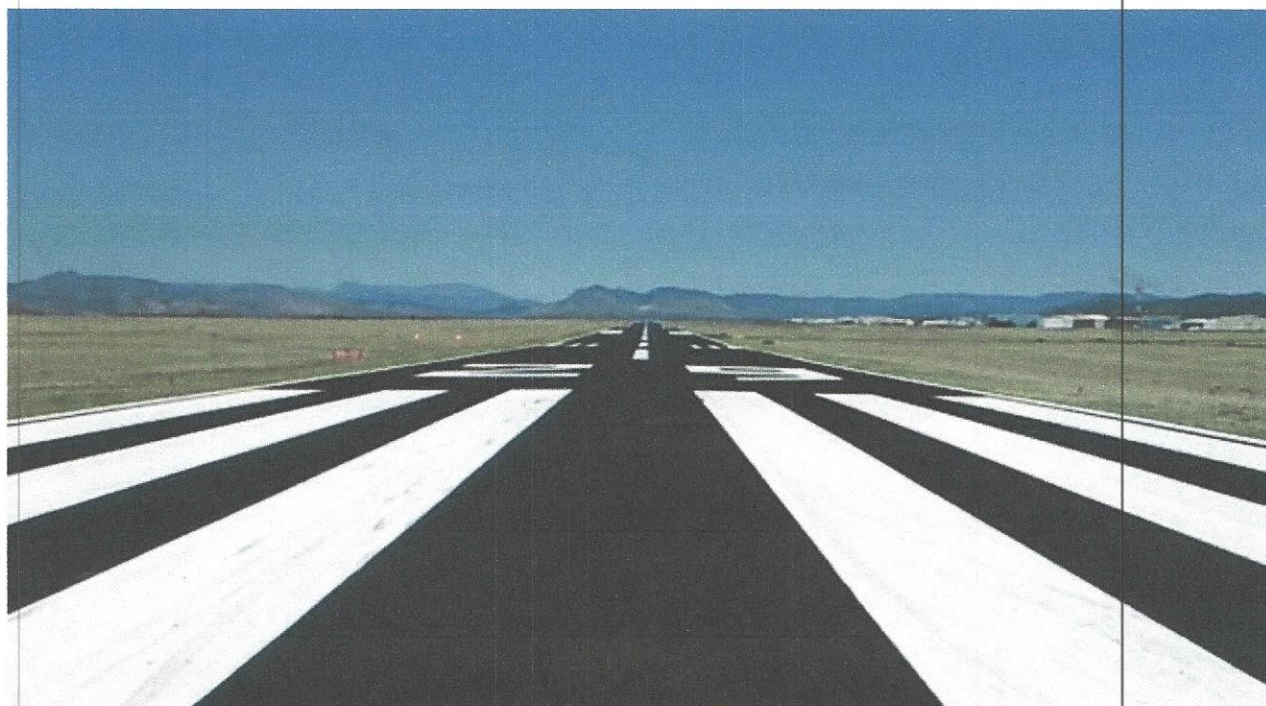


2018 System Update

Pavement Evaluations and Management

This program presents the results of the 2018 update of the Colorado Department of Transportation - Division of Aeronautics (CDOA) Airport Pavement Management System (APMS). During this project the runway, taxiway, apron, and helipad pavements at selected airports in Colorado were evaluated. This program is organized into the following modules accessible from the menu above:

- **Statewide Summary**—View a summary of pavement area, age, and condition information available for the surveyed airports.
- **Airport Details**—View detailed inventory information, condition data, work history information, photographs, the proposed 5-year maintenance and rehabilitation plan, inspection comments, and a copy of the individual airport report.
- **Maintenance Guidelines**—View general recommendations and FAA guidelines for pavement maintenance.
- **Pavement Inspection**—Review background information on the PCI survey method used to assess pavement condition.
- **Miscellaneous**—View definitions of acronyms used throughout the IDEA, and learn about this program as well as Applied Pavement Technology, Inc.



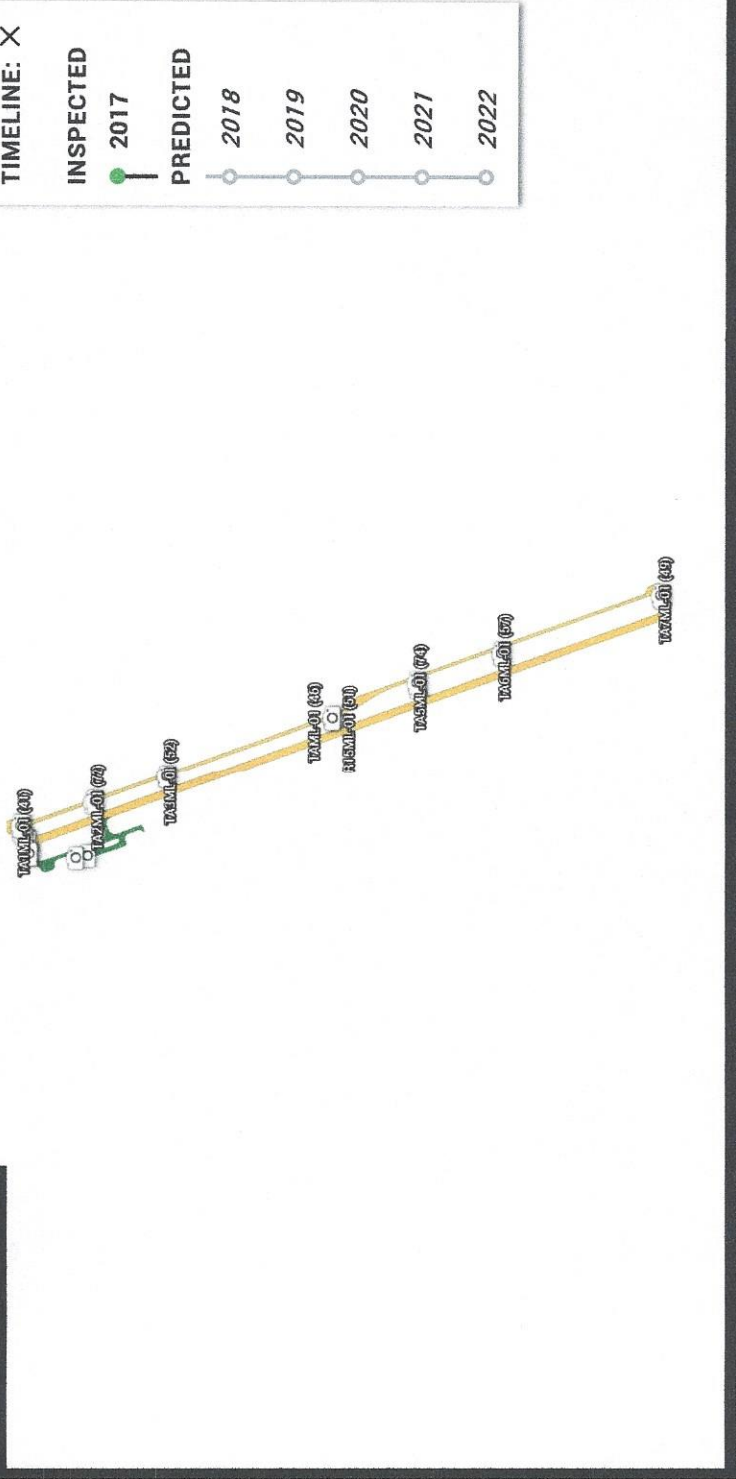
Developed by:



applied pavement
TECHNOLOGY

MEADOW LAKE AIRPORT

Inspected Data (2017)



LEGEND:

100 - 86

85 - 71

70 - 56

55 - 41

40 - 26

25 - 11

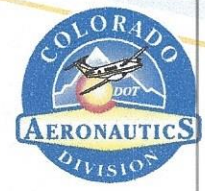
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Map Labels

Photos

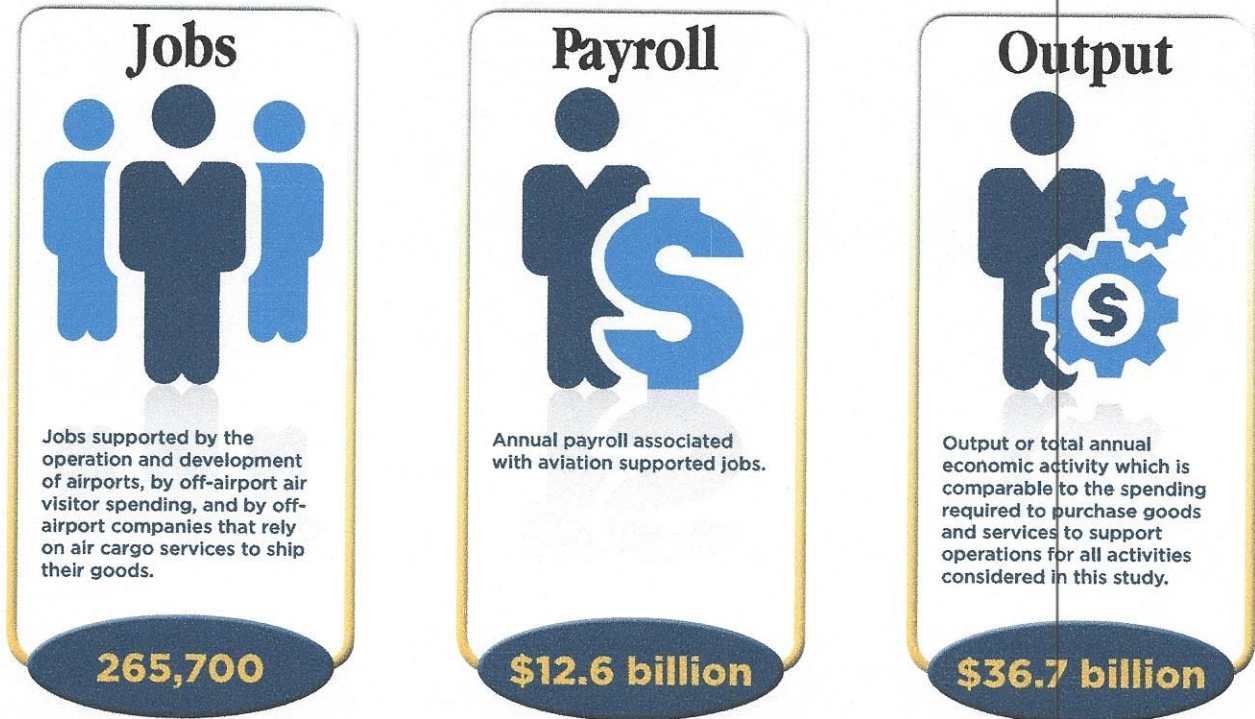


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ECONOMIC IMPACT STUDY
FOR
COLORADO AIRPORTS



Introduction

The 2013 Colorado Economic Impact Study documents how Colorado commercial and general aviation airports support the state's economy and the economies of communities throughout the state. Estimates of economic impact were developed for jobs supported, annual payroll, and total annual economic output.



Colorado's airport system transports people and goods to many domestic and international locations; airports facilitate commerce; and airports help to maintain Colorado's outstanding quality-of-life. Airports are essential to Colorado's diverse business base which includes employers in the areas of communications, agriculture, energy, high tech manufacturing and tourism. Airports also support essential services which include but are not limited to air ambulance flights, transportation for medical personnel, firefighting, law enforcement and search and rescue missions.



Agricultural Spraying Operations at Yuma Municipal Airport. Photo by Shahn Sederberg

Past and Current Economic Impacts

The Colorado Division of Aeronautics has periodically measured the economic impact of Colorado's commercial and public-use general aviation airports four times since 1998. Methodologies used to conduct these studies have been similar, but they are not identical. Therefore, results between reporting periods are not directly comparable.

This update included more research to translate part-time employment into full time equivalent jobs; it used airport specific estimates for general aviation visitors as opposed to national averages; and it considered local economic settings to estimate each airport's economic contribution to its service area.

In recent years, the aviation industry has, in part, contracted as a result of higher fuel prices. In addition, economic downturns and slow recoveries have reduced both business and leisure travel; and travelers also now have shorter stays and spend less per visit. Aviation, similar to other industries, now does more with less in terms of the number of people employed.

Even with a more conservative approach used to estimate economic impacts and external economic factors that have adversely impacted aviation, this study shows that total annual economic output associated with Colorado's airports has still increased.

Total Economic Output

Statewide



Denver International Airport



Other Commercial Service Airports



General Aviation Airports



Sources of Economic Impact

This study measured economic impacts in terms of **jobs**, **payroll**, and total annual **economic activity or output**. Sources of economic activity for these three impact categories are as follows:

Airports & Tenants



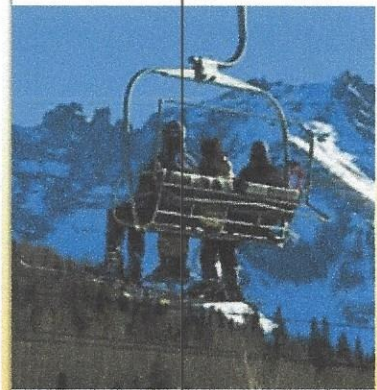
Many people are employed in Colorado to administer, maintain and operate airports. Many airports also have tenants or businesses that provide aviation services or services that support airport customers.

Capital Investment



Investment made to improve airports supports additional economic impact during the time when spending takes place. Economic impact in the capital investment category results from federal, state, local, and privately funded projects.

Visitor Spending



Millions of visitors arrive in Colorado each year on commercial airline flights or on general aviation aircraft. Jobs and associated payroll at hotels, restaurants, retail outlets and recreational venues are supported by visitor spending.

Air Cargo



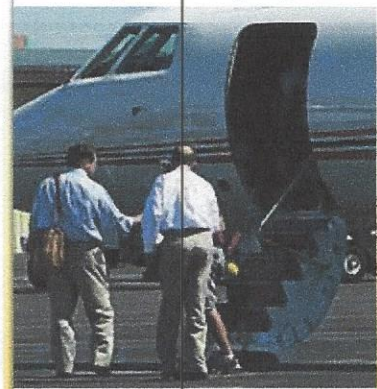
Colorado manufacturers rely on air cargo services at Denver International to support their businesses. They ship goods to customers throughout the U.S. and internationally, resulting in additional economic benefits.

Tax Revenues



Airports, tenants, spending for capital investment, visitor spending, and air cargo shipments all contribute to local and state tax revenues. Estimates of these aviation related tax revenues were developed in this study.

Off-Airport Employment



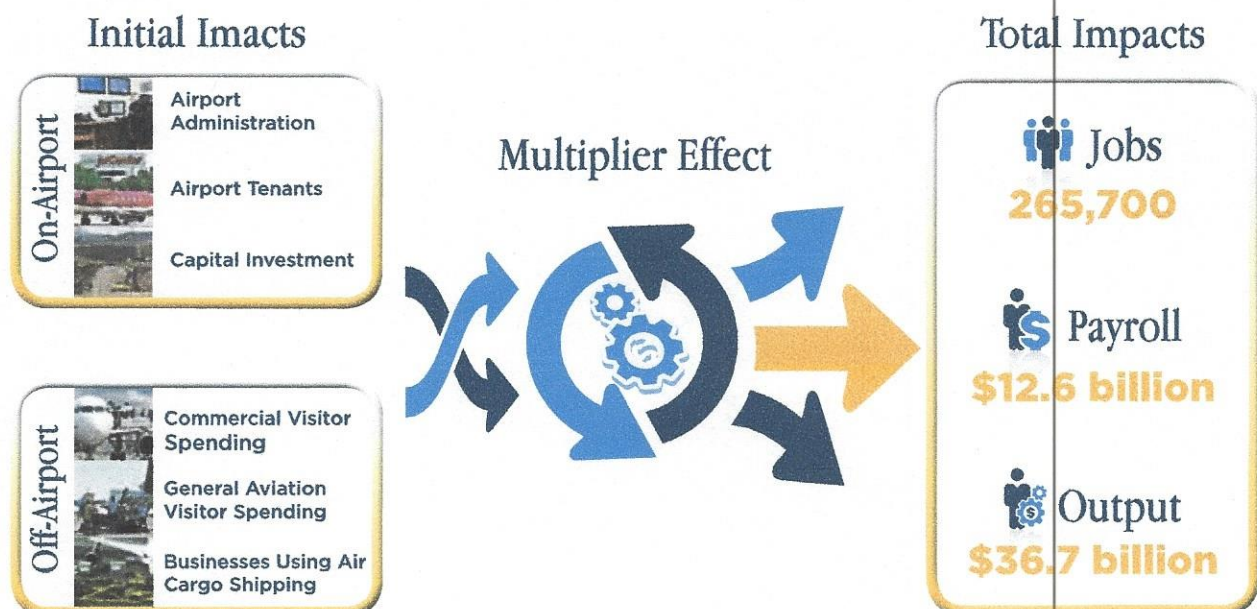
Many businesses in Colorado improve their efficiency by using aviation; the number of non-aviation jobs in Colorado that gain efficiency from commercial and/or general aviation was also estimated.

Study Methodology

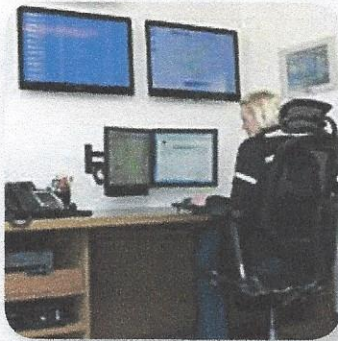
All study airports provided assistance with collecting data used to estimate economic impacts. Airport operators provided inputs for economic activities related to operating their airports, their tenants, capital investments, as well as visitor estimates. When initial economic impacts enter the economy, the impacts re-circulate, generating successive rounds of spending, employment, payroll and output in other sectors of the economy. Economic impacts generated through the recirculation of initial impacts in the economy are classified in this study as “multiplier” effects.

Initial impacts multiply a greater number of times in an urbanized area than the same initial impact in a less developed area. For this study, six regions were used to establish appropriate multipliers for each airport. State level multipliers were used to calculate total statewide aviation related economic impacts. Since a higher percentage of all initial economic impacts are retained within the state's economy, statewide economic impacts are greater than the sum of the individual airport impacts.

This update used the IMPLAN model to estimate multiplier impacts. IMPLAN was selected, in part, because data tables in this model include more current socio-economic data than other similar models. IMPLAN also more readily supports the development of region-specific multipliers. The recirculation of initial economic impacts is not the same in rural Colorado as it is in the Denver Metropolitan area. The 2008 economic impact study used only statewide multipliers.



Statewide Airport Related Economic Impacts



Airport Administration

Each airport in Colorado, from the largest to the smallest, has some level of employment that is devoted to supporting airport administration, operation and maintenance. This study considered all employment associated with running Colorado's airports, both full-time and part-time and whether the employment is on or off the airport. For many airports, employees who help with legal, accounting, and human resource functions, for example, are not located at the airport and only a portion of their job is directly related to supporting the airport. The number of hours worked by each employee in support of an airport was used to translate part-time jobs into full time equivalent positions.



Tenants/Businesses

Many airports in Colorado also support aviation related tenants such as airlines, government agencies, rental car companies, fixed base operators, terminal concessionaires, flight instructors, aerial applicators and others. These tenants employ thousands of people in Colorado and create significant economic impact in terms of payroll and output (spending).



Capital Investment

Colorado's airports also undertake capital projects to maintain, improve, or expand airside and landside facilities; to enhance services they provide; to increase safety; and to purchase equipment. These capital expenditures support additional employment and payroll while projects are being planned and implemented.

Airport, tenant, and capital investment related spending at Colorado airports supports an estimated 110,707 jobs with an annual payroll of \$6.6 billion, which includes both the initial and the multiplier effects. Total annual economic activity associated with airport management, tenants and capital investment is estimated at \$18.2 billion.

Total Annual Statewide Economic Impacts

Airport, Tenant & Capital Investment

	Airports	Tenants	Capital Investment	Total
Jobs	6,365	99,151	5,191	110,707
Payroll (Billions)	\$0.3	\$6.0	\$0.3	\$6.6
Output (Billions)	\$0.7	\$16.7	\$0.8	\$18.2

Total Annual Statewide Output

Airport, Tenant & Capital Investment



Statewide Visitor Economic Impacts

Visitors fly to Colorado for business trips, vacations, recreational activities, to see friends and family, and for other reasons such as school or military travel. This study estimated that 8 million visitors arrived at 14 different Colorado airports on commercial airline flights. An estimated 7 million of these commercial airline visitors arrived via Denver International. Visitor estimates include only the non-resident portion of each airport's total departing passengers and excludes connecting passengers at Denver International. The economic impact of spending by connecting and resident passengers is reflected primarily in economic impacts for terminal tenants or airport administration.

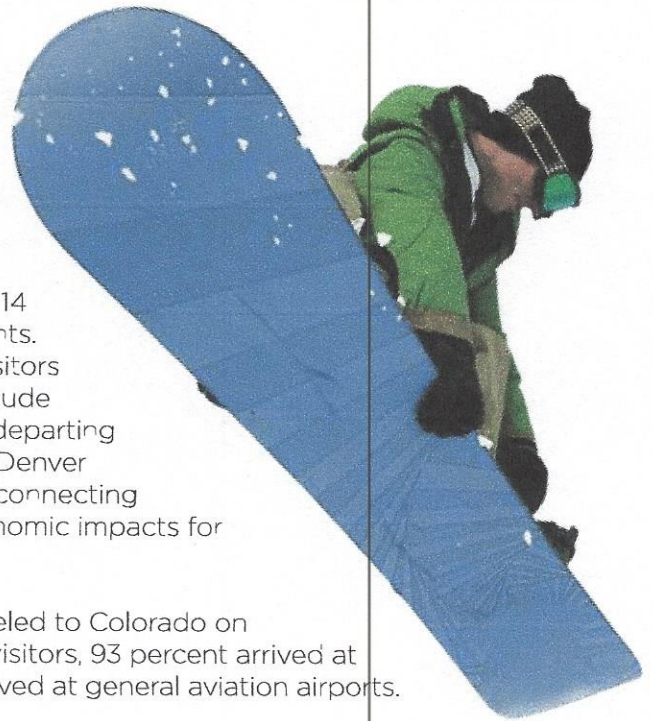
An additional estimated one million visitors also traveled to Colorado on general aviation aircraft. Among all general aviation visitors, 93 percent arrived at commercial airports and the remaining 7 percent arrived at general aviation airports.

Visitors who come to Colorado spend money on hotels, food and beverages, local transportation, retail purchases and recreational/entertainment activities. Most air visitors spend at least one night in the state; but some visitors, particularly general aviation visitors, may only stay for the day. Information on air visitor spending was obtained from surveys completed specifically for this study and from a variety of other secondary data sources.

This study estimated all annual visitor-related spending (output) in Colorado and the associated number of jobs and annual payroll supported by visitor related spending. Total annual visitor related economic impacts shown here include the multiplier effects.

Total Annual Statewide Economic Impacts
Visitor Spending

	Commercial Visitors	General Aviation Visitors	Total
Jobs	125,252	6,934	132,186
Payroll (Billions)	\$4.3	\$0.2	\$4.6
Output (Billions)	\$12.5	\$0.7	\$13.2



Cycling through the vineyards in Palisade, Colorado Wine Country. Photo: Colorado Tourism Office, Denise Chambers-Miles

Economic Impact for Businesses Relying on Air Cargo

In the Denver metropolitan area, there are manufacturers who produce goods that are shipped to various domestic and international destinations. High value and time sensitive products are often shipped by air from Denver International. Some of the leading commodities shipped via air cargo from Denver International are shown below:

- **Transportation equipment**
- **Electronics**
- **Computer equipment**
- **Precision instruments**
- **Chemicals**
- **Pharmaceuticals**



Denver International plays a critical role in supporting manufacturers, enabling them to export their products to other states and to international destinations. The economic impacts associated with these businesses represent additional economic output and employment that is possible because of air cargo services available at Denver International. Economic impacts related to on-airport air cargo activities at Denver International and other study airports are included in airport tenant related impacts.

Information from the Foreign Trade Division and the FHWA Freight Analysis Framework (FAF) of the U.S. Department of Transportation was used to estimate additional off-airport air cargo economic impacts. Annual estimates of the economic impacts for businesses that rely on air cargo shipping, shown here, include multiplier effects.

Total Annual Statewide Economic Impacts
Businesses Relying on Air Cargo

	Domestic Air Cargo	International Air Cargo	Total
Jobs	18,748	4,060	22,808
Payroll (Billions)	\$1.2	\$0.3	\$1.4
Output (Billions)	\$4.3	\$1.0	\$5.4

Individual Airport Total Annual Economic Impacts

Total annual employment, payroll and output estimates for each system airport are shown here. These impacts include the multiplier effect, and the multipliers used to estimate these impacts are specific to each airport's location within Colorado.

Commercial Service Airports Total Annual Economic Impacts

City	Airport Name	Total Employment	Total Payroll	Total Output
Alamosa	San Luis Valley Airport	176	\$6,669,207	\$23,532,768
Aspen	Aspen-Pitkin County Airport	8,310	\$283,004,101	\$841,142,866
Colorado Springs	Colorado Springs Municipal Airport	27,721	\$1,753,550,417	\$3,692,057,477
Cortez	Cortez-Montezuma Municipal Airport	129	\$5,682,575	\$16,938,630
Denver	Denver International Airport	188,338	\$8,624,024,963	\$26,279,909,001
Durango	Durango-La Plata County Airport	2,646	\$94,483,704	\$282,256,287
Eagle	Eagle County Regional Airport	6,294	\$217,511,273	\$635,901,268
Grand Junction	Grand Junction Regional Airport	2,871	\$130,775,972	\$380,039,796
Gunnison	Gunnison-Crested Butte Regional Airport	938	\$34,743,998	\$98,532,461
Hayden	Yampa Valley Regional Airport	3,034	\$104,934,790	\$299,330,000
Loveland	Fort Collins-Loveland Municipal Airport	826	\$24,824,762	\$129,425,610
Montrose	Montrose Regional Airport	2,035	\$77,424,675	\$221,760,254
Pueblo	Pueblo Memorial Airport	827	\$22,521,045	\$85,008,702
Telluride	Telluride Regional Airport	686	\$27,349,782	\$78,552,756

General Aviation Airports Total Annual Economic Impacts

City	Airport Name	Total Employment	Total Payroll	Total Output
Akron	Gebauer Airport	0	\$0	\$0
Akron	Colorado Plains Regional Airport	40	\$1,011,676	\$3,960,257
Blanca	Blanca Airport	1	\$49,000	\$67,000
Boulder	Boulder Municipal Airport	340	\$19,636,302	\$69,928,445
Brush	Brush Municipal Airport	1	\$61,034	\$123,838
Buena Vista	Central Colorado Regional Airport	26	\$901,093	\$3,078,973
Burlington	Kit Carson County Airport	22	\$583,934	\$2,594,631
Calhan	Calhan Airport	2	\$72,198	\$373,555
Canon City	Fremont County Airport	65	\$1,684,454	\$6,775,398
Center	Leach Airport	2	\$83,994	\$189,702
Colorado Springs	Meadow Lake Airport	130	\$4,941,197	\$10,140,031
Craig	Craig-Moffat County Airport	14	\$404,669	\$1,087,749
Crawford	Crawford Airport	20	\$523,847	\$1,660,792
Creede	Mineral County Memorial Airport	1	\$55,103	\$91,093
Del Norte	Astronaut Kent Rominger Airport	13	\$338,828	\$1,259,127
Delta	Blake Field	20	\$617,608	\$1,552,679
Delta	Westwinds Airpark	3	\$136,000	\$290,000
Denver	Centennial Airport	6,792	\$404,921,753	\$1,322,113,315
Denver	Rocky Mountain Metropolitan Airport	2,670	\$153,902,452	\$460,506,178
Denver	Front Range Airport	489	\$31,595,263	\$75,527,117
Dove Creek	Dove Creek Airport	0	\$0	\$0
Durango	Animas Airpark	19	\$708,347	\$2,201,202

Table continued on Page 9



General Aviation Airports

Total Annual Economic Impacts
(Continued from Page 8)

City	Airport Name	Total Employment	Total Payroll	Total Output
Eads	Eads Airport	9	\$241,640	\$436,998
Ellicott	Colorado Spring East Airport	1	\$65,852	\$108,418
Erie	Erie Municipal Airport	217	\$4,933,864	\$12,832,775
Fort Morgan	Fort Morgan Municipal Airport	32	\$1,038,009	\$3,024,229
Glenwood Springs	Glenwood Springs Municipal Airport	36	\$1,625,066	\$3,920,371
Granby	Granby-Grand County Airport	21	\$776,087	\$2,340,018
Greeley	Easton-Valley View Airport	1	\$53,000	\$97,000
Greeley	Greeley-Weld County Airport	672	\$30,783,822	\$94,091,266
Haxtun	Haxtun Municipal Airport	2	\$88,673	\$195,054
Holly	Holly Airport	2	\$69,000	\$161,000
Holyoke	Holyoke Municipal Airport	16	\$456,311	\$1,693,988
Hudson	Platte Valley Airpark	1	\$58,165	\$112,979
Julesburg	Julesburg Municipal Airport	1	\$56,000	\$110,000
Kremmling	McElroy Field	19	\$595,157	\$2,046,641
La Junta	La Junta Municipal Airport	19	\$755,705	\$2,397,821
La Veta	Cuchara Valley Airport	1	\$73,161	\$149,416
Lamar	Lamar Municipal Airport	49	\$1,221,790	\$4,515,516
Las Animas	Las Animas City & County Airport	2	\$102,011	\$272,978
Leadville	Lake County Airport	28	\$942,393	\$3,425,548
Limon	Limon Municipal Airport	2	\$89,652	\$410,386
Longmont	Vance Brand Municipal Airport	204	\$9,066,791	\$27,744,992
Mack	Mack Mesa Airport	6	\$276,019	\$1,044,028
Meeker	Meeker Airport	61	\$2,478,900	\$5,963,101
Monte Vista	Monte Vista Municipal Airport	6	\$211,000	\$283,207
Nucla	Hopkins Field	9	\$324,300	\$983,656
Pagosa Springs	Stevens Field	59	\$2,038,618	\$6,946,527
Paonia	North Fork Valley Airport	3	\$126,565	\$239,129
Rangely	Rangely Airport	22	\$630,181	\$1,870,899
Rifle	Garfield County Regional Airport	456	\$21,696,515	\$56,938,799
Saguache	Saguache Municipal Airport	1	\$52,000	\$72,000
Salida	Harriet Alexander Airport	37	\$1,491,762	\$4,732,747
Springfield	Springfield Municipal Airport	8	\$279,093	\$1,065,553
Steamboat Springs	Steamboat Springs-Bob Adams Field	86	\$2,794,202	\$8,819,667
Sterling	Sterling Municipal Airport	32	\$1,246,674	\$3,638,168
Trinidad	Perry Stokes Airport	16	\$453,252	\$1,378,966
Walden	Walden-Jackson County Airport	6	\$232,609	\$607,237
Walsenburg	Spanish Peaks Airfield	9	\$404,243	\$1,137,983
Westcliffe	Silver West Airport	9	\$353,589	\$1,354,773
Wray	Wray Municipal Airport	23	\$562,901	\$998,919
Yuma	Yuma Municipal Airport	18	\$597,571	\$982,037

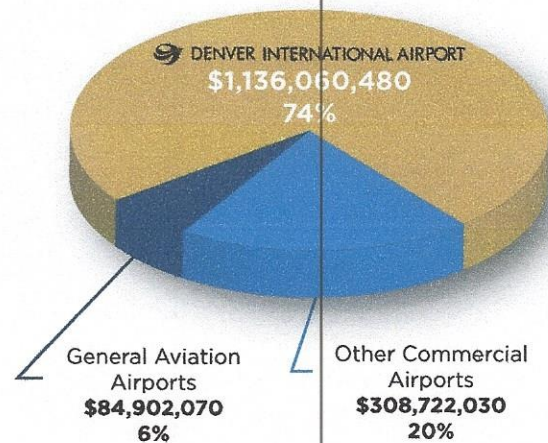
Total Annual Statewide Tax Benefits

Colorado also benefits from tax revenues derived directly from airport supported activities both on and off the airports. Annually, this study estimated that aviation activity contributed more than \$1.5 billion in tax revenues to local, state and federal governments. By far, the largest tax revenue contributor is sales tax collected from visitors on lodging, rental cars, restaurants, and retail items. Some visitor spending takes place on airport for rental cars and with terminal concessionaires. Most visitor related spending, however, takes place off airport.

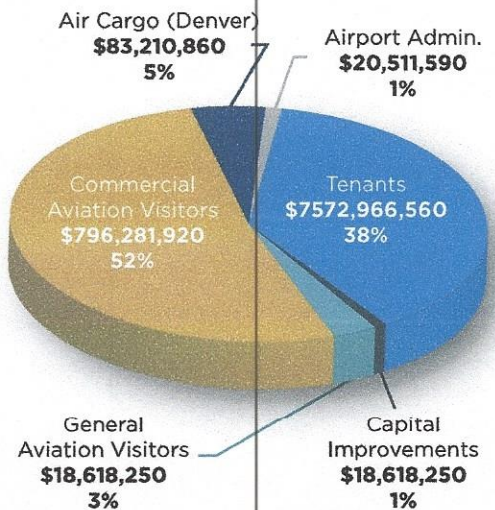
Sales taxes are also collected when purchases are made by employees whose jobs are supported by airports or employees who work at visitor supported establishments such as hotels and restaurants. Sales tax is also collected in connection with capital investment activity and air cargo commerce, as well as from employees in these sectors when they make taxable purchases. In total, Colorado realizes an estimated \$1 billion in sales tax revenues from aviation supported activities.

Two other important aviation related tax contributions are related to state and federal personal income tax. Aviation related employees pay an estimated \$104 million in Colorado personal income tax and \$402 million in federal income tax. Excise and sales tax on aviation fuel generated \$41.4 million in tax revenues during fiscal year 2012. Two thirds of this amount was returned directly to the Colorado airports with the remainder going to support grants for system airports.

Direct Tax Impacts DIA & Other Colorado Airports



Direct Tax Contributions By Group



Aviation Activities with Tax Impacts



Off-Airport Non-Aviation Business Benefits

Major employers in Colorado rely on commercial aviation, general aviation and air cargo to improve their efficiency. The Aircraft Owners and Pilots Association (AOPA) estimates that more than 60 percent of all general aviation flights in the U.S. are business related. A recent passenger survey at Denver International indicates that over 30 percent of the airport's visitors are traveling to Colorado for business meetings, conferences, or other business related trips. National statistics indicate that Denver International's total business related travel, when resident and connecting passengers are considered, is most likely in excess of the 30 percent reported for visitor related travel.

Outreach to businesses around the state was conducted to provide a better understanding of how they benefit from aviation. Businesses were contacted in a variety of ways to participate in an on-line survey. Most statewide agencies, organizations and groups in Colorado, including chambers of commerce, were contacted to help distribute the survey. Through CDOT's Communications Office, news and media outlets throughout Colorado were provided with a press release that provided a survey link.

The purpose of reaching out to employers throughout Colorado was to estimate the number of additional jobs in Colorado that in some way gain efficiency from using aviation. These jobs are in addition to the jobs supported by airports, tenants, capital investment projects, air visitors and off-airport air cargo activity.

Based on information collected from the survey, an estimated 230,060 additional jobs in Colorado gain added efficiency by using aviation services. When these jobs are combined with all other jobs supported by airport related activities, an estimated 495,760 jobs, which represents 15 percent of Colorado's total employment, is in some way supported by aviation.



Changes in Economic Impacts

Any economic impact study is a snapshot of conditions present at the time the study is conducted. Data from previous and current reporting periods shows an upward trend in annual economic impacts associated with Colorado airports.

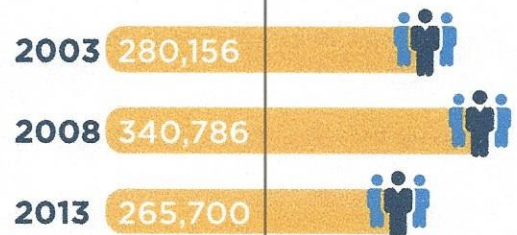
While total statewide economic impacts have grown, for some airports, external economic conditions and internal aviation industry conditions resulted in declines in aviation activity. Changing conditions dampened the 2013 economic impacts for some Colorado airports.

Despite the weak U.S. and global economies, Colorado's airport system continues to make significant positive and increasing contributions to the state's economy. Colorado's commercial and general aviation airports are not only important transportation assets, but they are also valuable economic resources.

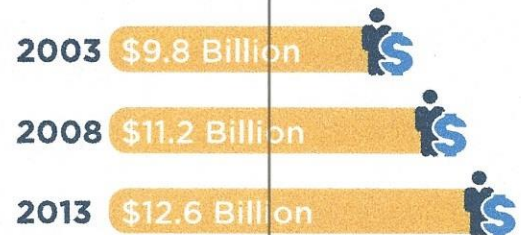
This study estimates that Colorado's statewide annual aviation related economic output represents approximately 13.4 percent of Colorado's Gross State Product. By maintaining, protecting and improving Colorado's airports, the system will continue to provide a significant economic return for the investment made.

Comparison of Statewide Economic Benefits

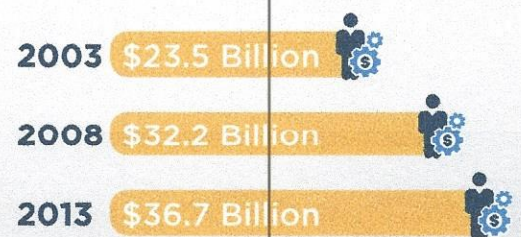
Jobs



Annual Payroll



Annual Output



Summary of Aviation Economic Impacts

Airports, companies relying on air cargo, and spending by air visitors contribute an estimated \$1.5 billion in aviation related tax revenues. There are an estimated 230,060 non-aviation jobs in Colorado that benefit from efficiencies gained through using the state's commercial and general aviation airports.

When all on-airport activities, such as airport management, airport tenants and airport capital investment projects are considered, along with multiplier effects, Colorado's airports support an estimated 110,707 jobs. Off-airport spending by visitors who arrive in Colorado on commercial airline or general aviation flights supports 132,186 additional jobs; and off-airport activities supported by air cargo shippers are responsible for another 22,808 jobs. The total annual payroll associated with these jobs is estimated at \$12.6 billion. The total annual economic output from the airport system, estimated in this study at \$36.7 billion, far exceeds the \$20 million investment from the Colorado Discretionary Grant Program made in 2013. Colorado airports are worth the investment!

Summary of Aviation Economic Impacts

Jobs, Payroll & Output

	Initial Impacts	Multiplier Impacts	Total Impacts
Jobs			
On-Airport	56,531	54,176	110,707
Visitor Spending	91,608	40,578	132,186
Off-Airport Cargo	9,173	13,636	22,808
Total Jobs	157,312	108,390	265,701*
Payroll (Billions)			
On-Airport	\$4.0	\$2.6	\$6.6
Visitor Spending	\$2.6	\$1.9	\$4.6
Off Airport Cargo	\$0.7	\$0.8	\$1.4
Total Payroll	\$7.3	\$5.3	\$12.6
Output (Billions)			
On-Airport	\$10.3	\$7.8	\$18.2
Visitor Spending	\$7.4	\$5.8	\$13.2
Off Airport Cargo	\$3.4	\$2.0	\$5.4
Total Output	\$21.1	\$15.6	\$36.7

*The total estimate of airport related employment of 265,701 does not include this study's estimate of 230,060 jobs that benefit and gain efficiency from using the Colorado's commercial and general aviation airports.



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