
THE ECONOMIC IMPACT OF AIRPORTS IN COLORADO 2008

Prepared for:

Colorado Department of Transportation
Division of Aeronautics

May 2008

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"The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under the Airport and Airway Improvement Act of 1982. The contents of this report reflect the views of the Consultant, which is responsible for the facts and the accuracy of the data depicted herein, and do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws."



EXECUTIVE SUMMARY

For Colorado, aviation is the sound of commerce. Colorado's commercial and general aviation airports are major economic catalysts. As this report summarizes, airports in Colorado are responsible for generating billions of dollars in economic benefit and supporting thousands of jobs. Colorado's diverse system of airports helps to sustain, lead, and diversify the State's economy.

Each airport from the largest to the smallest contributes to our State's economy and to the quality of life for Colorado's businesses, residents, and visitors. Airports provide us with connectivity to worldwide markets and destinations; something that is essential for Colorado's rapidly expanding business community and our world renowned tourist destinations.

As this report shows, the economic impact that Colorado gains from its airports and their operation has increased since these benefits were first measured in 1998. Statewide and airport specific information contained in the 2008 Colorado Aviation Economic Impact Study will be used by the Colorado Department of Transportation and by all airport operators to demonstrate the significant value we all receive from our airports.

Economic impacts were estimated for 14 commercial and 60 general aviation airports. This study focused on identifying economic benefits associated with businesses and tenants that are located on each of the airports. Spending by visitors who arrive in Colorado by air also results in significant economic benefit each year, and this study estimated these benefits.

Airports throughout the State contribute to Colorado's tax base, and this study explores this facet of economic benefit. There are hundreds of non-aviation businesses in Colorado who have located in the State in part as a result of the excellent airport system. Without access to commercial and/or general aviation airports, the productivity of many of these businesses would be jeopardized, and they could be forced to scale back their activities in Colorado. This study provides an estimate of additional value-added statewide benefits that Colorado experiences from the non-aviation businesses that are dependent on the airport system.

The methodology used to measure the economic impact of Colorado's airports follows guidelines set forth by the Federal Aviation Administration (FAA). Economic impacts for all airports were classified into four impact categories: direct, indirect, induced, and total.

Direct impacts are those that take place at the airport, impacts that are related to the airport, its operation, and the provision of aviation services. Indirect impacts are those associated with visitor spending; these impacts take place off-airport. Induced impacts are those associated spin-offs from direct and indirect impacts. When a person employed as a result of the airport uses their paycheck to purchase goods and services, they support additional jobs, payroll, and annual economic output. As the economic cycle that starts with the airport and visitors who arrive via the airport continues to re-circulate or multiply, additional induced economic impacts are created.

Together, direct, indirect, and induced impacts equal each airport's total annual economic impacts. For this study, each airport's annual economic impacts were summed to reflect the total economic impact that Colorado's economy receives from commercial and general aviation airports.



The majority of the economic benefits measured in the 2008 Colorado Aviation Economic Impact Study are expressed in terms of jobs, payroll, and annual economic activity or output. In brief, Colorado's 74 public use airports:

- Support nearly 340,800 jobs
- Generate \$11.2 billion in annual payroll
- Produce \$32.2 billion in annual economic activity

Jobs/Employment

There are many jobs in Colorado that are in some way supported by the commercial and general aviation airports. These jobs are associated with on-airport businesses, tenants, and other activities that are located on commercial or general aviation airports. In addition, spending by visitors arriving in Colorado by air helps to support other jobs. When airport improvements are made, additional jobs are supported by the airports over the duration of these projects.

Payroll/Earnings

Employment in Colorado linked to the commercial and general aviation airports accounts for significant annual payroll. Airport related payroll is a key component of the economic benefit cycle that starts with the airport. It is this economic cycle that was measured by this study's induced benefits. When those employed as a result of the airport use their paycheck to purchase groceries, new clothes, or household items, their spending helps to support other jobs and the payroll associated with these jobs. The initial benefits that start at the airports continue to multiply once they enter the State's economy.

Annual Economic Activity/Output

To operate Colorado's airports, businesses located on the airports and businesses that support visitors who arrive in Colorado via the airports both require the purchase of goods and services. These expenditures are most often in addition to those benefits identified in the payroll and earnings category. Benefits in this category are expressed in this study as total annual economic activity or output. Annual economic output related to the airports is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

Colorado airports host a vast array of on-airport businesses and tenants. The spectrum of tenants doing business on airports in Colorado ranges from United Airlines' major passenger connecting hub at Denver International Airport to small agricultural spraying operators who are based at most general aviation airports on the Eastern Plains. Economic impacts from on-airport businesses and tenants measured in this study include those related to airlines, ground transportation providers, terminal concessionaires, government agencies, the military, FBOs, maintenance and repair providers, flight instructors, air charter operators, and agricultural sprayers.

Economic impacts reflected in this category also include those associated with capital improvement projects undertaken by either the airport or one of its tenants. Economic impacts associated with airport businesses and tenants at study airports are shown here. These total impacts reflect all direct and induced impacts. Given the magnitude of Denver International Airport's economic contribution to Colorado's economy, its impacts are shown separately in this and other tables in this summary.



Annual On-Airport Tenant and Business Economic Impacts

	Jobs	Payroll	Output
Denver International	76,092	\$3,290,964,500	\$10,098,685,100
Commercial Airports	51,536	\$2,035,861,600	\$3,810,400,400
General Aviation Airports	15,438	\$541,660,600	\$1,358,095,300

Source: Wilbur Smith Associates

For the study period, an estimated 8.1 million visitors arrived in Colorado via almost 20 different domestic and international airlines providing service to the 14 commercial airports. Visitors travel to Colorado by air for both business and pleasure. Another 1.8 million visitors arrived in Colorado on general aviation aircraft. These general aviation visitors arrived at both commercial and general aviation airports included in this study. Once in Colorado, these visitors have expenditures for hotels, food, entertainment, recreational activities, shopping, and other transportation. Expenditures made by visitors who travel to Colorado by air support additional aviation-related jobs, payroll, and output. Shown here are total indirect and induced annual economic impacts associated with all visitor-related spending measured in this study.

Annual Visitor Economic Impacts

	Jobs	Payroll	Output
Denver International	141,367	\$3,773,779,200	\$12,197,979,000
Commercial Airports	49,141	\$1,324,025,900	\$4,185,239,600
General Aviation Airports	7,212	\$207,594,600	\$553,899,500

Source: Wilbur Smith Associates

Many non-aviation businesses in Colorado that are not located on one of the airports also benefit from the airports. When businesses consider re-location or expansion, proximity to a commercial airport is often among the top three factors they consider, and proximity to a business class general aviation airport ranks in the top five of all factors influencing business location in Colorado.

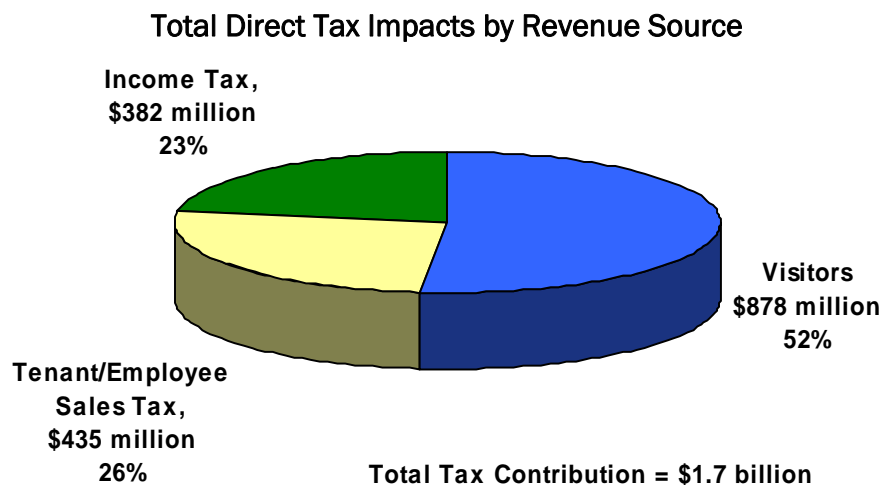
Businesses throughout the State rely on airports to transport their personnel, to ship and receive supplies and inventory, and to bring their customers and suppliers to Colorado. Many large and small businesses have located in Colorado because its excellent system of commercial and general aviation airports enables them to reach national and international destinations quickly. Without access to commercial and general aviation airports, these businesses could be forced to reduce their Colorado-based operations.

This study estimates that statewide there are 313,800 non-aviation, value-added jobs that are tied to the airport system. These jobs have an estimated annual payroll valued at \$13.6 billion.

The tax structure within Colorado is somewhat complex and involves consideration of what activities are taxed and who collects and disburses the tax. The State of Colorado is a relatively low tax state when it comes to aviation. There is no property tax on aircraft and there are no aircraft registration fees. Commercial airlines are exempt from excise tax on jet fuel. Sales tax at the State level is low with respect to other states; but roughly equivalent when the local sales tax component is added. The accompanying graphic shows the various taxes that were considered as part of this analysis.



Colorado benefits from tax revenues derived directly from airport activity and from the aviation and aerospace industries in the State. These benefits take place both on and off airports. Colorado's airports contribute over \$1.7 billion to the tax base. More than half of the tax revenue comes from visitors who arrive by air and pay lodging taxes, sales tax on retail purchases, and rental car taxes. Airport tenants were the second largest generators of tax revenue through fuel sales and other commerce that is subject to sales or excise tax. Finally, jobs at airports generate a large amount of State and Federal income tax, estimated here at \$382 million.



Source: Wilbur Smith Associates

Of the total tax benefit estimated in this study, Denver generates \$1.27 billion in annual tax revenue, other commercial service airports generate \$355 million, and general aviation airports generate \$69 million. When considering all of the benefits derived from aviation in Colorado, it is important to consider the almost \$1.7 billion that aviation contributes to Colorado's tax base.

As summarized in this report, commercial and general aviation airports in Colorado are significant economic engines. For example, air travel is essential to Colorado's tourism industry; and at the same time, the airports support operations which contribute to the economic vitality of the State's agricultural, forest, and ranching industries. Economic impacts stemming from the airports examined in this study are estimated as follows:

- A total of 340,786 jobs are supported by study airports,
- Jobs tied to the study airports have an estimated annual payroll of \$11.2 billion,
- Annual economic activity or output generated by the airports and activities they support totals \$32.2 billion,
- There are another 313,100 value-added, non-aviation jobs that are in some way reliant on the airports,
- These value-added jobs have an estimated annual payroll of \$13.6 billion, and
- Annual tax benefits from the airports total an estimated \$1.7 billion.

In addition to these monetary benefits, the airports in Colorado support activities which add immeasurably to Colorado's quality of life. Airports support search and rescue activities, doctor and



patient transport, and forest fire fighting. No dollar value can be placed on the property that the airports help to protect and the lives they help to save.

Total annual employment, payroll, and output impacts for each of the commercial and general aviation airports included in this study are shown here.

Total Economic Impact of Colorado Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	517	\$13,983,500	\$41,954,400
Aspen	Aspen/Pitkin County	11,950	\$336,620,600	\$1,067,401,700
Colorado Springs	Colorado Springs Municipal	51,594	\$1,956,776,400	\$3,535,280,400
Cortez	Cortez/Montezuma	350	\$10,640,800	\$30,752,600
Denver	Denver International	217,459	\$7,064,743,700	\$22,296,664,100
Durango	Durango/La Plata County	5,185	\$145,902,000	\$457,593,200
Eagle	Eagle County Regional	10,467	\$293,886,700	\$982,170,400
Grand Junction	Grand Junction Regional	6,125	\$189,204,000	\$623,693,600
Gunnison	Gunnison/Crested Butte Regional	1,950	\$55,972,100	\$177,646,500
Hayden	Hayden/Yampa Valley Regional	4,922	\$133,630,400	\$412,003,800
Loveland	Fort Collins/Loveland Municipal	749	\$21,607,300	\$56,316,800
Montrose	Montrose Regional	3,882	\$103,928,300	\$329,274,200
Pueblo	Pueblo Memorial	1,533	\$54,046,600	\$141,665,500
Telluride	Telluride Regional	1,453	\$43,688,800	\$139,886,900
Commercial Service Airports Total		318,136	\$10,424,631,200	\$30,292,304,100



Total Economic Impact of Colorado Airports (cont.)

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
General Aviation Airports				
Akron	Colorado Plains Regional	165	\$4,196,800	\$12,071,300
Blanca	Blanca	3	\$25,400	\$51,800
Boulder	Boulder Municipal	729	\$20,168,500	\$60,147,300
Broomfield/Denver	Rocky Mountain Metropolitan	3,701	\$129,447,900	\$363,251,100
Brush	Brush Municipal	7	\$29,000	\$83,000
Buena Vista	Central Colorado Regional	62	\$1,881,100	\$4,710,400
Burlington	Kit Carson County	80	\$2,345,900	\$6,661,300
Calhan	Calhan	7	\$129,500	\$531,800
Canon City	Fremont County	89	\$2,302,300	\$7,980,500
Center	Leach	5	\$57,200	\$152,900
Colorado Springs	Meadow Lake	187	\$4,456,100	\$11,855,200
Craig	Craig/Moffat County	39	\$823,100	\$2,256,700
Crawford	Crawford	23	\$630,700	\$1,781,300
Creede	Mineral County Memorial	40	\$1,090,600	\$2,909,800
Del Norte	Astronaut Rominger	3	\$28,000	\$311,500
Delta	Blake Field	68	\$1,927,900	\$4,494,300
Delta	Westwinds Airpark	15	\$245,300	\$764,100
Durango	Animas Airpark	123	\$2,637,100	\$10,597,400
Eads	Eads	22	\$308,600	\$1,962,700
Ellicot	Colorado Springs East	6	\$91,200	\$279,100
Englewood/Denver	Centennial	10,485	\$356,654,900	\$897,122,800
Erie	Erie Municipal	160	\$4,345,300	\$12,224,700
Evans	Easton/Valley View	13	\$262,800	\$1,114,600
Fort Morgan	Fort Morgan Municipal	28	\$867,500	\$2,978,100
Ft. Lupon/Hudson	Platte Valley Airpark	16	\$441,700	\$1,183,800
Glenwood Springs	Glenwood Springs Municipal	130	\$3,668,300	\$9,590,900
Granby	Granby/Grand County	48	\$1,445,500	\$5,489,200
Greeley	Greeley/Weld County	1,766	\$65,142,900	\$120,814,200
Haxtun	Haxtun Municipal	3	\$19,100	\$34,800
Holly	Holly	3	\$3,500	\$268,500
Holyoke	Holyoke Municipal	33	\$925,300	\$3,726,600
Julesburg	Julesburg Municipal	4	\$65,200	\$182,500
Kremmling	Mc Elroy Field/Kremmling	74	\$2,040,800	\$7,399,300
La Junta	La Junta Municipal	45	\$1,366,600	\$4,388,300
La Veta	Cuchara Valley	19	\$296,600	\$1,122,900
Lamar	Lamar Municipal	144	\$3,919,200	\$12,479,400
Las Animas	Las Animas City and County	10	\$138,700	\$511,700
Leadville	Lake County	16	\$357,800	\$1,501,300
Limon	Limon Municipal	17	\$492,400	\$1,583,500
Longmont	Vance Brand Municipal	666	\$17,314,600	\$47,329,300
Mack	Mack Mesa	9	\$87,700	\$200,800
Meeker	Meeker	169	\$4,750,000	\$14,271,400
Monte Vista	Monte Vista Municipal	77	\$1,311,500	\$1,716,100
Nucla	Hopkins Field	14	\$404,800	\$971,900
Pagosa Springs	Stevens Field	393	\$12,108,200	\$34,343,600



Total Economic Impact of Colorado Airports (cont.)

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Paonia	North Fork Valley	21	\$186,900	\$587,300
Rangely	Rangely	90	\$2,841,800	\$6,006,100
Rifle	Garfield County Regional	508	\$18,502,400	\$45,676,700
Saguache	Saguache Municipal	3	\$36,800	\$89,100
Salida	Harriet Alexander	71	\$1,975,900	\$5,975,400
Springfield	Springfield Municipal	7	\$125,900	\$324,300
Steamboat Springs	Steamboat Springs/Bob Adams Field	116	\$3,966,800	\$11,739,800
Sterling	Sterling Municipal	22	\$541,500	\$1,826,100
Trinidad	Perry Stokes	81	\$2,231,900	\$6,608,700
Walden	Walden/Jackson County	25	\$641,600	\$2,133,700
Walsenburg	Spanish Peaks	10	\$263,700	\$803,200
Watkins/Denver	Front Range	1,806	\$62,051,000	\$134,439,800
Westcliffe	Silver West	13	\$330,000	\$1,109,000
Wray	Wray Municipal	121	\$3,395,800	\$14,136,000
Yuma	Yuma Municipal	40	\$910,100	\$5,135,900
General Aviation Airports Total		22,650	\$749,255,200	\$1,911,994,800
All Airports Total		340,786	\$11,173,886,400	\$32,204,298,900

Source: Wilbur Smith Associates



INTRODUCTION

The 74 public-use airports in Colorado are important transportation resources as well as critical economic catalysts. Airports in Colorado support the air travel needs of Colorado residents, businesses, and visitors. This report highlights the important economic contributions that Colorado realizes from its airports by quantifying employment, annual payroll, and total annual economic activity associated with these airports. The analysis presented in this report considers the annual economic benefits associated with airport operations, on-airport construction, visitors who arrive via commercial airlines, and visitors who arrive on privately-owned general aviation aircraft that use Colorado's airports.

Colorado's system of 74 public use airports generates \$32.2 billion of economic activity and supports thousands of quality jobs. In addition, Colorado residents increasingly depend on civil aviation to support their health, welfare, and safety needs. In brief, Colorado's 74 public use airports:

- Support almost 340,800 jobs
- Generate \$11.2 billion in annual payroll
- Produce \$32.2 billion in annual economic activity

Colorado's 74 public use airports are a major catalyst to the State's growing economy. In 2008, the economic value of aviation in the State was estimated at \$32.2 billion. This includes expenditures by hundreds of on-airport businesses and thousands of visitors, as well as the multiplier effect associated with this spending. In total, almost 340,800 jobs, with an annual payroll of \$11.2 billion, are attributable to airports in Colorado. Other study findings include:

- Aviation's total economic output from the airports and visitors who arrive by air comprise 14.0 percent of the State's estimated gross domestic product.
- Almost 340,800 Colorado residents owe their jobs, directly or indirectly, to aviation. This employment represents 14.8 percent of all jobs in the State. When the additional 313,100 value-added jobs are considered, over 28 percent of all employment in the State is in some way supported by the airports.
- Colorado's airports serve as vital business links and support critical services such as medical care, agriculture support, search and rescue, forest fire fighting, law enforcement, recreation, and environmental services

In 2008, Colorado's system of public airports was comprised of 14 commercial service and 60 general aviation airports. Technical assistance and funding for these 74 public airports are provided by the Colorado Department of Aeronautics. **Exhibit 1** shows the location of each of these airports.



Exhibit 1
Colorado Airports Included In Economic Impact Analysis





STUDY APPROACH

The total economic impact of each airport in this analysis is quantified in terms of employment, payroll, and output. Output represents total economic activity or spending. It represents the total value of aviation-related activities supported by the airports included in this analysis. This section presents the economic impact of the airports in terms of three aviation-dependent groups:

- Airport operations and on-airport activities
- Visitors traveling to Colorado via commercial airlines
- Visitors traveling to/within Colorado via general aviation aircraft

Airport operations and on-airport activities, as well as Colorado visitors, are responsible for a significant percentage of the economic activity or benefit associated with the airports. Through a separate non-aviation business survey, this analysis also identified the importance of aviation to non-aviation employers throughout the State. In addition, taxes contributed by airports are also estimated in this study.

The Economic Modeling Process

All economic impacts or benefits from the 74 airports considered in this analysis were calculated using an input-output model. The input-output model considers three impact categories to assess the economic benefits associated with on-airport activities, commercial service visitors, and general aviation visitors arriving at the airports. These categories are:

- Direct Impacts: Direct impacts are benefits that are associated with government agencies or businesses located on an airport. These airport tenants are directly related to the provision of aviation services. Direct impacts include the employment, payroll, and output related to entities such as airlines, concessionaires, rental car operators, food and beverage providers, government agencies, flight schools, fixed based operators (FBOs), and others. Benefits stemming from capital improvement projects are also measured in the direct impact category.
- Indirect Impacts: Indirect impacts are usually realized off-airport. These impacts are typically attributed to visitor spending. Visitor spending indirectly supports jobs and provides wages and benefits. Industries most commonly supported by visitor spending are concentrated in the service sector and include hotels/motels, restaurants, ground transportation, retail, and entertainment.
- Induced Impacts: Induced impacts are those benefits that are the result of the re-circulation of direct and indirect impacts within the economy. Re-circulation of direct and indirect impacts within an economy is frequently referred to as the spinoff or multiplier effect. For example, as airport employees spend their salary on housing, food, or services, that spending circulates through the economy and leads to increases in associated spending, payroll, and employment in Colorado.

For each wave of successive spending, a portion of the re-spending takes place outside the economic area being modeled (in this case, the State of Colorado). Employment, payroll, and spending that take place outside Colorado is considered economic leakage, and is, therefore, not reflected in the statewide multipliers.

- Total Impacts: Total impacts are the sum of direct, indirect, and induced economic impacts.



Because induced impacts are not as easily measured as direct and indirect impacts, a reliable method for estimating induced impacts must be employed. A leading method used to estimate induced impacts is an input-output model.

The Regional Input-Output Modeling System (RIMS II) model was used to measure the multiplier effect and to quantify induced impacts. An input-output model, in its most basic form, is a linear model that estimates purchases and sales between various sectors of the economy. This modeling process is considered to be one of the leading methods available for estimating the total economic impact of an industry (in this case, airports). The U.S. Bureau of Economic Analysis (BEA) initially developed the RIMS system in the 1970s. BEA updated the model in the 1980s, calling it RIMS II. It is now considered one of the standard methods for evaluating the economic contribution of public facilities.

The RIMS II model contains a large economic database that is used to generate input-output tables. RIMS II multipliers and data tables specific to Colorado's industrial sectors were obtained and used in this analysis. The RIMS II input-output model used for this analysis requires impact estimates for three separate components of the economy. These categories are:

- **Employment:** Employment is based on the total of full-time jobs plus part-time jobs. In this analysis, part-time positions are the equivalent of full-time positions.
- **Payroll:** Payroll represents the annual wages and benefits paid to all workers
- **Economic Activity/Output (Spending):** Output for on-airport activities is typically assumed to be the sum of annual gross sales and average annual capital expenditures. While this assumption works well for profit-oriented tenants, it must be modified for government tenants, airlines, and visitor impacts as it relates to output. Government entities typically do not generate sales. While airlines do generate sales, ticket revenue is usually transferred outside the area being modeled. In order to estimate the impact of these important tenant-related activities, government and airline output is equated to the sum of payroll, operating expenditures, and average annual capital improvement outlays. For visitors using an airport, output is assumed to equal visitor spending.

It is important to note that payroll and output cannot be combined because elements of economic benefit related to payroll are also contained, to some extent, in the output estimate. Each of the three impact components (employment, payroll, and output) stands alone as a measure of an airport's or the airport system's total economic impact.

Data Requirements for the Economic Modeling Process

A number of data collection efforts were undertaken to gather information related to economic activity occurring at the airports considered in this analysis. These data were inputs to the modeling process to identify total economic impact. The following groups were considered to obtain data to estimate direct and indirect impacts:

- **Airport Operations:** This group includes airport tenants or businesses with employees, such as airlines, fixed-base operators (FBOs), flight schools, concessionaires, airport restaurants, and governmental agencies. Governmental agencies include public airport sponsors, Federal Aviation Administration (FAA), Transportation Security Administration, (TSA), as well as various other State and Federal agencies.
- **Commercial Service Visitors:** This group includes estimated non-local passengers (visitors) arriving via commercial airlines. Average visitor spending for this group was estimated from



passenger surveys conducted for this analysis. In addition, information on visitor spending from kiosks in some passenger terminals was considered.

- **General Aviation Visitors:** Impacts from general aviation visitors are produced by non-local passengers arriving via private or business aircraft. General aviation visitors are associated with that portion of each airport's itinerant general aviation operations that are transient (or visiting) in nature. Itinerant operations are those that leave the airport's local airspace. Some itinerant operations at an airport are attributable to residents of the airport's market area who fly their planes to more distant locations. The remaining itinerant operations are attributed to visitors. Itinerant operations performed by visitors are considered transient operations. Impacts for this group were identified from survey data from airports across Colorado. The methodology for estimating general aviation visitor spending mirrored the approach used in the 2003 study.
- **Construction Impacts:** Each year, nearly all airports undertake capital improvement projects (CIP), such as runway rehabilitation or terminal improvements. In addition, businesses and other agencies undertake capital improvement projects. These projects employ persons in jobs such as construction, architecture, engineering, and consulting. For this analysis, construction impacts are included in the direct impact category. The methodology to estimate construction impacts is discussed below.

The following methodology was used to estimate direct construction impacts:

- CIP data for 2003-2007 was gathered from airport managers as well as aviation-related businesses and government agencies located on each airport. Data supplied by Colorado DOT was used to verify and complement data on airport-related CIP, as well as to screen out capital expenditures that were not construction related (e.g., land purchases).
- CIP data for the period was averaged to avoid showing peaks or troughs in construction spending.
- The RIMS II Input/Output model indicates that every \$1 million spent annually on construction activity supports 7.6 "construction-related" jobs in Colorado. These jobs include construction workers, equipment operators, foremen, engineers, and managers.
- Data from the Bureau of Labor Statistics was used to determine average pay for construction workers in Colorado, and this average was applied to each construction-related employee to determine payroll related to CIP activity.

Direct and indirect economic impacts presented in this analysis were estimated primarily through surveys undertaken specifically to support this study. RIMS II multipliers were then applied to direct and indirect impacts to estimate subsequent induced economic impacts.

SURVEYS AND DATA COLLECTION METHODS

Direct and indirect impacts for airport operations, on-airport government agencies, commercial service visitors, and general aviation visitors were identified primarily through survey efforts. Airport managers were surveyed to gather data related to airport operations and construction projects undertaken by each airport in recent years.

The methods used to collect information from each group considered in this analysis are discussed in the following sections.



Airport Operations and On-Airport Activities (Direct Impacts)

Airport sponsors/owners were contacted to provide names, mailing addresses, and telephone numbers for each airport tenant. All airport tenant/businesses having employees on Colorado airports during 2007 were contacted to collect information regarding their economic activity. A survey was provided to each tenant and follow-up calls were made to ensure responses and to verify information on returned surveys. Airport tenants at each airport were grouped into 26 categories to aid in analysis. These categories consisted of:

- Airlines (includes both passenger and cargo)
- Aerial applicators
- Air ambulances
- Air freight
- Aircraft maintenance
- Airport management (this was subdivided into categories for small airports and all other airports)
- Air traffic control (this was subdivided into public, i.e., FAA, and private ATC)
- Charter
- Concessions (this was subdivided into categories for GA airports, commercial service airports, and a unique category for Denver International Airport)
- Corporate Flight Departments
- FBOs (this was subdivided into small and large FBO categories)
- Federal government
- Flight instruction
- Ground transportation
- Hangar rental/development
- Local/state government
- Military
- Parking
- Rental Car
- Transportation Security Administration

The survey sent to each airport tenant, including airport sponsors/managers, requested the following pieces of information:

- Type of aviation activity conducted by the business/tenant
- Number of full-time and part-time employees
- Estimated total annual wages and benefits paid to employees
- Estimated total capital improvement expenditures for each year, 2003 through 2007
- Estimated total operating expenses (excluding payroll and capital improvements previously identified)
- Estimated total gross sales (where applicable) by the business on the airport

In addition, on-airport entities were asked to identify any businesses that sub-lease property from them so that they could be included in the analysis.

A 100 percent response rate was desired for the airport tenant/business survey. Several rounds of follow-up telephone calls were made to non-responding entities and to airport managers to obtain a 100 percent response rate for at least on-airport employment. For airport tenant/businesses who did



not supply complete information on payroll and output, estimates were developed using ratios of payroll per employee and output per employee. These ratios were developed from survey data obtained from those tenants and businesses who did respond to the survey.

Airport activities were grouped by North American Industry Classification System (NAICS) code based on the primary service or good each business or entity provides. This was done to facilitate subsequent RIMS II modeling to estimate induced impacts. The NAICS is a sector-specific code used to describe industry types. For this analysis, airlines, aircraft maintenance, FBOs, air cargo, and corporate flight departments were combined in the air transportation NAICS code. Impacts stemming from construction projects were divided among various construction-related codes, while concessions were distributed among retail, food and beverage, and auto rental codes. Government related entities received their own classification for estimating induced impacts.

Commercial Service Visitors

Airline flights to and from Colorado's commercial service airports provide access for thousands of business- and pleasure-related visitors. Visitors using commercial service airports as a gateway to the State contribute to the economy through their expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. Numerous service industries also benefit from the multiplier or spin-off effects stemming from visitor spending. The spending patterns of commercial service visitors to Colorado were estimated based on the results of departing passenger surveys. In addition, several of the commercial airports have kiosks in their passenger terminals. These kiosks are used to collect information on visitor stays, including expenditures. This information was analyzed for this study.

During passenger surveys, departing passengers were interviewed prior to boarding and asked several questions. Departing passengers were first asked to indicate whether they were a resident of the airport area or a visitor. Those passengers who indicated that they were visitors were asked several questions to determine the following:

- The purpose of their trip (business or personal)
- Duration of their stay
- Total expenditures during their stay in each of the following categories: lodging, food and beverage, rental car/limo/taxi, entertainment, retail, and other
- The total number of people that accounted for the expenditure estimates they identified

For each commercial service airport (with the exception of Denver International, which is explained below), the following methodology was used to estimate commercial service visitor impacts.

Using a variety of sources, enplanement data for 2007 was gathered from each of the commercial service airports. The percentage of visiting passengers was estimated for each airport, using several data sources and taking into account each airport's role in the community. Visiting passengers ranged from 26 percent at Fort Collins/Loveland Municipal where commercial service caters to local residents interested in trips to Las Vegas, to 87 percent at Telluride Regional, an airport that predominately caters to leisure visitors to the region. **Appendix A** identifies the visitor versus local passenger splits. Each airport's visiting passenger traffic was further broken down into business and leisure visitors using a variety of travel studies for Colorado.

Average length of stay and average daily expenditures for business and leisure visitors to each of the airports was based on numerous studies of business and leisure passenger behavior in Colorado. These estimates were applied to the number of annual visitors for each airport to determine total



economic activity (or output) generated by commercial airline visitors at each airport on an annual basis. For example at Montrose Regional Airport, business visitors were assumed to stay an average of 1.5 days and spend \$600 per day. Leisure visitors were assumed to stay an average of 5.5 days and spend \$444 per day.

In order to estimate employment associated with commercial service visitor expenditures, Colorado specific employment ratios per million dollars of visitor output were developed using the RIMS II model. It was estimated that approximately 13.6 persons are employed in Colorado as result of every \$1 million in commercial service visitor output or spending.

In order to estimate payroll impacts associated with employment supported by commercial service visitors, average State wages for appropriate industry sectors were applied to the estimated number of employees. Most visitor expenditures take place in the hotel/motel, food/beverage, entertainment, retail, and transportation sectors. Based on data obtained from the U.S. Bureau of Labor Statistics, an average payroll of \$22,800 per employee in Colorado was assumed for these job categories.

For example, Montrose Regional Airport reported 79,627 enplanements during 2007. A study of Montrose visitors indicates that 74 percent of these enplanements were visitors to the area, with 11 percent on business and 89 percent there for leisure. In 2007, 58,924 visitors arrived in Colorado via Montrose Regional Airport on commercial airlines. Of these visitors, 6,482 were there for business and 52,442 were there for leisure. Using average length of stay and average spending per day for each group listed above, it was estimated that business visitors using Montrose Regional spent \$5.8 million and leisure visitors spent \$128.2 million in 2007. Since the spending data was based upon surveys performed during winter months, an adjustment was made to account for decreased spending associated with leisure visitors during non-peak travel month. This adjustment reduced total leisure visitor spending to \$106.5 million, or a total for all commercial service visitors at Montrose Regional Airport of \$112.3 million

Since 13.6 workers are supported by each million dollars expended in the visitor industry in the State, 1,533 visitor-related jobs are estimated to be associated with visitors arriving via Montrose Regional Airport on commercial airlines. Since most of these visitor-generated jobs are in the service and retail industries, multiplying the total number of visitor-supported jobs by an average payroll of \$22,800 produces a total annual payroll impact for this particular airport of approximately \$34.9 million.

Visitor expenditures for Denver International Airport were estimated following the same general procedure, but with some additional analysis. Using data from travel studies, an estimate was made of the number of leisure visitors traveling to Colorado for the purpose of skiing. While these travelers comprised only a small portion of all leisure visitors passing through Denver International, their spending was significantly higher than other leisure travelers. The overall estimate of Denver International visitor spending reflects this.

General Aviation Visitors

General aviation refers to all segments of aircraft activity that are not related to the commercial airlines or the military. The economic activity associated with visitors who arrive on general aviation aircraft at airports in Colorado was estimated using the same methodology used in the 2003 Economic Impact Study.



General aviation visitor spending estimates are based on aircraft operations. An aircraft operation is either a landing or a take off, so an aircraft that lands and then departs counts as two operations. Estimates of each airport's total annual operations were obtained from FAA Form 5010.

An example of how general aviation visitor impacts were calculated follows:

- The number of general aviation operations for each airport was obtained from FAA Airport Master Record Form 5010 data. For example, Yuma Municipal Airport has an estimated 4,320 total general aviation operations (take offs and landings). Based on data in the last study, 30 percent of these operations are true transient operations, meaning flights that are conducted by aircraft not based locally and bring in visitors. This yields 648 true transient arrivals annually at Yuma Municipal Airport.
- The average number of aircraft occupants and average spending per individual, per trip is then applied to the estimate of transient arrivals to determine total general aviation visitor expenditures. For this analysis, visitor spending equals output. The previous study determined that true transient arrivals at Yuma Municipal Airport averaged two visitors per aircraft, each of whom spent an average of \$178.41.
- In this example, the 648 transient arrivals at Yuma Municipal Airport yields the following total visiting spending or output:
 - 648 arrivals x 2 visitors per arrival x \$178.41 spent per visitor = \$231,219 total output for general aviation visitors at Yuma Municipal Airport

Average expenditures per visitor, average visitors per arrival, and true transient operational percents were determined for each airport based upon data in the previous study and FAA 5010 forms.

To determine payroll and employment impacts linked to general aviation visitor spending, RIMS II ratios based on \$1 million of output were used for each industry category. Ratios developed by the RIMS II model indicate that every \$1 million in general aviation visitor output or spending supports approximately 18.2 full-time positions in the service/retail industries.

In the previous example, spending from general aviation visitors using Yuma Municipal Airport supports approximately 4.2 full-time jobs. The average statewide salary for service/retail jobs (\$22,800) is then applied to the estimate of employment to determine annual payroll associated with general aviation visitor spending. In the Yuma Municipal Airport example, annual general aviation visitor-related payroll is approximately \$96,000 (4.2 employees x \$22,800).

Study Multipliers/Induced Impacts

Employment, payroll, and output impacts derived from airport businesses/tenants and on-airport activities, as well as visitors, comprise each airport's direct and indirect economic impacts. As these impacts enter the economy, they circulate among other sectors, creating successive waves of additional spending. This phenomenon is referred to as the multiplier or spin-off effect. Multiplier effects are also referred to as induced impacts.

Multiplier effects arise from various interdependencies within an economic system. For example, the operation of an airport requires inputs in the form of supplies, equipment, and maintenance. These inputs generate a boost in sales for those firms or businesses providing these services and products. Moreover, the goods and services themselves require inputs for their production. The process continues as a large number of impacts re-circulate through the economy. The total requirement for



goods and services is the multiple of the initial needs of the airports considered in this analysis; hence it is referred to using the term “multiplier.”

Multipliers for estimating induced impacts were derived from the RIMS II model. The multipliers used in this analysis were developed specifically to measure economic impacts in Colorado. Individual multipliers for each sector of the economy being modeled were used. As previously mentioned, individual RIMS II multipliers were obtained for various NAICS codes. The NAICS is a sector-specific list used to develop multipliers. The NAICS codes used for modeling on-airport impacts and visitor impacts in this analysis are depicted in **Table 1**.

Table 1
Colorado RIMS II Multipliers by NAICS Code

NAICS Industry Classification	Employment Multiplier	Payroll Multiplier	Output Multiplier
Government	2.89	2.54	2.27
Construction C.I.P. ¹	2.52	2.30	2.34
Concessions ²	1.56	2.01	2.32
Aviation Sector ³	3.40	2.65	2.36
Commercial Service Visitor Expenditures ⁴	1.83	2.14	2.15
General Aviation Visitor Expenditures ⁴	1.64	2.08	2.30

Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008

Notes: 1. Construction multipliers are the weighted average of the Construction and Prefabricated Metal Buildings and Components industries.
 2. Concessions multipliers are the weighted average of the Food Services and Drinking Places, Hotels and Motels, Including Casino Hotels, Business Support Services, and Miscellaneous Store Retailers industries.
 3. Aviation-related multipliers are the weighted average of the Aircraft Manufacturing, Aircraft Engine and Engine Parts Manufacturing, Other Aircraft Parts and Equipment, and Air Transportation industries.
 4. Visitor industries multipliers are the weighted average of the Food Services and Drinking Places, Hotels and Motels, Including Casino Hotels, Automotive Equipment Rental and Leasing, and Miscellaneous Store Retailers industries.

While these NAICS groups do not cover all on-airport and visitor impact categories, they do provide a representative average for generating multipliers. For example, aviation-related business expenditures at study airports were grouped into air transportation and various industry types related to aerospace NAICS codes. Visitor expenditures were grouped into retail sales, auto rental, hotel/motel, and food/beverage NAICS codes.

The multipliers presented in Table 1 were used to estimate induced impacts in this analysis. For example, \$100 in direct expenditures (output) in the aviation sector supports a total output impact equivalent to \$236. In this example, induced impacts would be \$136 (\$236 minus \$100).

Although actual survey data for tenants were used for estimating direct output, it is not possible to obtain actual direct payroll and employment figures resulting from visitor activities. The RIMS II model, however, provides multipliers that calculate these important employment impacts based on estimates of visitor output or spending. The RIMS II model develops ratios for each NAICS code, which indicate direct employment impacts anticipated with every \$1 million generated in output or spending. For example, every \$1 million spent by commercial service visitors to Colorado supports approximately 13.6 full-time employees. Average annual salary data can then be applied to the estimate of employment to produce annual direct payroll impacts associated with visitors who arrive by air.



The methodology discussed in this section was applied to each of the study airports. By following this methodology, estimates of total employment, annual payroll, and annual output/spending associated with each airport were developed.

EMPLOYMENT, PAYROLL, AND OUTPUT IMPACTS FOR STUDY AIRPORTS

The airports in this analysis help to accommodate the travel needs of business and leisure visitors to Colorado. The airports themselves are also significant generators of economic activity. The airports help to support jobs, payroll, and output for Colorado’s economy. The following sections discuss economic impacts associated with employment, annual payroll, and total annual economic activity (output) as measured by this analysis. The combined impact of all of Colorado’s 74 airports is shown in each section. Detailed tables showing the impacts of each individual airport are contained in Appendix A.

Employment Impacts

The findings of this analysis indicate that airports in Colorado are an important source of jobs. Employment, as defined in this analysis, is based on estimates where part-time jobs are treated the same as full-time jobs. This was done so that results could be compared more directly to the results of the 2003 study. Employment impacts are calculated for on-airport businesses/tenants and visitors. On-airport activity includes private businesses and government agencies. For on-airport military units, their employment was also considered. Spending for CIP and other improvement and construction projects also contributes to on-airport employment.

Employment from On-Airport Activity

Table 2 identifies the total number of jobs supported by on-airport aviation-related tenants and businesses at system airports. These direct jobs comprise those people who are engaged in the provision of aviation-related services on the airport. In the case of on-airport military units at public airports, the full and part-time military personnel and the military-related civilian employees were also included. In addition, construction workers supported by airport CIP were included in this analysis.

In total, there are 49,655 direct jobs supported by the operation of Colorado’s airports. It is important to note that this employment estimate does not include jobs associated with non-aviation businesses which, for various reasons, are located on an airport. For instance, some airports have on-site businesses that are not related to the airport or aviation in any way. Employment related to these businesses is not included in the employment estimate shown in Table 2.

Table 2
Colorado On-Airport Employment

	Direct Employment	Induced Employment	Total Employment
Commercial Service Airports On-Airport Employment	44,706	82,901	127,628
General Aviation Airports On-Airport Employment	4,928	10,510	15,438
Total On-Airport Employment	49,655	93,411	143,066
Source: Wilbur Smith Associates and RIMS II multipliers, April 2008			



Induced impacts are those jobs that are created by multiplier effects stemming from direct jobs associated with tenants and businesses at Colorado’s airports. For example, an employee of a fuel distributor may owe a portion of his job to an airport since the distributor sells fuel to the airport’s FBO. As a result of on-airport tenant activity, additional induced employment is created. Induced impacts associated with the day-to-day operation of Colorado’s airports add 93,411 positions to the economy. When direct and induced employment is considered, Colorado’s airport tenants contributed more than 143,000 jobs to Colorado’s employment base. Of this total, 127,628 jobs are associated with the commercial service airports and 15,438 jobs are associated with the general aviation airports.

Employment from Commercial Service Visitor Spending

Visitors arriving via commercial airlines spend money, thereby supporting additional employment. **Table 3** identifies the number of employees in Colorado whose jobs are supported by the spending of visitors arriving on commercial airlines via Colorado’s 14 airports with commercial service.

**Table 3
 Colorado Employment from Commercial Service Visitor Spending**

	Indirect Employment	Induced Employment	Total Employment
Commercial Service Visitor Employment	101,113	83,545	184,658
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

As previously discussed, it is possible to calculate visitor spending, and subsequently, the number of jobs supported by visitors. Indirect jobs supported by visitor spending are attributed to a variety of sectors; however, most of the jobs are concentrated in the hotel/motel, restaurant, recreational and entertainment, and retail sectors.

There are 101,113 indirect jobs supported by commercial service visitor spending. Induced impacts include those jobs that exist due to the multiplier effect. Induced impacts result in 83,545 additional positions supported by the spending of commercial service visitors. When indirect and induced visitor-related employment impacts are combined, approximately 184,658 jobs are supported by spending from visitors to Colorado who arrive via the commercial airlines.

Employment from General Aviation Visitor Spending

Similar to visitors using commercial airline service, intra-state and inter-state visitors using general aviation aircraft typically spend money while visiting, thereby helping to support additional employment. **Table 4** identifies the number of Colorado jobs supported by spending from visitors using general aviation aircraft to travel to the State.

**Table 4
 Colorado Employment from General Aviation Visitor Spending**

	Indirect Employment	Induced Employment	Total Employment
Commercial Service Airport General Aviation Visitor Employment	3,554	2,296	5,850
General Aviation Airport General Aviation Visitor Employment	4,378	2,834	7,212
Total General Aviation Visitor Employment	7,932	5,130	13,062
Source: Wilbur Smith Associates and RIMS II multipliers, April 2008			



As previously discussed, it is possible to calculate annual general aviation spending; and subsequently, the number of jobs supported by this spending. Indirect jobs associated with general aviation visitor spending are attributed to a variety of sectors; however, most of these jobs are concentrated in the hotel/motel, restaurant, recreational and entertainment, and retail sectors. As a result of general aviation visitor expenditures in Colorado, there are 7,932 indirect jobs supported in Colorado.

Induced employment includes those jobs that exist due to continued circulation (multiplier impact) of general aviation visitor expenditures. Induced impacts result in 5,130 additional jobs. When indirect and induced general aviation visitor-related employment impacts are combined, 13,062 jobs are supported by the spending of visitors using general aviation aircraft in Colorado.

Total Employment

Table 5 identifies the total number of jobs supported by activities at study airports. As a result of on-airport activities and spending by visitors using the study airports, there are 158,700 direct and indirect jobs. The multiplier effect (induced impact) adds 182,086 additional jobs. In total, 340,786 jobs are supported in Colorado by aviation-related operators, businesses, and visitors to the study airports.

**Table 5
 Colorado Total Airport Employment**

	Total Direct and Indirect Employment	Total Induced Employment	Total Employment
Commercial Service Airport Employment	149,394	168,742	318,136
General Aviation Airport Employment	9,306	13,344	22,650
Total Employment	158,700	182,086	340,786
Source: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Payroll Impacts

Employment linked to study airports results in a significant annual payroll benefit to Colorado. Payroll impacts relate to the previously identified employment benefits associated with on-airport businesses and their activities, commercial service visitors, and general aviation visitors.

Payroll from On-Airport Activity

Table 6 identifies annual payroll benefits associated with on-airport activity at each of the study airports.



Table 6
Colorado On-Airport Activity Payroll

	Direct Payroll	Induced Payroll	Total Payroll
Commercial Service Airports On-Airport Payroll	\$ 2,086,020,100	\$ 3,240,806,000	\$ 5,326,826,100
General Aviation Airports On-Airport Payroll	\$ 210,613,800	\$ 331,046,800	\$ 541,660,600
Total On-Airport Payroll	\$ 2,296,633,900	\$ 3,571,852,800	\$ 5,868,486,700
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

As previously noted, this payroll includes on-airport businesses. Payroll supported by airport construction projects, and on-airport payroll from military units, as applicable is also included.

This study shows, direct annual payroll impacts are nearly \$2.3 billion. This direct payroll impact ripples throughout the Colorado economy, creating induced payroll impacts that can be measured through the use of the RIMS II model. The induced annual payroll impact related to on-airport tenants and businesses at the study airports, estimated through the multipliers, is almost \$3.6 billion. Total payroll impacts produced by airports, which include direct and induced annual payroll, are nearly \$5.9 billion annually.

Payroll from Commercial Service Visitor Spending

Table 7 identifies the annual payroll impact attributed to employees whose jobs are supported by spending by commercial service visitors using the study airports.

Table 7
Colorado Annual Payroll from Commercial Service Visitor Spending

	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Service Airport Visitor Payroll	\$ 2,305,361,200	\$ 2,624,008,300	\$ 4,929,369,500
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Indirect payroll consists of wages and benefits paid to employees working at restaurants, hotels/motels, retail businesses, and other service industries that are used by commercial service visitors. Indirect annual payroll attributable to spending by commercial service visitors is estimated at more than \$2.3 billion.

As employees in the service industries spend their payroll, the money continues to circulate in Colorado, generating additional employment and subsequent payroll. Annual induced payroll impacts associated with commercial service visitor-supported employment are estimated at more than \$2.6 billion. When indirect and induced annual payroll impacts stemming from commercial service visitor spending in Colorado are combined, a total annual payroll impact in excess of \$4.9 billion is produced.

Payroll from General Aviation Visitor Spending

Table 8 identifies the payroll impacts attributed to spending by visitors using general aviation to reach Colorado.



Table 8
Colorado Annual Payroll from General Aviation Visitor Spending

	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Service Airport Payroll	\$ 81,073,600	\$ 87,362,000	\$ 168,435,600
General Aviation Airport Payroll	\$ 99,922,000	\$ 107,672,600	\$ 207,594,600
Total General Aviation Visitor Payroll	\$ 180,995,600	\$ 195,034,600	\$ 376,030,200
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Indirect payroll includes salaries paid to employees working in visitor-related businesses and other service industries that are utilized by general aviation visitors. Indirect annual payroll attributable to spending by general aviation visitors is estimated at nearly \$181.0 million.

As employees in the visitor-related industries spend their payroll, this spending continues to circulate, generating additional employment and subsequent payroll. The induced annual payroll impact associated with general aviation visitor spending is estimated at approximately \$195.0 million. When indirect and induced payroll impacts stemming from general aviation visitor spending are combined, a total payroll impact of more than \$376.0 million is produced.

Total Annual Payroll

The total benefit of combined airport businesses/tenants, on-airport activities, commercial service visitor, and general aviation visitor-related payroll in Colorado is identified in **Table 9**. The collective direct and indirect annual payroll impact supported by the study airports is \$4.8 billion. With \$6.4 billion in induced annual payroll benefits, almost \$11.2 billion in total annual payroll is realized in Colorado as a result of visitor spending and on-airport activity associated with the study airports.

Table 9
Colorado Airports Total Annual Payroll

	Total Direct and Indirect Payroll	Total Induced Payroll	Total Payroll
Commercial Service Airport Payroll	\$ 4,472,454,900	\$ 5,952,176,300	\$ 10,424,631,200
General Aviation Airport Payroll	\$ 310,535,800	\$ 438,719,400	\$ 749,255,200
Total Payroll	\$ 4,782,990,700	\$ 6,390,895,700	\$ 11,173,886,400
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Output Impacts

Output or economic activity is defined as annual gross sales and average annual capital expenditures for on-airport businesses and activities. The exceptions are organizations such as corporate flight departments and government agencies that do not generate revenue and airlines located on the airports. Output for these types of entities is defined as the sum of annual capital expenditures, payroll, and operating expenses. Output related to commercial service and general aviation visitors is defined as expenditures made during their visits. Annual economic output benefiting Colorado's economy is discussed in this section.



Output from On-Airport Activity and Businesses

Table 10 identifies direct, induced, and total annual output for all on-airport activities. As aviation-related businesses and government entities located on each study airport spend money, these expenditures ripple through Colorado’s economy. For example, if an airport were to improve or expand its terminal to provide additional services, money would be spent on construction materials, labor, and other services.

**Table 10
 Colorado On-Airport Activity Output**

	Direct Output	Induced Output	Total Output
Commercial Service Airports On-Airport Output	\$ 5,958,679,100	\$ 7,950,406,400	\$ 13,909,085,500
General Aviation Airports On-Airport Output	\$ 580,606,200	\$ 777,489,100	\$ 1,358,095,300
Total On-Airport Output	\$ 6,539,285,300	\$ 8,727,895,500	\$ 15,267,180,800
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Total direct annual output from on-airport businesses and activities is estimated at more than \$6.5 billion. Induced airport related output or spending impacts are estimated using RIMS II multipliers. Using the RIMS II model, induced annual output is estimated at \$8.7 billion. When direct and induced impacts are combined, the total annual output for the study airports attributed to the airports is nearly \$15.3 billion.

Output from Commercial Service Visitor Spending

Table 11 identifies the output attributed to commercial visitor spending.

**Table 11
 Colorado Output from Commercial Service Visitor Spending**

	Indirect Output	Induced Output	Total Output
Commercial Service Airports Visitor Output	\$ 7,410,209,600	\$ 8,523,593,800	\$ 15,933,803,400
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Indirect output is comparable to total annual visitor expenditures. Indirect output from commercial service visitor spending is estimated at more than \$7.4 billion. As the service industries re-spend this output, the spending continues to circulate resulting in induced impacts. Induced annual impacts related to commercial service visitor output or spending are estimated at more than \$8.5 billion. In total, the combined annual output from commercial service visitor spending is more than \$15.9 billion.

Output from General Aviation Visitor Spending

Table 12 identifies the output attributed to general aviation visitors using airports in Colorado. Indirect annual output is comparable to all general aviation visitor expenditures at these airports. Total indirect annual output from general aviation visitor spending is estimated at nearly \$436.9 million.



Table 12
Colorado Output from General Aviation Visitor Spending

	Indirect Output	Induced Output	Total Output
Commercial Service Airport Output	\$ 195,692,300	\$ 253,722,900	\$ 449,415,200
General Aviation Airport Output	\$ 241,188,500	\$ 312,711,000	\$ 553,899,500
Total General Aviation Visitor Output	\$ 436,880,800	\$ 566,433,900	\$ 1,003,314,700
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

As the service industries re-spend indirect output, money continues to circulate, resulting in induced impacts. The induced impacts related to general aviation visitor output are estimated at more than \$566.4 million each year. The total annual output from spending by visitors arriving via general aviation visitors at Colorado’s airports exceeds \$1.0 billion.

Total Annual Output

The total combined annual output related to on-airport businesses/activities and commercial service and general aviation visitor spending is presented in **Table 13**. Direct and indirect annual output measures nearly \$14.4 billion. Induced output impacts are estimated at more than \$17.8 billion annually. Combined direct, indirect, and induced output from airport activities, visitors, and the multiplier effect produce a total annual output estimate in excess of \$32.2 billion for Colorado’s economy which comprises 14.0 percent of Colorado’s estimated gross domestic product of \$230 billion.

Table 13
Colorado Airports Total Annual Output

	Total Direct and Indirect Output	Total Induced Output	Total Output
Commercial Service Airport Output	\$ 13,564,581,000	\$ 16,727,723,100	\$ 30,292,304,100
General Aviation Airport Output	\$ 821,794,700	\$ 1,090,200,100	\$ 1,911,994,800
Total Output	\$ 14,386,375,700	\$ 17,817,923,200	\$ 32,204,298,900
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

THE ECONOMIC IMPACT OF DENVER INTERNATIONAL AIRPORT

Denver International Airport is one of the busiest airports in the world, ranking 5th among U.S. airports in terms of passengers served and 10th out of the world’s airports. This makes it one of the biggest economic engines in Colorado. The airport plays key role in attracting businesses to the greater Denver area and acts as a vital link for Colorado’s tourism industry. The city is a frequent site for major conventions and trade shows, thanks in part to the connectivity provided by the airport.

The airport operates six runways, all of which are at least 12,000 feet in length. The longest runway is 16,000 feet; this runway length allows large jet aircraft to maximize both fuel and payload when departing. Denver International is the primary point of entry for visitors traveling to Colorado, with airline service from 19 domestic and international scheduled commercial air carriers and two charter airlines. Denver International also serves a hub for United Airlines and Frontier Airlines, which has its corporate headquarters in Denver. The air carriers operating out of Denver International are:



- Air Canada
- AirTran Airways
- Alaska Airlines
- American Airlines
- British Airways
- Champion Air (charter)
- Continental Airlines
- Delta Air Lines
- Frontier Airlines
- Great Lakes Airlines
- Horizon Air
- jetBlue Airways
- Lufthansa
- Mesa Airlines
- Mexicana Airlines
- Midwest Airlines
- Northwest Airlines
- Southwest Airlines
- Sun Country Airlines (charter)
- United Airlines
- US Airways

Source: www.flydenver.com, April 2008

These airlines provide flights to more than 130 international and domestic destinations. The economic impact of Denver International Airport is significant, to Colorado, the Regional, and to U.S. economy. The economic benefits of Denver International Airport are detailed in the following section.

Denver International Airport's Direct Impacts

Denver International Airport is home to more than 180 tenants, including airlines, private businesses, and government organizations. The impact of these tenants is shown in **Table 14**, with tenants grouped into one of three categories – aviation, concession, and government. Aviation tenants include airlines, ground handling companies, and FBOs. Concession tenants include retail stores, food and beverage businesses, rental car companies, parking, and ground transportation companies. Government tenants include FAA organizations (such as air traffic control units), TSA, other federal and state government agencies, and airport management.



Table 14
Denver International Airport Direct Impacts

	Employment	Payroll	Output
Direct Impacts			
Aviation	16,037	\$963,985,700	\$2,995,743,700
Concession	7,608	\$116,320,500	\$813,915,900
Government	2,185	\$151,739,500	\$329,029,900
Construction	1,327	\$52,822,500	\$174,389,000
Direct Impacts	27,156	\$1,284,868,200	\$4,313,078,500
Induced Impacts			
Aviation	38,555	\$1,587,327,800	\$4,071,099,300
Concession	4,235	\$117,102,700	\$1,072,384,500
Government	4,128	\$233,056,700	\$409,310,100
Construction	2,018	\$68,609,100	\$232,812,700
Total Induced Impacts	48,936	\$2,006,096,300	\$5,785,606,600
Combined Impacts			
Aviation	54,592	\$2,551,313,500	\$7,066,843,000
Concession	11,843	\$233,423,200	\$1,886,300,400
Government	6,312	\$384,796,200	\$738,340,000
Construction	3,345	\$121,431,600	\$407,201,700
Total Direct Impacts	76,092	\$3,290,964,500	\$10,098,685,100
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Aviation tenants account for the largest impact at Denver International Airport. They support more than 16,000 jobs at the airport. Taking into consideration induced jobs, aviation tenants account for nearly 54,600 jobs in the Denver region. Those 54,600 aviation jobs produce a payroll of nearly \$2.6 billion and an annual output of approximately \$7.1 billion.

Concession and government tenants account for approximately 9,700 direct jobs at the airport. When induced (multiplier) impacts are included, the total employment impact reaches over 18,000 jobs for the government and concessions categories. Their combined payroll totals more than \$618 million, and their combined output exceeds \$2.6 billion annually.

A fourth category, construction, accounts for the direct economic impacts related to capital improvements that take place on the airport. These improvements are predominately the result of airport-related projects (such as airfield development or terminal, parking, roads, and support facility expansions). Construction impacts also include capital improvements undertaken by businesses and tenants on the airport. Construction-related projects support more than 1,300 direct jobs at the airport. The multiplier effect increases the total number of jobs at the airport to more than 3,300 jobs, with a payroll of more than \$121 million and annual output exceeding \$407 million.

The impact of all of Denver International's tenants and construction activity, including the induced (multiplier) effect, amounts to approximately 76,100 jobs, \$3.3 billion in payroll, and \$10.1 billion in annual output.



Denver International Airport's Indirect (Visitor) Impacts

Denver International Airport also contributes to the economy through the spending of visitors that arrive via the airport. These indirect impacts are summarized in **Table 15**. As expected, the impacts from visitors arriving via commercial airlines far exceed the impacts from visitors arriving via general aviation aircraft.

Spending by commercial service visitors supports approximately 77,400 jobs with a payroll of \$1.8 billion and annual output (spending) of nearly \$5.7 billion. The induced (multiplier) effect further increases these impacts, resulting in a combined total of more than 141,300 jobs with a payroll of almost \$3.8 billion and an annual output of approximately \$12.2 billion.

Table 15
Denver International Airport Indirect Impacts

	Employment	Payroll	Output
Indirect Impacts			
Commercial Service Visitors	77,392	\$1,764,527,800	\$5,671,788,400
General Aviation Visitors	18	\$399,800	\$964,900
Indirect Impacts	77,409	\$1,764,927,600	\$5,672,753,300
Induced Impacts			
Commercial Service Visitors	63,946	\$2,008,420,900	\$6,523,974,600
General Aviation Visitors	11	\$430,700	\$1,251,100
Total Induced Impacts	63,958	\$2,008,851,600	\$6,525,225,700
Combined Impacts			
Commercial Service Visitors	141,338	\$3,772,948,700	\$12,195,763,000
General Aviation Visitors	29	\$830,500	\$2,216,000
Total Indirect Impacts	141,367	\$3,773,779,200	\$12,197,979,000
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

General aviation visitors comprise only a small segment of the total visitors using Denver International Airport and contribute a corresponding portion of this airport's economic impacts. Including multiplier effects, general aviation visitors added 29 jobs, \$830,000 in payroll, and \$2.2 million in output.

When direct (on-airport tenant and CIP activity) and indirect (visitor activity) impacts are combined, as shown in **Table 16**, including induced impacts, or multiplier effect, Denver International Airport supports 217,459 jobs, a payroll of nearly \$7.1 billion, and approximately \$22.3 billion in annual economic output.

Table 16
Denver International Airport Economic Impacts

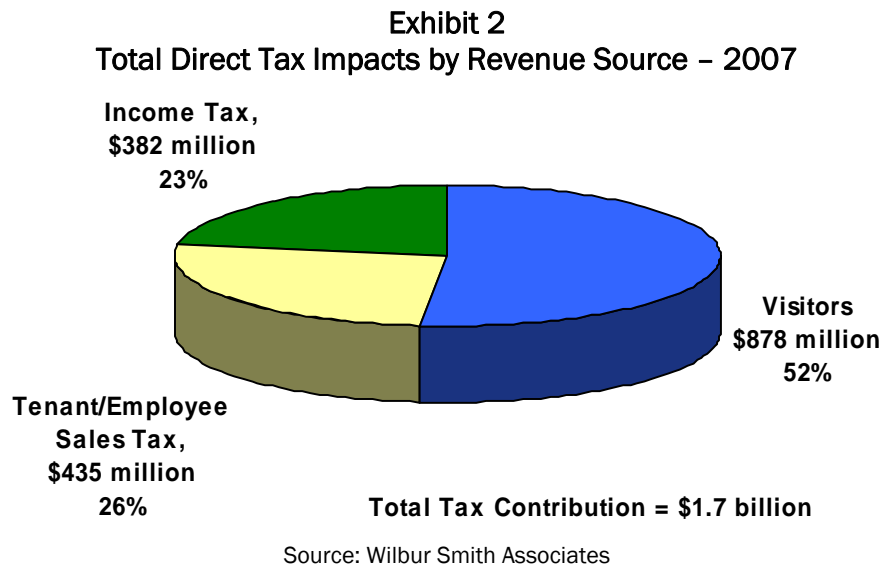
	Employment	Payroll	Output
Economic Impacts			
Direct and Indirect Impacts	104,565	\$3,049,795,800	\$9,985,831,800
Induced Impacts	112,894	\$4,014,947,900	\$12,310,832,300
Total Impacts	217,459	\$7,064,743,700	\$22,296,664,100
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			



TAX AND REVENUE ANALYSIS

The State of Colorado benefits from tax revenues derived directly from airport activity. This chapter examines direct tax revenue impacts¹ from airport activity; this analysis does not take into account tax revenue impacts of aviation and aerospace businesses beyond the fence of the 74 study airports.

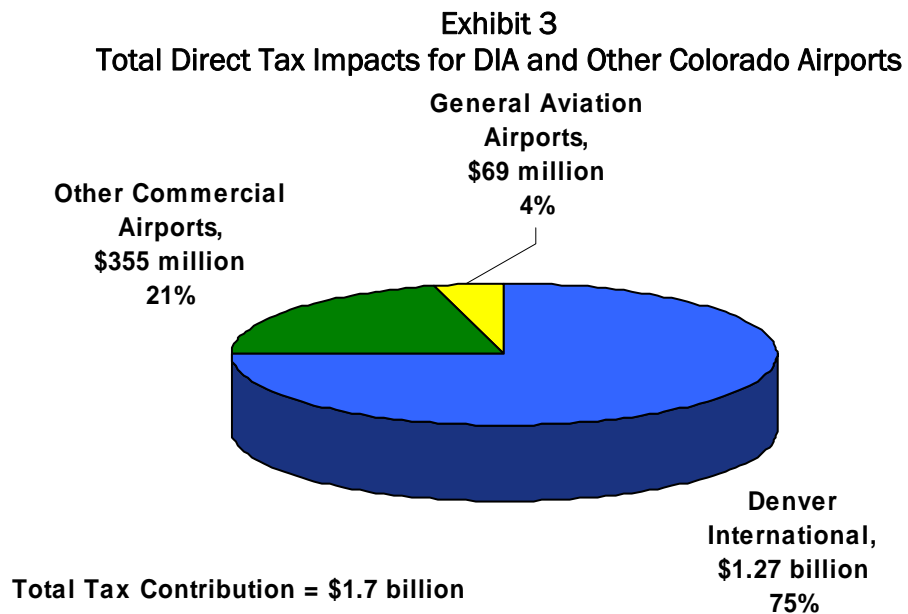
In 2007², Colorado's airports contributed almost \$1.7 billion to the tax base. More than half of these revenues came from visitors who arrived by air and paid lodging taxes at hotels, sales tax on retail purchases, and rental car taxes. Airport tenants were the second largest generators of tax revenue through fuel sales and other commerce that is subject to sales or excise tax. Finally, jobs tied to the airports generated a large amount of State and Federal income tax, \$382 million in 2007. **Exhibit 2** shows the relative distribution of tax revenues by group.



Another way to view tax revenues generated by Colorado's airports is to look at the contributions of tax revenue among airports. **Exhibit 3** presents a different view of tax generation. This graph shows Denver International Airport as generating \$1.27 billion in tax revenues; other commercial service airports generating \$355 million; and general aviation airports generating \$69 million in tax revenues each year.

¹ Direct tax impacts is the first round of impacts. No multiplier effect was applied. Total direct and indirect tax revenues attributable to all aviation/aerospace activity in the State would be much higher.

² Companies reported tax information based on the most recent 12 months. The year 2007 refers to all companies most recent 12 month fiscal year.



Source: Wilbur Smith Associates

The tax structure within Colorado is somewhat complex and involves consideration of what activities are taxed and who collects and disburses the tax. The State of Colorado is a relatively low tax state when it comes to aviation. There is no property tax on aircraft and there are no registration fees on aircraft. Commercial airlines are exempt from excise tax on jet fuel. Sales tax at the State level is low in comparison to other states; but roughly equivalent when the local sales tax component is added in.

To estimate the taxes that directly flow from airport activity, **Exhibit 4** shows the various taxes that were considered as part of the economic impact of Colorado's airports.

Exhibit 4
Types of Aviation Tax Contributions

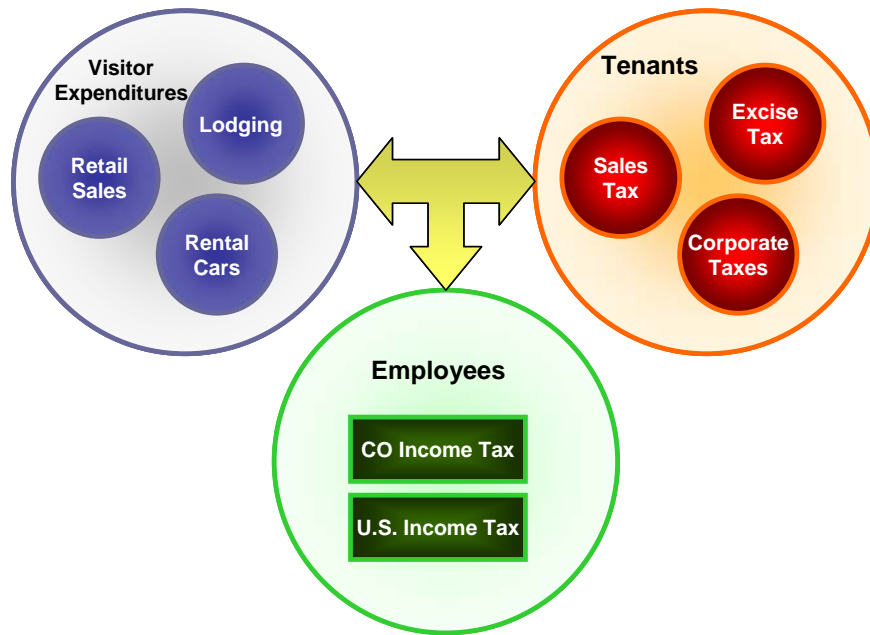


Table 17 provides a more detailed summary of the tax impacts associated with specific activities at Colorado's commercial service and general aviation airports. Because Denver International's impact is far greater than other airports, it is shown separately. Visitor tax revenues are the largest contributor to the tax base, followed by a substantial contribution of tax revenue generated by on-airport businesses both at commercial service and general aviation airports.

The remainder of this section presents an overview of the structure of aviation taxes in Colorado. Information in **Appendix C** compares Colorado's tax structure to that in neighboring states. In addition, this section presents tax revenues generated directly at each airport in the State. These estimates are broken out by airport and by type of tax as follows:

- Taxes from visitor expenditures.
- Sales taxes with special focus on the collection and disbursement of aviation fuel taxes.
- Income taxes associated with employees that work for an airport, airlines or other on-airport tenants (e.g. restaurants, rental cars, fixed based operators (FBOs), maintenance shops, etc.).
- Income taxes associated with jobs that directly support visitors arriving at general aviation or commercial airports.



Table 17
Summary of Colorado Tax Revenues Generated by Airport Activity

Tax Revenues Derived From:	Type of Tax	Activity Generated at Airports			Total	Percent of Total
		Denver International	Other Commercial	General Aviation		
General Aviation Visitors	Lodging, Rental Car, Retail Sales	\$110,300	\$15,223,400	\$16,738,100	\$32,071,800	1.9%
Commercial Air Visitor	Lodging, Rental Car, Retail Sales	\$694,898,700	\$150,981,500	na	\$845,880,200	49.9%
Airport Tenant Commerce	Sales and Excise Tax	\$312,416,700	\$63,327,700	\$25,940,900	\$401,685,300	23.7%
Tenant Employee Purchases	Sales Tax	\$6,948,000	\$4,302,100	\$1,102,900	\$12,353,000	0.7%
GA Visitor Supported Employee Purchases	Sales Tax	\$3,400	\$677,300	\$838,500	\$1,519,200	0.1%
CS Visitor Supported Employee Purchases	Sales Tax	\$14,820,600	\$4,542,600	na	\$19,363,200	1.1%
Tenant Income Tax					\$0	0.0%
State	Colorado Income Tax	\$30,420,200	\$18,482,900	\$4,462,300	\$53,365,400	3.1%
Federal	Federal Income Tax	\$92,784,400	\$56,303,300	\$13,570,500	\$162,658,200	9.6%
GA Visitor Supported Employee Income Tax					\$0	0.0%
State	Colorado Income Tax	\$6,800	\$1,381,600	\$1,710,700	\$3,099,100	0.2%
Federal	Federal Income Tax	\$19,900	\$4,007,800	\$4,964,000	\$8,991,700	0.5%
CS Visitor Supported Employee Income Tax					\$0	0.0%
State	Colorado Income Tax	\$30,214,500	\$9,261,000	na	\$39,475,500	2.3%
Federal	Federal Income Tax	\$87,661,300	\$26,868,500	na	\$114,529,800	6.8%
Totals		\$1,270,304,800	\$355,359,700	\$69,327,900	\$1,694,992,400	100.0%
Percent of Total Tax Revenues		74.9%	21.0%	4.1%	100.0%	

Source: Wilbur Smith Associates



Special Colorado Tax Highlights

To set the context for the tax analysis there are several features of Colorado tax structure and tax policy that influence the amount of tax revenues collected and how it is collected.

Home Rule Cities – Sales and Use Tax

Colorado is known as a “home rule” state in that it has a number of cities which have enacted a “home rule” charter. Under home rule, these jurisdictions have elected to administer their own local sales and use taxes. This is referred to as “self-collected” or “self-administered”. Self-administered jurisdictions have the right to establish their own regulations regarding those goods and services upon which to impose their local sales and use taxes.

In the case of home-rule cities, the State through the Colorado Department of Revenue, has no jurisdiction over local sales and use taxes imposed. Taxes collected in these areas must be remitted directly to the home-rule jurisdiction. The State sales tax is 2.9 percent. At the local level, total sales and use tax varies, as city and county taxes are added to the State sales tax. There may also be special use taxes approved by voters. For example, the City of Denver is a home rule city with a sales tax of 10.14 percent. The sales tax is built up by a county tax of 3.62 percent, a city tax of 3.62 percent, plus the State tax of 2.9 percent. At the other end of the spectrum, a number of non-home rule cities levy a 1 percent county sales tax plus the State tax of 2.9 percent, yielding a total sales tax of 3.9 percent.

Special Use Districts

Most of the Denver Metropolitan Area lies within a special tax district. It is actually three separate tax districts with almost identical boundaries known as the Regional Transportation District (RTD), Scientific and Cultural Facilities District (CD), and Metropolitan Football Stadium District (FD). Revenues from the RTD tax help finance the Denver metro area public transportation system. Proceeds for the CD tax are distributed to counties within the district for arts and cultural programs, and the FD tax revenues help finance Denver’s football stadium. It is important to note that the taxes levied by Special Use Districts are added to the sales and use tax rates; and in the case of the City of Denver, account for a higher combined sales tax of 10.14 percent.

Lodging Taxes

Lodging taxes are used by counties and cities throughout Colorado and are typically charged as a percent of the cost of guest accommodations, although some towns have other methods of assessing lodging fees, such as a flat fee per night. Lodging taxes are often used in areas that are destinations for tourist or business travel. The philosophy behind a lodging tax is that the tax helps to offset the cost of services provided to visitors versus residents and thus balances the tax burden more evenly across users. Lodging tax rates and revenue generated is highly variable throughout the State. In 2004, Denver collected \$28 million in lodging tax through a 9.75 percent rate on accommodations. Most municipal lodging taxes average approximately 3.36 percent.³

3 Colorado State University Cooperative Extension, Department of Agricultural and Resource Economics, EDR 06-05, May 2006.



Colorado's Legislature Influences Aviation Tax Receipts and Disbursements

Over the past 20 years, Colorado's legislature has played an important role to secure funding for aviation related activities across the State. Legislation was passed in 1991 that allows for aviation fuel tax revenue to be used for "aviation purposes" only. In June, 2003, Colorado Senate Bill 49 was passed to continuously appropriate aviation fuel tax dollars into the Colorado Aviation Fund, replacing the need for annual appropriations.

While 65 percent of the sales tax receipts from jet fuel sales go back to the airports where they were collected, the majority of the other 35 percent of the tax revenues fund capital improvement projects at public airports in Colorado through the Colorado Discretionary Aviation Grant Program (CDAG). A fraction of these funds are used for Aeronautics administrative expenses. Major CDAG funding activities for the past five years have included:

- Federal matching funds where the State participated by providing the local match for projects funded by the FAA's Airport Improvement Program (AIP)
- Safety and security needs
- Weather and navigation equipment
- General facility enhancement projects
- Pavement maintenance
- Pavement rehabilitation

Today, jet fuel sales tax receipts are a significant funding source in Colorado for airport maintenance and improvement programs. **Exhibit 5** shows the flow of sales tax receipts on jet fuel. In 2007, a total of \$27.9 million was collected on jet fuel sales and deposited in the General Fund. Of this total, \$18.1 million went back to the airports where the fuel was pumped; \$9.8 million went toward CDOT Discretionary Aviation Grants.

Excise tax on fuel also is a source of revenue for airports and to a lesser degree for the CDAG program. The Colorado Department of Transportation (CDOT) collects an excise tax of four cents per gallon on non-commercial jet fuel and six cents per gallon on avgas fuel sold. Excise tax on jet fuel is 100 percent returned to the airports where the fuel is pumped. Two-thirds of the excise tax on avgas is returned to the airports and one third goes to the CDAG grant program and administrative expenses. Avgas excise tax receipts are much smaller than jet fuel excise tax receipts. In 2007, CDOT collected \$1.6 million jet fuel excise tax and \$295,000 for avgas.⁴ **Exhibit 6** shows the disbursement of 2007 excise tax. Appendix C compares Colorado's aviation related taxes with surrounding states.

Recent Legislative Initiatives

In 2008, exemption of the 2.9 percent sales tax for aircraft sold for private use in Colorado, also known locally as the "Fly Away Tax", is under consideration by the Legislature. The "Fly Away Tax" is not imposed in most other states. A bid to exempt sales of new aircraft from State sales taxes, in hopes of increasing sales and luring aircraft manufacturers to Colorado, is among the economic development packages under consideration by the Legislature in 2008.

⁴ A fuller discussion of fuel tax receipts and disbursements is presented in section 5.4.2

Exhibit 5
 Sales Tax on Jet Fuel – 2007 Receipts and Disbursements

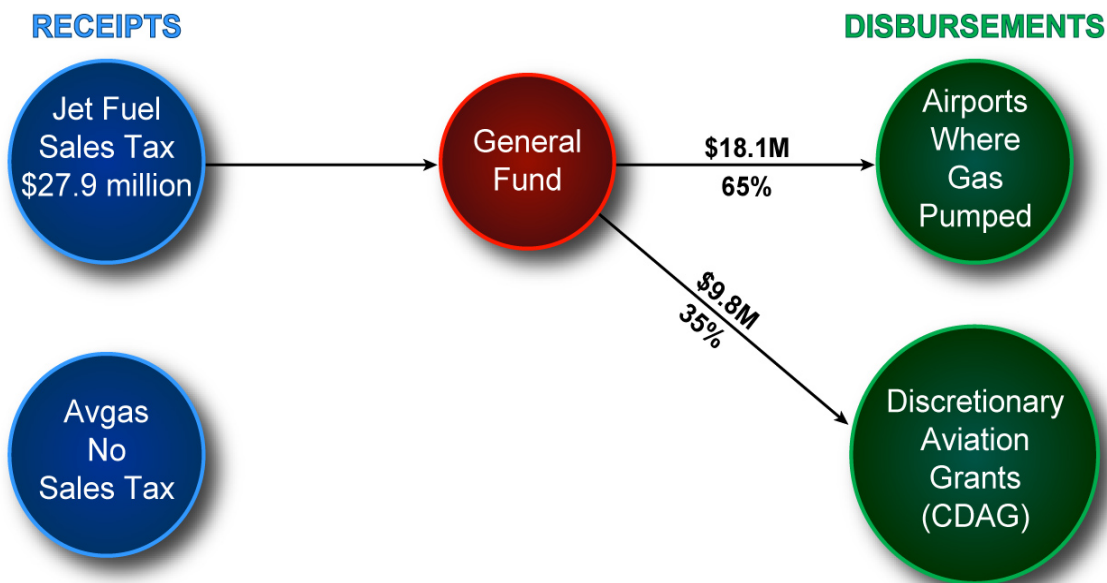
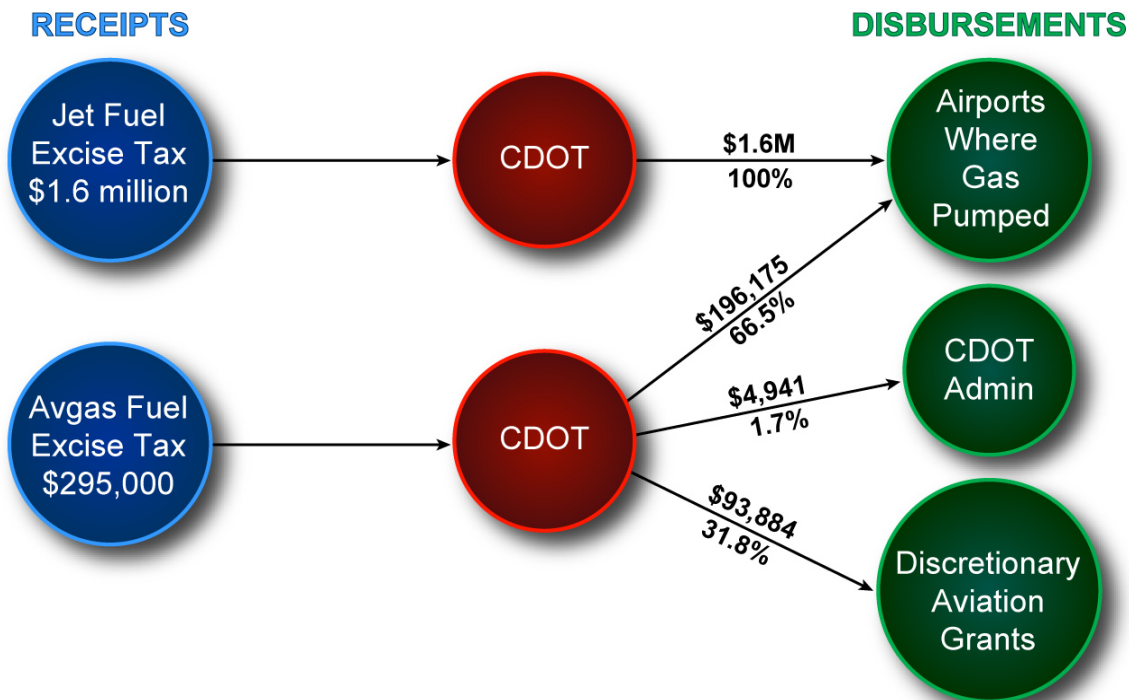


Exhibit 6
 Excise Tax on Jet Fuel – 2007 Receipts and Disbursements



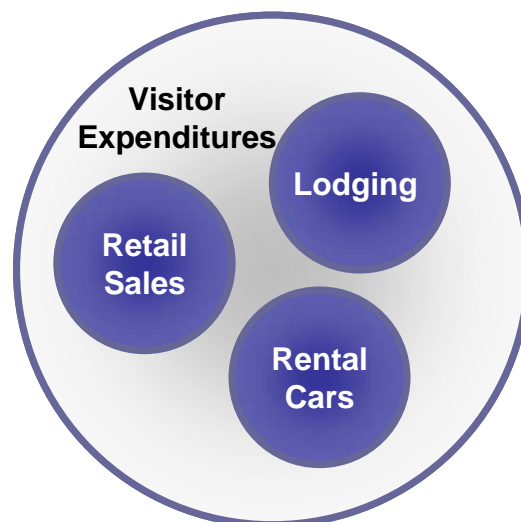
Aviation-Related Tax Collection in Colorado

Aviation activity in Colorado generates tax revenues from both the provision of aviation products and services, as well as from state income taxes that arise from the economic impacts associated with direct, indirect, and induced impacts. These impacts were discussed earlier in the report. The tax analysis prepared for the economic impact study considers the direct and indirect contributions to the tax base. The induced or multiplier effects were not added. Consequently estimates of tax revenues are likely to underestimate the full contribution of airport activity to Colorado's tax base.

Taxes Generated by Visitor Expenditures

Air passengers using Colorado airports contribute the largest tax revenues of any aviation activity. **Exhibit 7** reviews the three largest visitor expenditures that result in tax receipts to the State: lodging, retail sales, and rental cars. In 2007, both general aviation and commercial service visitors contributed \$878 million in tax revenues and accounted for more than half of the tax receipts attributable to airport activity. Taxes generated by visitor expenditures were separated out by airport and by type of aviation activity. Taxes collected as a result of general aviation visitor expenditures and commercial airline visitor expenditures from travelers arriving in Colorado by air are shown in **Appendix D**. The following airports generated the highest general aviation visitor expenditures: Aspen, Eagle, Centennial, Durango and Rocky Mountain Metropolitan Airport. For commercial service airports, after Denver International, Aspen, Colorado Springs, and Eagle have the largest visitor expenditures. Visitor expenditures and their related tax contributions underscore the importance of tourism and business travel to Colorado.

Exhibit 7
Major Visitor Expenditures Sectors



Source: KRAMER aerotek, inc.

Collection and Disbursement of Aviation Fuel Taxes

Aviation fuel taxes include both a sales tax and an excise tax. Because both of these taxes are placed into dedicated funds, tax revenues directly associated with airport activity is easier to track. To facilitate the proper collection and disbursement of aviation fuel taxes, Colorado law requires the electronic reporting of all motor and aviation fuel transactions by Colorado licensed fuel distributors,



blenders, exporters, importers, and suppliers. Each month, using the Colorado Fuel Tracking Systems (COFTS), forms DR 7050 (Distributor Tax Return), DR 7055 (Distributor Schedule of Receipts Worksheet), and DR 7056 (Distributor Schedule of Disbursements Worksheet) must be completed and filed. This information is used to track all movements of motor fuel and determines the amount of state gasoline, special fuel, aviation gasoline, and aviation jet fuel excise taxes. Sales tax on avgas sold is reported when the retailer/distributor files their Colorado Retail Sales Tax Return (form DR 0100). Aviation Fuel Sales Tax Report (form DR 1510) identifies the airport where jet fuel was sold or used and the quantity (gallons) of jet fuel sold or used. Each month, the Department of Revenue compiles this information for CDOT, Division of Aeronautics. **Table 18** shows reported aviation fuel sales for 2002 through 2007, for avgas, and jet fuel, and total estimated aviation-related tax receipts for the same time period.

Table 18
Estimated Sales Tax Receipts from Aviation Fuel Sales

Aviation Fuel Sales (Gallons)	Avgas	Jet Fuel	Total
2002	6,156,016	375,854,427	382,010,443
2003	5,330,818	403,029,669	408,360,487
2004	5,428,601	559,135,059	564,563,660
2005	4,824,086	591,161,287	595,985,373
2006	5,571,781	592,380,134	597,951,915
2007	5,041,413	731,869,581	736,910,994
Average Price per Gallon			
2002	n/a	\$1.41	
2003	n/a	\$0.96	
2004	n/a	\$1.17	
2005	n/a	\$1.99	
2006	n/a	\$2.20	
2007	n/a	\$2.38	
Estimated Fuel Sales			
2002	n/a	\$529,954,742	
2003	n/a	\$386,908,482	
2004	n/a	\$654,188,019	
2005	n/a	\$1,176,410,961	
2006	n/a	\$1,303,236,295	
2007	n/a	\$1,741,849,603	
Fuel Tax Receipts			
2002	\$360,164	\$10,088,839	\$10,449,003
2003	\$311,885	\$12,477,773	\$12,789,658
2004	\$318,776	\$16,978,751	\$17,297,527
2005	\$282,238	\$23,995,933	\$24,278,171
2006	\$325,983	\$27,036,245	\$27,362,228
2007	\$294,953	\$29,596,379	\$29,891,332
Note: all data is based on calendar year. Sources: CDOT Aeronautics Division, and DOR Fuel Tracking Report. Estimated Jet Fuel Sales = Jet Fuel Gallons * Avg. Price Per Gallon for Jet Fuel.			

As mentioned earlier, fuel tax receipts come from three sources: excise tax on avgas gallons sold, excise tax on jet fuel gallons sold, and sales tax on jet fuel sales receipts. Total aviation fuel tax receipts in Colorado have increased annually over the past five years from \$10.4 million in 2002 to



\$29.9 million in 2007 both because total gallons sold have increased and so has the price of fuel. This increased is reflected in Table 18.

Other Sales Tax Receipts from Aviation Activity

Aviation activity generates other sales tax activity where sales tax receipts are commingled in the State’s and home rule municipality general funds. This sales tax activity includes private aircraft sales (that are not exempted), purchases of products and parts at airport businesses, and purchases of retail items by airport employees who either work for airport tenants or who support visitor activity. Sales tax receipts for each of these groups are presented separately in Appendix D.

Income Tax Receipts

Colorado also levies an income tax on both individuals and corporations. State income tax collection in fiscal year 2007 was \$5.3 billion and represented about 52 percent of total taxes collected by the State. Individual income taxes represents roughly 90 percent (\$4.7 billion) of income tax revenue, corporate income tax, 10 percent.⁵

This section estimates individual income taxes generated from wages earned in association with activity at Colorado’s airports. This includes employment at airports and employment associated with visitor activity. Estimates of airport employment and wages at airports came directly from surveys conducted at each airport. Where no employment or payroll data was available, estimates were made from averages derived from survey data. The RIMS II model⁶ was used to estimated visitor employment and payroll.

Table 19 summarizes estimates of total income taxes paid by airport tenants and employees that are supporting visitors that arrive either at general aviation and commercial service airports. Denver International is shown separately as it generates 63 percent of income taxes paid. Other commercial service airports contribute 30 percent and general aviation airports 7 percent. Total State and Federal tax receipts are \$382 million. Appendix D shows income tax receipts estimated by airport.

Table 19
Summary of Estimated Income Taxes Generated by Airport Activity

	Airport Tenant Employee		GA Visitor Supported Employees		CS Visitor Supported Employees		Total	Percent
	Colorado Income Taxes	Federal Income Taxes	Colorado Income Taxes	Federal Income Taxes	Colorado Income Taxes	Federal Income Taxes		
Denver Int'l	\$30,420,200	\$92,784,400	\$6,800	\$19,900	\$30,214,500	\$87,661,300	\$241,107,100	63.1%
Other CS Airports	\$18,482,900	\$56,303,300	\$1,381,600	\$4,007,800	\$9,261,000	\$26,868,500	\$116,305,100	30.4%
GA Airports	\$4,462,300	\$13,570,500	\$1,710,700	\$4,964,000			\$24,707,500	6.5%
All Airports	\$53,365,400	\$162,658,200	\$3,099,100	\$8,991,700	\$39,475,500	\$114,529,800	\$382,119,700	100.0%
Percent	14.0%	42.6%	0.8%	2.4%	10.3%	30.0%	100.0%	

Source: Wilbur Smith Associates

⁵ Colorado Department of Revenue, Annual Report, Fiscal Year 2007.

⁶ Regional Input Output Multipliers are developed by the Bureau of Economic Analysis (BEA).



Tax Analysis Summary

The State of Colorado, its counties, and municipalities benefit from taxes levied on civil aviation activities. These benefits include taxes on visitor and tenant expenditures, aircraft, fuel sales, and income. The cost to maintain and improve Colorado's commercial and general aviation airports is shared by federal, state, local governments and by various private entities. Through the Airport and Airways Trust Fund, the Federal Aviation Administration (FAA) provides grants to public commercial and general aviation airports for eligible maintenance and development projects. In addition to leveraging funds for FAA federal grants, Colorado administers State grants through the Colorado Aeronautical Board of the Colorado Department of Transportation's Colorado Discretionary Aviation Grant Program (CDAG). CDAG funding has increased markedly since 2001 due largely to increased fuel purchases and fuel prices, with average funding increasing 11 percent per year.

Colorado is a relatively low tax state. Nevertheless, the total tax contribution directly flowing from airport activity exceeds \$1.7 billion. This does not include downstream multiplier effects so actual total contributions to the tax base are much larger. Activity at Denver International generates the largest contribution of \$1.27 billion, but other commercial service airports contribute an additional \$355 million. General aviation airports add \$69 million.

As noted, airport-related tax benefits shown in Appendix D are related to direct (airport and CIP) and indirect (visitor) impacts only. Tax benefits from induced or multiplier impacts were not included in this analysis. Further, tax benefits stemming from value-added airport dependent jobs discussed in the next section of this report were not included in this tax analysis. Appendix D summarizes total estimated tax receipts associated with individual airports.

VALUE ADDED BENEFITS FROM AVIATION DEPENDENT BUSINESSES

The economic impacts associated with aviation in Colorado extend beyond on-airport activities and commercial service and general aviation visitors. Many employees in Colorado, and the companies that provide their jobs, rely heavily on aviation. As a result, Colorado benefits from "value-added" impacts associated with air transportation supported at airports in Colorado. A separate survey was developed to gather data from employers to identify additional value-added employment and payroll benefits.

Methodology

A Non-Aviation Business Survey sought information from Colorado businesses on topics such as reliance on commercial airline service and air cargo. The survey also collected information on factors important to businesses when they consider expanding or relocating. Other survey questions asked businesses to provide information regarding reliance on general aviation aircraft and services. In addition, basic business data such as employment and payroll were collected.

Approximately 2,000 businesses in the State received surveys over a two month period in 2008. The survey sampled private sector industries in the State that have a high propensity to rely on aviation services. Business names and addresses for this survey were obtained from FAA flight records, airport management, and a business list vendor. The survey was distributed by mail and recipients were given the option to respond via mail or online. Further, in order to reach a broader base of employers throughout the State, a statewide press release was distributed through CDOT to various media outlets. All Colorado businesses were invited and encouraged to participate in the online survey.



While it is impossible to make exact estimates of all the additional benefits that businesses in Colorado derive from their use of the airports, it is possible to make some broad assumptions as to how the airports benefit private sector businesses in the State.

Business Location Factors

The survey confirmed that many businesses depend on the State's airports for the transport of employees, clients, and suppliers, as well as goods. Without access to commercial and general aviation airports, some companies would be forced to cut employment or possibly locate outside the State. The business survey contained specific questions regarding the importance of various factors considered when a business contemplates relocation or expansion. The top 13 factors that influence business location, ranked in the relative order of importance by Colorado businesses, are as follows:

1. Available trained workforce
2. Convenient highway access
3. **Commercial service airport**
4. Tax incentives
5. **General aviation airport**
6. Proximity of input suppliers
7. Academic or cultural centers
8. An urban business district
9. Universities and high-tech research and development centers
10. Availability of natural resources and raw materials
11. Historic location of business
12. Water transportation facilities
13. Rail facilities

Approximately 38 percent of all survey respondents indicated that a commercial service airport was "Very Important" to their decision on business location. An additional 34 percent of the respondents indicated the presence of a commercial service airport was "Important." In all, 72 percent of respondents indicated that a commercial service airport was important to their decision to locate in Colorado.

Business Reliance on Colorado's Airports

According to U.S. Department of Commerce, Bureau of Economic Analysis (BEA) data, there are over 1.93 million private (i.e. non-government) employees in the Colorado in the business sectors surveyed. Based on survey results, approximately 17 percent of the business activity in the sampled industrial sectors is linked to the availability of Colorado's airports.

In order to estimate the additional value-added benefit Colorado gains from the availability the State's airports, one can assume that approximately 17 percent of the 1.93 million private sector employees, or approximately 313,100 jobs, can attribute their employment to the airports and the efficiencies their employers gain from utilizing aviation services, aircraft, and commercial and general aviation airports in Colorado. These 313,100 jobs represent 13.6 percent of Colorado's entire workforce of 2.29 million public and private employees. These value added jobs are in addition to the 340,800 supported by the airports and by visitor spending. In all over 28 percent of all jobs were supported by the airport system.



In 2007, these jobs were paid approximately \$13.64 billion in payroll, or nearly 14 percent of Colorado's \$99.27 billion statewide payroll. This \$13.64 billion is in addition to the \$11.2 billion in payroll supported by the airports and visitor spending. Combined, approximately 25 percent of statewide income can be linked to the airport system. A breakout of non-aviation employment that is dependent on airports and aviation is presented at the county-level in **Appendix B**. A table showing Colorado's system airports by county is also presented in Appendix B.

Two additional points are noteworthy as they related to these value-added business impacts. First, the estimated 313,100 jobs and the \$13.64 billion in annual payroll associated with non-aviation businesses that depend on the airport system are in addition to the 340,800 jobs and the \$11.2 billion in annual payroll that is supported by airport activities, on-airport businesses, and visitor spending. Second, the value-added business benefits noted in this section do not include additional induced impacts associated with a multiplier or spin-off effect. If the value-added business benefits included induced impacts, the economic benefits noted in this section would be higher.

Overall findings of the business survey are as follows:

- Approximately 72 percent of the respondents indicated that they rely on commercial airline service and that commercial airline service is important to their routine business functions.
- The average employee in Colorado takes approximately 2.8 airline trips each year. This translates to over 5.5 million airline passenger trips each year from the surveyed industries.
- Approximately 53 percent of surveyed businesses use Colorado's general aviation airports to support their business activity. On average, these firms use the State's general aviation airports 58 times per year.
- Approximately 91 percent of the respondents indicated they use some form of air cargo and/or express package service on a regular basis. Twenty (20) percent of all businesses reported using these services for international shipments.
- Over 13 percent of the respondents classified their business in the manufacturing sector. Service industries accounted for approximately 62 percent of the responses.

The results of this survey effort indicate that airports in Colorado support an additional 313,100 non-aviation jobs across the State. These jobs have an associated statewide payroll of \$13.64 billion.

ECONOMIC IMPACT SUMMARY

The 74 airports considered in this analysis are a major catalyst for Colorado's economy. In 2008, the annual economic value of the airports was estimated at \$32.2 billion. This includes expenditures and activities associated with on-airport businesses and activities and spending by thousands of visitors using aviation to reach Colorado. This estimate includes induced impacts measured using study multiplier.

Table 20 provides a summary of economic impacts for the 74 Colorado airports analyzed in this study. As shown, the airports help to support a total of 340,786 jobs that have an annual payroll of nearly \$11.2 billion. The airports in Colorado account for a total of more than \$32.2 billion in total annual economic activity or output.



Table 20
Economic Impact Summary Table for Airports in Colorado

	Direct and Indirect Impacts	Induced Impacts	Total Impacts
Employment			
On-Airport Impacts	49,655	93,411	143,066
Commercial Service Visitor Impacts	101,113	83,545	184,658
General Aviation Visitor Impacts	7,932	5,130	13,062
Total Employment	158,700	182,086	340,786
Payroll			
On-Airport Impacts	\$ 2,296,633,900	\$ 3,571,852,800	\$ 5,868,486,700
Commercial Service Visitor Impacts	\$ 2,305,361,200	\$ 2,624,008,300	\$ 4,929,369,500
General Aviation Visitor Impacts	\$ 180,995,600	\$ 195,034,600	\$ 376,030,200
Total Payroll	\$ 4,782,990,700	\$ 6,390,895,700	\$ 11,173,886,400
Output			
On-Airport Impacts	\$ 6,539,285,300	\$ 8,727,895,500	\$ 15,267,180,800
Commercial Service Visitor Impacts	\$ 7,410,209,600	\$ 8,523,593,800	\$ 15,933,803,400
General Aviation Visitor Impacts	\$ 436,880,800	\$ 566,433,900	\$ 1,003,314,700
Total Output	\$ 14,386,375,700	\$ 17,817,923,200	\$ 32,204,298,900
Sources: Wilbur Smith Associates and RIMS II multipliers, April 2008			

Key study findings are as follows:

- More than 9.8 million visitors use the study airports to travel to Colorado, with the vast majority coming through Colorado’s commercial service airports.
- Of the 9.8 million visitors who arrived in Colorado via the study airports, nearly 1.8 million arrived on general aviation aircraft.
- 340,786 Colorado residents owe their jobs, directly or indirectly, to the study airports. These employees represent more than 14.8 percent of all the estimated 2.3 million jobs in Colorado⁷.
- The 340,786 jobs tied to the study airports have an estimated annual payroll of \$11.2 billion.
- The total economic impact identified in this analysis (\$32.2 billion) comprises 14.0 percent of Colorado’s estimated gross domestic product of \$230 billion⁸.

As this analysis has shown, the airports in Colorado are major economic catalysts for the State and for the communities they serve. In addition to economic benefits, airports provide communities with links to the national air transportation system, and they support many health, welfare, and safety services which improve the quality of life for all residents, businesses, and visitors.

⁷ US Bureau of Labor Statistics

⁸ US Bureau of Economic Analysis



Appendix A

This appendix contains tables detailing the economic impacts of each of the 74 Colorado airports analyzed in this study. Tables show impacts in terms of employment, payroll, and output for direct, indirect, induced, and total impacts.

The appendix also concludes with tables listing airports in descending order for total employment, payroll, and output.

In order to protect proprietary information of payroll and output, certain data has been excluded from publication in these tables. For airports with only a single business, and low levels of capital improvement investment by the airport proprietary payroll and output information were not published. Airports falling into this category include:

- Calhan Airport (Calhan)
- Crawford Airport (Crawford)
- Cuchara Valley Airport (La Veta)
- Eads Airport (Eads)
- Las Animas City and County Airport (Las Animas)
- North Fork Valley Airport (Paonia)
- Silver West Airport (Westcliffe)
- Springfield Municipal Airport (Springfield)
- Westwinds Airpark (Delta)

Direct on-airport payroll and output information for these nine airports is not shown in Tables A-7 and A-11.



Table A-1
 General Aviation Visitor Estimates

Associated City	Airport	Total GA Operations	Percent True Transient	Visitors per Arrival	Estimated GA Visitors	Average Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Commercial Service Airports							
Alamosa	Alamosa/San Luis Valley Regional	29,772	54%	4.75	38,183	\$261	\$9,965,700
Aspen	Aspen/Pitkin County	39,149	80%	4.75	74,383	\$259	\$19,265,200
Colorado Springs	Colorado Springs Municipal	115,323	80%	4.32	199,278	\$261	\$52,011,600
Cortez	Cortez/Montezuma	14,648	70%	4.75	24,352	\$261	\$6,356,000
Denver	Denver International	178,975	2%	4.32	9,278	\$104	\$964,900
Durango	Durango/La Plata County	37,200	60%	4.75	53,010	\$260	\$13,782,600
Eagle	Eagle County Regional	30,215	70%	4.75	50,232	\$259	\$13,010,200
Grand Junction	Grand Junction Regional	72,453	75%	4.75	129,057	\$261	\$33,683,900
Gunnison	Gunnison/Crested Butte Regional	9,380	85%	4.75	18,936	\$260	\$4,923,300
Hayden	Hayden/Yampa Valley Regional	12,382	66%	4.75	19,409	\$311	\$6,036,100
Loveland	Fort Collins/Loveland Municipal	106,500	30%	3.44	54,954	\$178	\$9,804,300
Montrose	Montrose Regional	12,341	60%	4.75	17,586	\$261	\$4,589,900
Pueblo	Pueblo Memorial	80,595	56%	3.44	77,629	\$162	\$12,575,900
Telluride	Telluride Regional	23,543	60%	4.75	33,549	\$260	\$8,722,700
Commercial Service Airports Total		762,476			799,836		\$195,692,300
General Aviation Airports							
Akron	Colorado Plains Regional	21,160	75%	2.00	15,870	\$178.41	\$2,831,367
Blanca	Blanca	1,750	1%	4.75	42	\$286.39	\$11,903
Boulder	Boulder Municipal	58,963	45%	3.00	39,800	\$287.56	\$11,444,895
Broomfield/Denver	Rocky Mountain Metropolitan	174,413	50%	4.32	188,366	\$261.62	\$49,280,323
Brush	Brush Municipal	1,124	5%	3.44	97	\$178.41	\$17,246
Buena Vista	Central Colorado Regional	4,142	41%	3.00	2,547	\$286.39	\$729,530
Burlington	Kit Carson County	7,713	65%	3.44	8,623	\$178.41	\$1,538,453
Calhan	Calhan	1,800	1%	4.32	39	\$287.56	\$11,180
Canon City	Fremont County	12,200	25%	3.44	5,246	\$178.41	\$935,939
Center	Leach	1,700	50%	2.00	850	\$20.00	\$17,000
Colorado Springs	Meadow Lake	41,100	19%	2.00	7,809	\$20.00	\$156,180
Craig	Craig/Moffat County	2,525	10%	4.75	600	\$286.39	\$171,745
Crawford	Crawford	5,060	10%	4.75	1,202	\$286.39	\$344,169
Creede	Mineral County Memorial	2,000	90%	4.75	4,275	\$286.39	\$1,224,317
Del Norte	Astronaut Rominger	1,200	20%	2.00	240	\$20.00	\$4,800
Delta	Blake Field	12,800	10%	4.75	3,040	\$286.39	\$870,626
Delta	Westwinds Airpark	1,700	75%	2.00	1,275	\$20.00	\$25,500
Durango	Animas Airpark	9,110	34%	3.00	4,646	\$286.39	\$1,330,597
Eads	Eads	2,520	25%	2.00	630	\$20.00	\$12,600
Ellicot	Colorado Springs East	8,760	1%	4.32	189	\$287.56	\$54,411
Englewood/Denver	Centennial	315,956	50%	4.32	341,232	\$261.62	\$89,273,241
Erie	Erie Municipal	73,660	5%	3.44	6,335	\$178.41	\$1,130,185
Evans	Easton/Valley View	2,892	2%	3.44	99	\$178.41	\$17,749



Table A-1 (cont.)
 General Aviation Visitor Estimates

Associated City	Airport	Total GA Operations	Percent True Transient	Visitors per Arrival	Estimated GA Visitors	Average Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Fort Morgan	Fort Morgan Municipal	8,134	25%	3.44	3,498	\$178.41	\$624,010
Ft. Lupon/Hudson	Platte Valley Airpark	4,000	70%	2.00	2,800	\$20.00	\$56,000
Glenwood Springs	Glenwood Springs Municipal	14,934	30%	4.75	10,640	\$286.39	\$3,047,326
Granby	Granby/Grand County	2,400	65%	4.75	3,705	\$286.39	\$1,061,075
Greeley	Greeley/Weld County	142,000	30%	3.44	73,272	\$178.41	\$13,072,458
Haxtun	Haxtun Municipal	250	90%	2.00	225	\$20.00	\$4,500
Holly	Holly	1,460	10%	2.00	146	\$20.00	\$2,920
Holyoke	Holyoke Municipal	6,480	25%	3.00	2,430	\$178.41	\$433,536
Julesburg	Julesburg Municipal	250	20%	3.44	86	\$178.41	\$15,343
Kremmling	Mc Elroy Field/Kremmling	3,827	60%	4.75	5,453	\$286.39	\$1,561,821
La Junta	La Junta Municipal	6,550	18%	3.44	2,028	\$178.41	\$361,794
La Veta	Cuchara Valley	384	90%	3.44	594	\$178.41	\$106,053
Lamar	Lamar Municipal	12,308	85%	3.44	17,994	\$178.41	\$3,210,362
Las Animas	Las Animas City and County	2,990	1%	3.44	51	\$178.41	\$9,175
Leadville	Lake County	8,000	75%	3.00	9,000	\$27.10	\$243,900
Limon	Limon Municipal	7,300	80%	3.44	10,045	\$20.00	\$200,896
Longmont	Vance Brand Municipal	99,980	30%	3.00	44,991	\$287.56	\$12,937,612
Mack	Mack Mesa	6,000	15%	2.00	900	\$20.00	\$18,000
Meeker	Meeker	8,050	90%	4.75	17,207	\$286.39	\$4,927,877
Monte Vista	Monte Vista Municipal	6,570	3%	4.75	468	\$286.39	\$134,063
Nucla	Hopkins Field	1,622	50%	2.00	811	\$286.39	\$232,262
Pagosa Springs	Stevens Field	16,100	85%	4.75	32,502	\$286.39	\$9,308,212
Paonia	North Fork Valley	4,000	20%	2.00	800	\$178.41	\$142,728
Rangely	Rangely	47,100	11%	2.00	5,181	\$286.39	\$1,483,787
Rifle	Garfield County Regional	7,047	65%	4.75	10,879	\$286.39	\$3,115,581
Saguache	Saguache Municipal	100	100%	2.00	100	\$20.00	\$2,000
Salida	Harriet Alexander	9,609	35%	2.00	3,363	\$286.39	\$963,173
Springfield	Springfield Municipal	2,560	1%	2.00	26	\$20.00	\$512
Steamboat Springs	Steamboat Springs	10,688	30%	4.75	7,615	\$286.39	\$2,180,917
Sterling	Sterling Municipal	5,226	49%	2.00	2,561	\$178.41	\$456,862
Trinidad	Perry Stokes	8,725	75%	3.44	11,255	\$178.41	\$2,008,049
Walden	Walden/Jackson County	1,000	90%	3.00	1,350	\$286.39	\$386,627
Walsenburg	Spanish Peaks	3,500	10%	3.44	602	\$178.41	\$107,403
Watkins/Denver	Front Range	94,275	25%	4.32	50,909	\$287.56	\$14,639,248
Westcliffe	Silver West	802	50%	3.44	690	\$178.41	\$123,053
Wray	Wray Municipal	14,600	60%	3.00	13,140	\$178.41	\$2,344,307
Yuma	Yuma Municipal	4,320	30%	2.00	1,296	\$178.41	\$231,219
General Aviation Airports Total		1,337,389			981,665		\$ 241,188,616
All Airports Total		2,099,865			1,781,501		\$ 436,880,939

Source: *The Economic Impact of Airports in Colorado*, December 2003, and FAA Form 5010, April 2008



**Table A-2
 Commercial Service Visitor Estimates**

Associated City	Airport	Enplaned Passengers	Percent Visitors	Commercial Service Visitors	Average Visitor Spending per Trip	Annual Commercial Service Visitor Expenditures (Output)
Alamosa	Alamosa/San Luis Valley Regional	7,194	50%	3,597	\$489	\$1,757,700
Aspen	Aspen/Pitkin County	206,409	75%	154,807	\$2,652	\$410,596,000
Colorado Springs	Colorado Springs Municipal	998,916	50%	499,458	\$731	\$365,163,700
Cortez	Cortez/Montezuma	9,355	50%	4,678	\$587	\$2,746,200
Denver	Denver International (see note)	13,909,057	49%	6,832,459	\$830	\$5,671,788,400
Durango	Durango/La Plata County	113,387	75%	85,040	\$1,935	\$164,555,400
Eagle	Eagle County Regional	218,105	75%	163,579	\$2,070	\$338,540,100
Grand Junction	Grand Junction Regional	158,236	50%	79,118	\$1,178	\$93,196,800
Gunnison	Gunnison/Crested Butte Regional	48,395	75%	36,296	\$1,553	\$56,372,700
Hayden	Hayden/Yampa Valley Regional	131,864	75%	98,898	\$1,542	\$152,454,700
Loveland	Fort Collins/Loveland Municipal	33,262	26%	8,800	\$731	\$6,433,900
Montrose	Montrose Regional	79,627	74%	58,924	\$1,906	\$112,320,600
Pueblo	Pueblo Memorial	3,745	50%	1,873	\$587	\$1,099,300
Telluride	Telluride Regional	33,199	87%	28,883	\$1,149	\$33,184,100
Total Commercial Visitor Spending		26,968,319		8,056,409		\$7,410,209,600

Source: Airport surveys, FAA TAF published December 2007, and Wilbur Smith Associates, April 2008

Note: Enplaned passenger number for Denver International represents only originating passengers (no connecting passengers are included). Denver International had 24,926,625 total enplaned passengers, this number includes both originations and connections.



Table A-3
On-Airport Employment, Including CIP Impacts

Associated City	Airport Name	Direct Employment	Induced Employment	Total Employment
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	58	117	175
Aspen	Aspen/Pitkin County	404	738	1,142
Colorado Springs	Colorado Springs Municipal	13,744	27,195	40,939
Cortez	Cortez/Montezuma	32	60	92
Denver	Denver International	27,156	48,936	76,092
Durango	Durango/La Plata County	264	408	672
Eagle	Eagle County Regional	625	1,017	1,642
Grand Junction	Grand Junction Regional	943	1,853	2,796
Gunnison	Gunnison/Crested Butte Regional	149	249	398
Hayden	Hayden/Yampa Valley Regional	377	566	943
Loveland	Fort Collins/Loveland Municipal	97	199	296
Montrose	Montrose Regional	371	575	946
Pueblo	Pueblo Memorial	374	756	1,130
Telluride	Telluride Regional	133	232	365
Commercial Service Airports Total		44,727	82,901	127,628
General Aviation Airports				
Akron	Colorado Plains Regional	25	55	80
Blanca	Blanca	1	2	3
Boulder	Boulder Municipal	116	271	387
Broomfield/Denver	Rocky Mountain Metropolitan	721	1,507	2,228
Brush	Brush Municipal	2	4	6
Buena Vista	Central Colorado Regional	14	26	40
Burlington	Kit Carson County	13	21	34
Calhan	Calhan	2	5	7
Canon City	Fremont County	19	42	61
Center	Leach	1	3	4
Colorado Springs	Meadow Lake	54	128	182
Craig	Craig/Moffat County	11	23	34
Crawford	Crawford	4	9	13
Creede	Mineral County Memorial	1	2	3
Del Norte	Astronaut Rominger	1	2	3
Delta	Blake Field	14	28	42
Delta	Westwinds Airpark	4	10	14
Durango	Animas Airpark	26	57	83
Eads	Eads	7	15	22
Ellicot	Colorado Springs East	1	3	4
Englewood/Denver	Centennial	2,438	5,379	7,817
Erie	Erie Municipal	39	87	126
Evans	Easton/Valley View	4	8	12



**Table A-3, (cont.)
 On-Airport Employment, Including CIP Impacts**

Associated City	Airport Name	Direct Employment	Induced Employment	Total Employment
Fort Morgan	Fort Morgan Municipal	3	6	9
Ft. Lupon/Hudson	Platte Valley Airpark	5	9	14
Glenwood Springs	Glenwood Springs Municipal	12	27	39
Granby	Granby/Grand County	6	10	16
Greeley	Greeley/Weld County	462	913	1,375
Haxtun	Haxtun Municipal	1	2	3
Holly	Holly	1	2	3
Holyoke	Holyoke Municipal	7	13	20
Julesburg	Julesburg Municipal	1	3	4
Kremmling	Mc Elroy Field/Kremmling	9	18	27
La Junta	La Junta Municipal	11	23	34
La Veta	Cuchara Valley	5	11	16
Lamar	Lamar Municipal	15	33	48
Las Animas	Las Animas City and County	3	7	10
Leadville	Lake County	3	6	9
Limon	Limon Municipal	4	7	11
Longmont	Vance Brand Municipal	84	195	279
Mack	Mack Mesa	3	5	8
Meeker	Meeker	7	15	22
Monte Vista	Monte Vista Municipal	22	51	73
Nucla	Hopkins Field	3	4	7
Pagosa Springs	Stevens Field	44	71	115
Paonia	North Fork Valley	5	12	17
Rangely	Rangely	15	31	46
Rifle	Garfield County Regional	144	271	415
Saguache	Saguache Municipal	1	2	3
Salida	Harriet Alexander	13	29	42
Springfield	Springfield Municipal	2	5	7
Steamboat Springs	Steamboat Springs	17	34	51
Sterling	Sterling Municipal	3	5	8
Trinidad	Perry Stokes	7	14	21
Walden	Walden/Jackson County	4	9	13
Walsenburg	Spanish Peaks	3	4	7
Watkins/Denver	Front Range	457	911	1,368
Westcliffe	Silver West	3	6	9
Wray	Wray Municipal	15	36	51
Yuma	Yuma Municipal	10	23	33
General Aviation Airports Total		4,928	10,510	15,438
All Airports Total		49,655	93,411	143,066

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-4
 General Aviation Visitor Employment**

Associated City	Airport Name	Indirect Employment	Induced Employment	Total Employment
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	181	117	298
Aspen	Aspen/Pitkin County	350	226	576
Colorado Springs	Colorado Springs Municipal	945	610	1,555
Cortez	Cortez/Montezuma	115	75	190
Denver	Denver International	18	11	29
Durango	Durango/La Plata County	250	162	412
Eagle	Eagle County Regional	236	153	389
Grand Junction	Grand Junction Regional	612	395	1,007
Gunnison	Gunnison/Crested Butte Regional	89	58	147
Hayden	Hayden/Yampa Valley Regional	110	70	180
Loveland	Fort Collins/Loveland Municipal	178	115	293
Montrose	Montrose Regional	83	54	137
Pueblo	Pueblo Memorial	229	147	376
Telluride	Telluride Regional	158	103	261
Commercial Service Airports Total		3,554	2,296	5,850
General Aviation Airports				
Akron	Colorado Plains Regional	51	34	85
Blanca	Blanca	0	0	0
Boulder	Boulder Municipal	208	134	342
Broomfield/Denver	Rocky Mountain Metropolitan	895	578	1,473
Brush	Brush Municipal	0	1	1
Buena Vista	Central Colorado Regional	13	9	22
Burlington	Kit Carson County	28	18	46
Calhan	Calhan	0	0	0
Canon City	Fremont County	17	11	28
Center	Leach	0	1	1
Colorado Springs	Meadow Lake	3	2	5
Craig	Craig/Moffat County	3	2	5
Crawford	Crawford	6	4	10
Creede	Mineral County Memorial	22	15	37
Del Norte	Astronaut Rominger	0	0	0
Delta	Blake Field	16	10	26
Delta	Westwinds Airpark	0	1	1
Durango	Animas Airpark	24	16	40
Eads	Eads	0	0	0
Ellicot	Colorado Springs East	1	1	2
Englewood/Denver	Centennial	1,622	1,046	2,668
Erie	Erie Municipal	21	13	34
Evans	Easton/Valley View	0	1	1



**Table A-4 (cont.)
 General Aviation Visitor Employment**

Associated City	Airport Name	Indirect Employment	Induced Employment	Total Employment
Fort Morgan	Fort Morgan Municipal	11	8	19
Ft. Lupon/Hudson	Platte Valley Airpark	1	1	2
Glenwood Springs	Glenwood Springs Municipal	55	36	91
Granby	Granby/Grand County	19	13	32
Greeley	Greeley/Weld County	238	153	391
Haxtun	Haxtun Municipal	0	0	0
Holly	Holly	0	0	0
Holyoke	Holyoke Municipal	8	5	13
Julesburg	Julesburg Municipal	0	0	0
Kremmling	Mc Elroy Field/Kremmling	28	19	47
La Junta	La Junta Municipal	7	4	11
La Veta	Cuchara Valley	2	1	3
Lamar	Lamar Municipal	58	38	96
Las Animas	Las Animas City and County	0	0	0
Leadville	Lake County	4	3	7
Limon	Limon Municipal	4	2	6
Longmont	Vance Brand Municipal	235	152	387
Mack	Mack Mesa	0	1	1
Meeker	Meeker	90	57	147
Monte Vista	Monte Vista Municipal	2	2	4
Nucla	Hopkins Field	4	3	7
Pagosa Springs	Stevens Field	169	109	278
Paonia	North Fork Valley	3	1	4
Rangely	Rangely	27	17	44
Rifle	Garfield County Regional	57	36	93
Saguache	Saguache Municipal	0	0	0
Salida	Harriet Alexander	18	11	29
Springfield	Springfield Municipal	0	0	0
Steamboat Springs	Steamboat Springs	40	25	65
Sterling	Sterling Municipal	8	6	14
Trinidad	Perry Stokes	36	24	60
Walden	Walden/Jackson County	7	5	12
Walsenburg	Spanish Peaks	2	1	3
Watkins/Denver	Front Range	266	172	438
Westcliffe	Silver West	2	2	4
Wray	Wray Municipal	43	27	70
Yuma	Yuma Municipal	4	3	7
General Aviation Airports Total		4,378	2,834	7,212
All Airports Total		7,932	5,130	13,062

Source: Wilbur Smith Associates and RIMS II, April 2008

Note: Employment numbers were rounded to the nearest whole number for this table, but the non-rounded number was used for other calculations, such as payroll. Instances of zero employment may actually represent a portion of a job smaller than one half.



**Table A-5
 Commercial Service Visitor Employment**

Associated City	Airport Name	Indirect Employment	Induced Employment	Total Employment
Alamosa	Alamosa/San Luis Valley Regional	24	20	44
Aspen	Aspen/Pitkin County	5,603	4,629	10,232
Colorado Springs	Colorado Springs Municipal	4,983	4,117	9,100
Cortez	Cortez/Montezuma	37	31	68
Denver	Denver International	77,392	63,946	141,338
Durango	Durango/La Plata County	2,245	1,856	4,101
Eagle	Eagle County Regional	4,619	3,817	8,436
Grand Junction	Grand Junction Regional	1,272	1,050	2,322
Gunnison	Gunnison/Crested Butte Regional	769	636	1,405
Hayden	Hayden/Yampa Valley Regional	2,080	1,719	3,799
Loveland	Fort Collins/Loveland Municipal	88	72	160
Montrose	Montrose Regional	1,533	1,266	2,799
Pueblo	Pueblo Memorial	15	12	27
Telluride	Telluride Regional	453	374	827
Commercial Service Airports Total		101,113	83,545	184,658

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-6
 Total Employment**

Associated City	Airport Name	Total Direct and Indirect Employment	Total Induced Employment	Total Employment
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	263	254	517
Aspen	Aspen/Pitkin County	6,357	5,593	11,950
Colorado Springs	Colorado Springs Municipal	19,672	31,922	51,594
Cortez	Cortez/Montezuma	184	166	350
Denver	Denver International	104,566	112,893	217,459
Durango	Durango/La Plata County	2,759	2,426	5,185
Eagle	Eagle County Regional	5,480	4,987	10,467
Grand Junction	Grand Junction Regional	2,827	3,298	6,125
Gunnison	Gunnison/Crested Butte Regional	1,007	943	1,950
Hayden	Hayden/Yampa Valley Regional	2,567	2,355	4,922
Loveland	Fort Collins/Loveland Municipal	363	386	749
Montrose	Montrose Regional	1,987	1,895	3,882
Pueblo	Pueblo Memorial	618	915	1,533
Telluride	Telluride Regional	744	709	1,453
Commercial Service Airports Total		149,394	168,742	318,136
General Aviation Airports				
Akron	Colorado Plains Regional	76	89	165
Blanca	Blanca	1	2	3
Boulder	Boulder Municipal	324	405	729
Broomfield/Denver	Rocky Mountain Metropolitan	1,616	2,085	3,701
Brush	Brush Municipal	2	5	7
Buena Vista	Central Colorado Regional	27	35	62
Burlington	Kit Carson County	41	39	80
Calhan	Calhan	2	5	7
Canon City	Fremont County	36	53	89
Center	Leach	1	4	5
Colorado Springs	Meadow Lake	57	130	187
Craig	Craig/Moffat County	14	25	39
Crawford	Crawford	10	13	23
Creede	Mineral County Memorial	23	17	40
Del Norte	Astronaut Rominger	1	2	3
Delta	Blake Field	30	38	68
Delta	Westwinds Airpark	4	11	15
Durango	Animas Airpark	50	73	123
Eads	Eads	7	15	22
Ellicot	Colorado Springs East	2	4	6
Englewood/Denver	Centennial	4,060	6,425	10,485
Erie	Erie Municipal	60	100	160
Evans	Easton/Valley View	4	9	13



**Table A-6 (cont.)
 Total Employment**

Associated City	Airport Name	Total Direct and Indirect Employment	Total Induced Employment	Total Employment
Fort Morgan	Fort Morgan Municipal	14	14	28
Ft. Lupon/Hudson	Platte Valley Airpark	6	10	16
Glenwood Springs	Glenwood Springs Municipal	67	63	130
Granby	Granby/Grand County	25	23	48
Greeley	Greeley/Weld County	700	1,066	1,766
Haxtun	Haxtun Municipal	1	2	3
Holly	Holly	1	2	3
Holyoke	Holyoke Municipal	15	18	33
Julesburg	Julesburg Municipal	1	3	4
Kremmling	Mc Elroy Field/Kremmling	37	37	74
La Junta	La Junta Municipal	18	27	45
La Veta	Cuchara Valley	7	12	19
Lamar	Lamar Municipal	73	71	144
Las Animas	Las Animas City and County	3	7	10
Leadville	Lake County	7	9	16
Limon	Limon Municipal	8	9	17
Longmont	Vance Brand Municipal	319	347	666
Mack	Mack Mesa	3	6	9
Meeker	Meeker	97	72	169
Monte Vista	Monte Vista Municipal	24	53	77
Nucla	Hopkins Field	7	7	14
Pagosa Springs	Stevens Field	213	180	393
Paonia	North Fork Valley	8	13	21
Rangely	Rangely	42	48	90
Rifle	Garfield County Regional	201	307	508
Saguache	Saguache Municipal	1	2	3
Salida	Harriet Alexander	31	40	71
Springfield	Springfield Municipal	2	5	7
Steamboat Springs	Steamboat Springs	57	59	116
Sterling	Sterling Municipal	11	11	22
Trinidad	Perry Stokes	43	38	81
Walden	Walden/Jackson County	11	14	25
Walsenburg	Spanish Peaks	5	5	10
Watkins/Denver	Front Range	723	1,083	1,806
Westcliffe	Silver West	5	8	13
Wray	Wray Municipal	58	63	121
Yuma	Yuma Municipal	14	26	40
General Aviation Airports Total		9,306	13,344	22,650
All Airports Total		158,700	182,086	340,786

Source: Wilbur Smith Associates and RIMS II, April 2008



Table A-7
On-Airport Payroll, Including CIP Impacts

Associated City	Airport Name	Direct Payroll	Induced Payroll	Total Payroll
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	\$1,673,700	\$2,562,900	\$4,236,600
Aspen	Aspen/Pitkin County	\$18,721,200	\$28,183,600	\$46,904,800
Colorado Springs	Colorado Springs Municipal	\$654,342,800	\$1,014,754,700	\$1,669,097,500
Cortez	Cortez/Montezuma	\$1,342,100	\$2,001,200	\$3,343,300
Denver	Denver International	\$1,284,868,200	\$2,006,096,300	\$3,290,964,500
Durango	Durango/La Plata County	\$10,012,900	\$14,561,800	\$24,574,700
Eagle	Eagle County Regional	\$23,175,800	\$34,311,500	\$57,487,300
Grand Junction	Grand Junction Regional	\$38,734,200	\$59,481,900	\$98,216,100
Gunnison	Gunnison/Crested Butte Regional	\$5,806,000	\$8,428,600	\$14,234,600
Hayden	Hayden/Yampa Valley Regional	\$11,013,000	\$16,007,100	\$27,020,100
Loveland	Fort Collins/Loveland Municipal	\$3,533,200	\$5,355,400	\$8,888,600
Montrose	Montrose Regional	\$10,320,300	\$14,940,200	\$25,260,500
Pueblo	Pueblo Memorial	\$16,842,900	\$25,648,100	\$42,491,000
Telluride	Telluride Regional	\$5,633,800	\$8,472,700	\$14,106,500
Commercial Service Airports Total		\$ 2,086,020,100	\$ 3,240,806,000	\$5,326,826,100
General Aviation Airports				
Akron	Colorado Plains Regional	\$685,100	\$1,074,700	\$1,759,800
Blanca	Blanca	\$6,000	\$9,200	\$15,200
Boulder	Boulder Municipal	\$3,942,300	\$6,375,400	\$10,317,700
Broomfield/Denver	Rocky Mountain Metropolitan	\$34,102,800	\$52,928,700	\$87,031,500
Brush	Brush Municipal	\$5,700	\$8,500	\$14,200
Buena Vista	Central Colorado Regional	\$514,700	\$738,500	\$1,253,200
Burlington	Kit Carson County	\$432,400	\$589,300	\$1,021,700
Calhan	Calhan		Confidential	
Canon City	Fremont County	\$579,300	\$917,400	\$1,496,700
Center	Leach	\$17,900	\$24,700	\$42,600
Colorado Springs	Meadow Lake	\$1,655,100	\$2,666,600	\$4,321,700
Craig	Craig/Moffat County	\$272,400	\$402,900	\$675,300
Crawford	Crawford		Confidential	
Creede	Mineral County Memorial	\$15,400	\$21,400	\$36,800
Del Norte	Astronaut Rominger	\$9,800	\$14,100	\$23,900
Delta	Blake Field	\$460,900	\$717,600	\$1,178,500
Delta	Westwinds Airpark		Confidential	
Durango	Animas Airpark	\$575,300	\$916,500	\$1,491,800
Eads	Eads		Confidential	
Ellicot	Colorado Springs East	\$18,700	\$25,700	\$44,400
Englewood/Denver	Centennial	\$107,671,900	\$172,144,100	\$279,816,000
Erie	Erie Municipal	\$1,303,400	\$2,069,100	\$3,372,500
Evans	Easton/Valley View	\$97,000	\$150,500	\$247,500



Table A-7 (cont.)
On-Airport Payroll, Including CIP Impacts

Associated City	Airport Name	Direct Payroll	Induced Payroll	Total Payroll
Fort Morgan	Fort Morgan Municipal	\$131,400	\$199,000	\$330,400
Ft. Lupon/Hudson	Platte Valley Airpark	\$154,700	\$238,800	\$393,500
Glenwood Springs	Glenwood Springs Municipal	\$400,800	\$644,600	\$1,045,400
Granby	Granby/Grand County	\$229,900	\$302,300	\$532,200
Greeley	Greeley/Weld County	\$21,159,800	\$32,731,400	\$53,891,200
Haxtun	Haxtun Municipal	\$6,000	\$9,200	\$15,200
Holly	Holly	\$400	\$600	\$1,000
Holyoke	Holyoke Municipal	\$223,300	\$328,800	\$552,100
Julesburg	Julesburg Municipal	\$22,000	\$30,000	\$52,000
Kremmling	Mc Elroy Field/Kremmling	\$279,500	\$417,000	\$696,500
La Junta	La Junta Municipal	\$418,500	\$636,700	\$1,055,200
La Veta	Cuchara Valley		Confidential	
Lamar	Lamar Municipal	\$454,700	\$701,300	\$1,156,000
Las Animas	Las Animas City and County		Confidential	
Leadville	Lake County	\$63,300	\$84,600	\$147,900
Limon	Limon Municipal	\$138,400	\$181,100	\$319,500
Longmont	Vance Brand Municipal	\$2,380,400	\$3,798,600	\$6,179,000
Mack	Mack Mesa	\$28,900	\$43,300	\$72,200
Meeker	Meeker	\$203,100	\$305,400	\$508,500
Monte Vista	Monte Vista Municipal	\$464,100	\$732,000	\$1,196,100
Nucla	Hopkins Field	\$82,800	\$122,100	\$204,900
Pagosa Springs	Stevens Field	\$1,738,200	\$2,358,300	\$4,096,500
Paonia	North Fork Valley		Confidential	
Rangely	Rangely	\$618,800	\$945,900	\$1,564,700
Rifle	Garfield County Regional	\$6,317,900	\$9,502,900	\$15,820,800
Saguache	Saguache Municipal	\$14,600	\$20,500	\$35,100
Salida	Harriet Alexander	\$445,900	\$701,000	\$1,146,900
Springfield	Springfield Municipal		Confidential	
Steamboat Springs	Steamboat Springs	\$819,700	\$1,269,900	\$2,089,600
Sterling	Sterling Municipal	\$62,000	\$86,300	\$148,300
Trinidad	Perry Stokes	\$198,500	\$305,000	\$503,500
Walden	Walden/Jackson County	\$124,300	\$184,500	\$308,800
Walsenburg	Spanish Peaks	\$73,900	\$97,400	\$171,300
Watkins/Denver	Front Range	\$19,504,700	\$29,946,100	\$49,450,800
Westcliffe	Silver West		Confidential	
Wray	Wray Municipal	\$528,100	\$849,900	\$1,378,000
Yuma	Yuma Municipal	\$281,500	\$429,600	\$711,100
General Aviation Airports Total		\$210,613,800	\$331,046,800	\$541,660,600
All Airports Total		\$2,296,633,900	\$3,571,852,800	\$5,868,486,700

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-8
 General Aviation Visitor Payroll**

Associated City	Airport Name	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	\$4,128,700	\$4,448,900	\$8,577,600
Aspen	Aspen/Pitkin County	\$7,981,400	\$8,600,500	\$16,581,900
Colorado Springs	Colorado Springs Municipal	\$21,547,900	\$23,219,300	\$44,767,200
Cortez	Cortez/Montezuma	\$2,633,200	\$2,837,500	\$5,470,700
Denver	Denver International	\$399,800	\$430,700	\$830,500
Durango	Durango/La Plata County	\$5,710,000	\$6,152,900	\$11,862,900
Eagle	Eagle County Regional	\$5,390,000	\$5,808,100	\$11,198,100
Grand Junction	Grand Junction Regional	\$13,954,900	\$15,037,300	\$28,992,200
Gunnison	Gunnison/Crested Butte Regional	\$2,039,700	\$2,197,900	\$4,237,600
Hayden	Hayden/Yampa Valley Regional	\$2,500,700	\$2,694,700	\$5,195,400
Loveland	Fort Collins/Loveland Municipal	\$4,061,900	\$4,376,900	\$8,438,800
Montrose	Montrose Regional	\$1,901,600	\$2,049,000	\$3,950,600
Pueblo	Pueblo Memorial	\$5,210,100	\$5,614,200	\$10,824,300
Telluride	Telluride Regional	\$3,613,700	\$3,894,100	\$7,507,800
Commercial Service Airports Total		\$ 81,073,600	\$ 87,362,000	\$168,435,600
General Aviation Airports				
Akron	Colorado Plains Regional	\$1,173,000	\$1,264,000	\$2,437,000
Blanca	Blanca	\$4,900	\$5,300	\$10,200
Boulder	Boulder Municipal	\$4,741,500	\$5,109,300	\$9,850,800
Broomfield/Denver	Rocky Mountain Metropolitan	\$20,416,400	\$22,000,000	\$42,416,400
Brush	Brush Municipal	\$7,100	\$7,700	\$14,800
Buena Vista	Central Colorado Regional	\$302,200	\$325,700	\$627,900
Burlington	Kit Carson County	\$637,400	\$686,800	\$1,324,200
Calhan	Calhan		Confidential	
Canon City	Fremont County	\$387,800	\$417,800	\$805,600
Center	Leach	\$7,000	\$7,600	\$14,600
Colorado Springs	Meadow Lake	\$64,700	\$69,700	\$134,400
Craig	Craig/Moffat County	\$71,200	\$76,600	\$147,800
Crawford	Crawford		Confidential	
Creede	Mineral County Memorial	\$507,200	\$546,600	\$1,053,800
Del Norte	Astronaut Rominger	\$2,000	\$2,100	\$4,100
Delta	Blake Field	\$360,700	\$388,700	\$749,400
Delta	Westwinds Airpark		Confidential	
Durango	Animas Airpark	\$551,300	\$594,000	\$1,145,300
Eads	Eads		Confidential	
Ellicot	Colorado Springs East	\$22,500	\$24,300	\$46,800
Englewood/Denver	Centennial	\$36,985,100	\$39,853,800	\$76,838,900
Erie	Erie Municipal	\$468,200	\$504,600	\$972,800
Evans	Easton/Valley View	\$7,400	\$7,900	\$15,300



**Table A-8 (cont.)
 General Aviation Visitor Payroll**

Associated City	Airport Name	Indirect Payroll	Induced Payroll	Total Payroll
Fort Morgan	Fort Morgan Municipal	\$258,500	\$278,600	\$537,100
Ft. Lupon/Hudson	Platte Valley Airpark	\$23,200	\$25,000	\$48,200
Glenwood Springs	Glenwood Springs Municipal	\$1,262,500	\$1,360,400	\$2,622,900
Granby	Granby/Grand County	\$439,600	\$473,700	\$913,300
Greeley	Greeley/Weld County	\$5,415,800	\$5,835,900	\$11,251,700
Haxtun	Haxtun Municipal	\$1,900	\$2,000	\$3,900
Holly	Holly	\$1,200	\$1,300	\$2,500
Holyoke	Holyoke Municipal	\$179,600	\$193,600	\$373,200
Julesburg	Julesburg Municipal	\$6,400	\$6,800	\$13,200
Kremmling	Mc Elroy Field/Kremmling	\$647,000	\$697,300	\$1,344,300
La Junta	La Junta Municipal	\$149,900	\$161,500	\$311,400
La Veta	Cuchara Valley		Confidential	
Lamar	Lamar Municipal	\$1,330,000	\$1,433,200	\$2,763,200
Las Animas	Las Animas City and County		Confidential	
Leadville	Lake County	\$101,000	\$108,900	\$209,900
Limon	Limon Municipal	\$83,200	\$89,700	\$172,900
Longmont	Vance Brand Municipal	\$5,359,900	\$5,775,700	\$11,135,600
Mack	Mack Mesa	\$7,500	\$8,000	\$15,500
Meeker	Meeker	\$2,041,600	\$2,199,900	\$4,241,500
Monte Vista	Monte Vista Municipal	\$55,500	\$59,900	\$115,400
Nucla	Hopkins Field	\$96,200	\$103,700	\$199,900
Pagosa Springs	Stevens Field	\$3,856,300	\$4,155,400	\$8,011,700
Paonia	North Fork Valley		Confidential	
Rangely	Rangely	\$614,700	\$662,400	\$1,277,100
Rifle	Garfield County Regional	\$1,290,800	\$1,390,800	\$2,681,600
Saguache	Saguache Municipal	\$800	\$900	\$1,700
Salida	Harriet Alexander	\$399,000	\$430,000	\$829,000
Springfield	Springfield Municipal		Confidential	
Steamboat Springs	Steamboat Springs	\$903,500	\$973,700	\$1,877,200
Sterling	Sterling Municipal	\$189,300	\$203,900	\$393,200
Trinidad	Perry Stokes	\$831,900	\$896,500	\$1,728,400
Walden	Walden/Jackson County	\$160,200	\$172,600	\$332,800
Walsenburg	Spanish Peaks	\$44,500	\$47,900	\$92,400
Watkins/Denver	Front Range	\$6,064,900	\$6,535,300	\$12,600,200
Westcliffe	Silver West		Confidential	
Wray	Wray Municipal	\$971,200	\$1,046,600	\$2,017,800
Yuma	Yuma Municipal	\$95,800	\$103,200	\$199,000
General Aviation Airports Total		\$99,922,000	\$107,672,600	\$207,594,600
All Airports Total		\$180,995,600	\$195,034,600	\$376,030,200

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-9
 Commercial Service Visitor Payroll**

Associated City	Airport Name	Indirect Payroll	Induced Payroll	Total Payroll
Alamosa	Alamosa/San Luis Valley Regional	\$546,800	\$622,500	\$1,169,300
Aspen	Aspen/Pitkin County	\$127,738,900	\$145,395,000	\$273,133,900
Colorado Springs	Colorado Springs Municipal	\$113,604,700	\$129,307,000	\$242,911,700
Cortez	Cortez/Montezuma	\$854,300	\$972,500	\$1,826,800
Denver	Denver International	\$1,764,527,800	\$2,008,420,900	\$3,772,948,700
Durango	Durango/La Plata County	\$51,194,200	\$58,270,200	\$109,464,400
Eagle	Eagle County Regional	\$105,321,900	\$119,879,400	\$225,201,300
Grand Junction	Grand Junction Regional	\$28,994,100	\$33,001,600	\$61,995,700
Gunnison	Gunnison/Crested Butte Regional	\$17,537,900	\$19,962,000	\$37,499,900
Hayden	Hayden/Yampa Valley Regional	\$47,429,600	\$53,985,300	\$101,414,900
Loveland	Fort Collins/Loveland Municipal	\$2,001,600	\$2,278,300	\$4,279,900
Montrose	Montrose Regional	\$34,943,600	\$39,773,600	\$74,717,200
Pueblo	Pueblo Memorial	\$342,000	\$389,300	\$731,300
Telluride	Telluride Regional	\$10,323,800	\$11,750,700	\$22,074,500
Commercial Service Airports Total		\$ 2,305,361,200	\$ 2,624,008,300	\$4,929,369,500

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-10
Total Payroll**

Associated City	Airport Name	Total Direct and Indirect Payroll	Total Induced Payroll	Total Payroll
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	\$6,349,200	\$7,634,300	\$13,983,500
Aspen	Aspen/Pitkin County	\$154,441,500	\$182,179,100	\$336,620,600
Colorado Springs	Colorado Springs Municipal	\$789,495,400	\$1,167,281,000	\$1,956,776,400
Cortez	Cortez/Montezuma	\$4,829,600	\$5,811,200	\$10,640,800
Denver	Denver International	\$3,049,795,800	\$4,014,947,900	\$7,064,743,700
Durango	Durango/La Plata County	\$66,917,100	\$78,984,900	\$145,902,000
Eagle	Eagle County Regional	\$133,887,700	\$159,999,000	\$293,886,700
Grand Junction	Grand Junction Regional	\$81,683,200	\$107,520,800	\$189,204,000
Gunnison	Gunnison/Crested Butte Regional	\$25,383,600	\$30,588,500	\$55,972,100
Hayden	Hayden/Yampa Valley Regional	\$60,943,300	\$72,687,100	\$133,630,400
Loveland	Fort Collins/Loveland Municipal	\$9,596,700	\$12,010,600	\$21,607,300
Montrose	Montrose Regional	\$47,165,500	\$56,762,800	\$103,928,300
Pueblo	Pueblo Memorial	\$22,395,000	\$31,651,600	\$54,046,600
Telluride	Telluride Regional	\$19,571,300	\$24,117,500	\$43,688,800
Commercial Service Airports Total		\$ 4,472,454,900	\$ 5,952,176,300	\$10,424,631,200
General Aviation Airports				
Akron	Colorado Plains Regional	\$1,858,100	\$2,338,700	\$4,196,800
Blanca	Blanca	\$10,900	\$14,500	\$25,400
Boulder	Boulder Municipal	\$8,683,800	\$11,484,700	\$20,168,500
Broomfield/Denver	Rocky Mountain Metropolitan	\$54,519,200	\$74,928,700	\$129,447,900
Brush	Brush Municipal	\$12,800	\$16,200	\$29,000
Buena Vista	Central Colorado Regional	\$816,900	\$1,064,200	\$1,881,100
Burlington	Kit Carson County	\$1,069,800	\$1,276,100	\$2,345,900
Calhan	Calhan	\$51,800	\$77,700	\$129,500
Canon City	Fremont County	\$967,100	\$1,335,200	\$2,302,300
Center	Leach	\$24,900	\$32,300	\$57,200
Colorado Springs	Meadow Lake	\$1,719,800	\$2,736,300	\$4,456,100
Craig	Craig/Moffat County	\$343,600	\$479,500	\$823,100
Crawford	Crawford	\$272,600	\$358,100	\$630,700
Creede	Mineral County Memorial	\$522,600	\$568,000	\$1,090,600
Del Norte	Astronaut Rominger	\$11,800	\$16,200	\$28,000
Delta	Blake Field	\$821,600	\$1,106,300	\$1,927,900
Delta	Westwinds Airpark	\$96,700	\$148,600	\$245,300
Durango	Animas Airpark	\$1,126,600	\$1,510,500	\$2,637,100
Eads	Eads	\$118,400	\$190,200	\$308,600
Ellicot	Colorado Springs East	\$41,200	\$50,000	\$91,200
Englewood/Denver	Centennial	\$144,657,000	\$211,997,900	\$356,654,900
Erie	Erie Municipal	\$1,771,600	\$2,573,700	\$4,345,300
Evans	Easton/Valley View	\$104,400	\$158,400	\$262,800



Table A-10 (cont.)
Total Payroll

Associated City	Airport Name	Total Direct and Indirect Payroll	Total Induced Payroll	Total Payroll
Fort Morgan	Fort Morgan Municipal	\$389,900	\$477,600	\$867,500
Ft. Lupon/Hudson	Platte Valley Airpark	\$177,900	\$263,800	\$441,700
Glenwood Springs	Glenwood Springs Municipal	\$1,663,300	\$2,005,000	\$3,668,300
Granby	Granby/Grand County	\$669,500	\$776,000	\$1,445,500
Greeley	Greeley/Weld County	\$26,575,600	\$38,567,300	\$65,142,900
Haxtun	Haxtun Municipal	\$7,900	\$11,200	\$19,100
Holly	Holly	\$1,600	\$1,900	\$3,500
Holyoke	Holyoke Municipal	\$402,900	\$522,400	\$925,300
Julesburg	Julesburg Municipal	\$28,400	\$36,800	\$65,200
Kremmling	Mc Elroy Field/Kremmling	\$926,500	\$1,114,300	\$2,040,800
La Junta	La Junta Municipal	\$568,400	\$798,200	\$1,366,600
La Veta	Cuchara Valley	\$122,900	\$173,700	\$296,600
Lamar	Lamar Municipal	\$1,784,700	\$2,134,500	\$3,919,200
Las Animas	Las Animas City and County	\$54,800	\$83,900	\$138,700
Leadville	Lake County	\$164,300	\$193,500	\$357,800
Limon	Limon Municipal	\$221,600	\$270,800	\$492,400
Longmont	Vance Brand Municipal	\$7,740,300	\$9,574,300	\$17,314,600
Mack	Mack Mesa	\$36,400	\$51,300	\$87,700
Meeker	Meeker	\$2,244,700	\$2,505,300	\$4,750,000
Monte Vista	Monte Vista Municipal	\$519,600	\$791,900	\$1,311,500
Nucla	Hopkins Field	\$179,000	\$225,800	\$404,800
Pagosa Springs	Stevens Field	\$5,594,500	\$6,513,700	\$12,108,200
Paonia	North Fork Valley	\$84,700	\$102,200	\$186,900
Rangely	Rangely	\$1,233,500	\$1,608,300	\$2,841,800
Rifle	Garfield County Regional	\$7,608,700	\$10,893,700	\$18,502,400
Saguache	Saguache Municipal	\$15,400	\$21,400	\$36,800
Salida	Harriet Alexander	\$844,900	\$1,131,000	\$1,975,900
Springfield	Springfield Municipal	\$48,800	\$77,100	\$125,900
Steamboat Springs	Steamboat Springs	\$1,723,200	\$2,243,600	\$3,966,800
Sterling	Sterling Municipal	\$251,300	\$290,200	\$541,500
Trinidad	Perry Stokes	\$1,030,400	\$1,201,500	\$2,231,900
Walden	Walden/Jackson County	\$284,500	\$357,100	\$641,600
Walsenburg	Spanish Peaks	\$118,400	\$145,300	\$263,700
Watkins/Denver	Front Range	\$25,569,600	\$36,481,400	\$62,051,000
Westcliffe	Silver West	\$147,900	\$182,100	\$330,000
Wray	Wray Municipal	\$1,499,300	\$1,896,500	\$3,395,800
Yuma	Yuma Municipal	\$377,300	\$532,800	\$910,100
General Aviation Airports Total		\$ 310,535,800	\$ 438,719,400	\$ 749,255,200
All Airports Total		\$ 4,782,990,700	\$ 6,390,895,700	\$ 11,173,886,400

Source: Wilbur Smith Associates and RIMS II, April 2008



Table A-11
On-Airport Output, Including CIP Impacts

Associated City	Airport Name	Direct Output	Induced Output	Total Output
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	\$6,527,800	\$8,760,500	\$15,288,300
Aspen	Aspen/Pitkin County	\$60,407,900	\$79,866,300	\$140,274,200
Colorado Springs	Colorado Springs Municipal	\$1,138,975,100	\$1,491,665,300	\$2,630,640,400
Cortez	Cortez/Montezuma	\$4,407,500	\$5,843,500	\$10,251,000
Denver	Denver International	\$4,313,078,500	\$5,785,606,600	\$10,098,685,100
Durango	Durango/La Plata County	\$31,110,100	\$40,995,500	\$72,105,600
Eagle	Eagle County Regional	\$96,168,900	\$128,177,300	\$224,346,200
Grand Junction	Grand Junction Regional	\$147,724,700	\$198,216,200	\$345,940,900
Gunnison	Gunnison/Crested Butte Regional	\$19,505,000	\$25,619,400	\$45,124,400
Hayden	Hayden/Yampa Valley Regional	\$30,418,400	\$39,907,600	\$70,326,000
Loveland	Fort Collins/Loveland Municipal	\$8,611,600	\$11,354,700	\$19,966,300
Montrose	Montrose Regional	\$33,255,000	\$43,960,900	\$77,215,900
Pueblo	Pueblo Memorial	\$47,584,000	\$62,836,500	\$110,420,500
Telluride	Telluride Regional	\$20,904,600	\$27,596,100	\$48,500,700
Commercial Service Airports Total		\$ 5,958,679,100	\$ 7,950,406,400	\$13,909,085,500
General Aviation Airports				
Akron	Colorado Plains Regional	\$2,374,100	\$3,194,900	\$5,569,000
Blanca	Blanca	\$10,800	\$13,700	\$24,500
Boulder	Boulder Municipal	\$14,388,200	\$19,475,400	\$33,863,600
Broomfield/Denver	Rocky Mountain Metropolitan	\$106,798,700	\$143,278,200	\$250,076,900
Brush	Brush Municipal	\$19,100	\$24,300	\$43,400
Buena Vista	Central Colorado Regional	\$1,336,000	\$1,699,000	\$3,035,000
Burlington	Kit Carson County	\$1,374,000	\$1,754,200	\$3,128,200
Calhan	Calhan		Confidential	
Canon City	Fremont County	\$2,495,200	\$3,335,900	\$5,831,100
Center	Leach	\$50,200	\$63,700	\$113,900
Colorado Springs	Meadow Lake	\$4,908,100	\$6,588,400	\$11,496,500
Craig	Craig/Moffat County	\$805,300	\$1,057,000	\$1,862,300
Crawford	Crawford		Confidential	
Creede	Mineral County Memorial	\$43,200	\$54,900	\$98,100
Del Norte	Astronaut Rominger	\$132,400	\$168,100	\$300,500
Delta	Blake Field	\$1,072,500	\$1,422,400	\$2,494,900
Delta	Westwinds Airpark		Confidential	
Durango	Animas Airpark	\$3,241,900	\$4,299,700	\$7,541,600
Eads	Eads		Confidential	
Ellicot	Colorado Springs East	\$67,900	\$86,200	\$154,100
Englewood/Denver	Centennial	\$294,375,400	\$397,727,800	\$692,103,200
Erie	Erie Municipal	\$4,102,000	\$5,527,200	\$9,629,200
Evans	Easton/Valley View	\$458,800	\$615,000	\$1,073,800



Table A-11 (cont.)
On-Airport Output, Including CIP Impacts

Associated City	Airport Name	Direct Output	Induced Output	Total Output
Fort Morgan	Fort Morgan Municipal	\$680,500	\$864,500	\$1,545,000
Ft. Lupon/Hudson	Platte Valley Airpark	\$456,700	\$598,500	\$1,055,200
Glenwood Springs	Glenwood Springs Municipal	\$1,101,200	\$1,491,400	\$2,592,600
Granby	Granby/Grand County	\$1,344,500	\$1,707,900	\$3,052,400
Greeley	Greeley/Weld County	\$39,309,100	\$51,483,700	\$90,792,800
Haxtun	Haxtun Municipal	\$10,800	\$13,700	\$24,500
Holly	Holly	\$115,300	\$146,500	\$261,800
Holyoke	Holyoke Municipal	\$1,171,600	\$1,559,400	\$2,731,000
Julesburg	Julesburg Municipal	\$64,900	\$82,400	\$147,300
Kremmling	Mc Elroy Field/Kremmling	\$1,645,100	\$2,167,400	\$3,812,500
La Junta	La Junta Municipal	\$1,537,900	\$2,019,500	\$3,557,400
La Veta	Cuchara Valley		Confidential	
Lamar	Lamar Municipal	\$2,181,100	\$2,925,600	\$5,106,700
Las Animas	Las Animas City and County		Confidential	
Leadville	Lake County	\$414,600	\$526,600	\$941,200
Limon	Limon Municipal	\$494,200	\$627,900	\$1,122,100
Longmont	Vance Brand Municipal	\$7,492,400	\$10,125,200	\$17,617,600
Mack	Mack Mesa	\$70,300	\$89,200	\$159,500
Meeker	Meeker	\$1,280,400	\$1,673,900	\$2,954,300
Monte Vista	Monte Vista Municipal	\$605,200	\$803,000	\$1,408,200
Nucla	Hopkins Field	\$193,100	\$245,400	\$438,500
Pagosa Springs	Stevens Field	\$5,680,600	\$7,286,300	\$12,966,900
Paonia	North Fork Valley		Confidential	
Rangely	Rangely	\$1,127,000	\$1,471,500	\$2,598,500
Rifle	Garfield County Regional	\$16,821,600	\$21,700,000	\$38,521,600
Saguache	Saguache Municipal	\$37,200	\$47,300	\$84,500
Salida	Harriet Alexander	\$1,611,500	\$2,151,900	\$3,763,400
Springfield	Springfield Municipal		Confidential	
Steamboat Springs	Steamboat Springs	\$2,899,900	\$3,831,300	\$6,731,200
Sterling	Sterling Municipal	\$342,200	\$434,700	\$776,900
Trinidad	Perry Stokes	\$859,200	\$1,137,900	\$1,997,100
Walden	Walden/Jackson County	\$532,500	\$713,300	\$1,245,800
Walsenburg	Spanish Peaks	\$245,100	\$311,400	\$556,500
Watkins/Denver	Front Range	\$43,589,100	\$57,231,100	\$100,820,200
Westcliffe	Silver West		Confidential	
Wray	Wray Municipal	\$3,719,300	\$5,032,900	\$8,752,200
Yuma	Yuma Municipal	\$1,963,300	\$2,641,600	\$4,604,900
General Aviation Airports Total		\$580,606,200	\$777,489,100	\$1,358,095,300
All Airports Total		\$6,539,285,300	\$8,727,895,500	\$15,267,180,800

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-12
General Aviation Visitor Output**

Associated City	Airport Name	Indirect Output	Induced Output	Total Output
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	\$9,965,700	\$12,920,800	\$22,886,500
Aspen	Aspen/Pitkin County	\$19,265,200	\$24,978,200	\$44,243,400
Colorado Springs	Colorado Springs Municipal	\$52,011,600	\$67,435,100	\$119,446,700
Cortez	Cortez/Montezuma	\$6,356,000	\$8,240,700	\$14,596,700
Denver	Denver International	\$964,900	\$1,251,100	\$2,216,000
Durango	Durango/La Plata County	\$13,782,600	\$17,869,700	\$31,652,300
Eagle	Eagle County Regional	\$13,010,200	\$16,868,200	\$29,878,400
Grand Junction	Grand Junction Regional	\$33,683,900	\$43,672,400	\$77,356,300
Gunnison	Gunnison/Crested Butte Regional	\$4,923,300	\$6,383,300	\$11,306,600
Hayden	Hayden/Yampa Valley Regional	\$6,036,100	\$7,826,100	\$13,862,200
Loveland	Fort Collins/Loveland Municipal	\$9,804,300	\$12,711,800	\$22,516,100
Montrose	Montrose Regional	\$4,589,900	\$5,951,000	\$10,540,900
Pueblo	Pueblo Memorial	\$12,575,900	\$16,305,200	\$28,881,100
Telluride	Telluride Regional	\$8,722,700	\$11,309,300	\$20,032,000
Commercial Service Airports Total		\$ 195,692,300	\$ 253,722,900	\$449,415,200
General Aviation Airports				
Akron	Colorado Plains Regional	\$2,831,400	\$3,670,900	\$6,502,300
Blanca	Blanca	\$11,900	\$15,400	\$27,300
Boulder	Boulder Municipal	\$11,444,900	\$14,838,800	\$26,283,700
Broomfield/Denver	Rocky Mountain Metropolitan	\$49,280,300	\$63,893,900	\$113,174,200
Brush	Brush Municipal	\$17,200	\$22,400	\$39,600
Buena Vista	Central Colorado Regional	\$729,500	\$945,900	\$1,675,400
Burlington	Kit Carson County	\$1,538,500	\$1,994,600	\$3,533,100
Calhan	Calhan		Confidential	
Canon City	Fremont County	\$935,900	\$1,213,500	\$2,149,400
Center	Leach	\$17,000	\$22,000	\$39,000
Colorado Springs	Meadow Lake	\$156,200	\$202,500	\$358,700
Craig	Craig/Moffat County	\$171,700	\$222,700	\$394,400
Crawford	Crawford		Confidential	
Creede	Mineral County Memorial	\$1,224,300	\$1,587,400	\$2,811,700
Del Norte	Astronaut Rominger	\$4,800	\$6,200	\$11,000
Delta	Blake Field	\$870,600	\$1,128,800	\$1,999,400
Delta	Westwinds Airpark		Confidential	
Durango	Animas Airpark	\$1,330,600	\$1,725,200	\$3,055,800
Eads	Eads		Confidential	
Ellicot	Colorado Springs East	\$54,400	\$70,600	\$125,000
Englewood/Denver	Centennial	\$89,273,200	\$115,746,400	\$205,019,600
Erie	Erie Municipal	\$1,130,200	\$1,465,300	\$2,595,500
Evans	Easton/Valley View	\$17,700	\$23,100	\$40,800



Table A-12 (cont.)
General Aviation Visitor Output

Associated City	Airport Name	Indirect Output	Induced Output	Total Output
Fort Morgan	Fort Morgan Municipal	\$624,000	\$809,100	\$1,433,100
Ft. Lupon/Hudson	Platte Valley Airpark	\$56,000	\$72,600	\$128,600
Glenwood Springs	Glenwood Springs Municipal	\$3,047,300	\$3,951,000	\$6,998,300
Granby	Granby/Grand County	\$1,061,100	\$1,375,700	\$2,436,800
Greeley	Greeley/Weld County	\$13,072,500	\$16,948,900	\$30,021,400
Haxtun	Haxtun Municipal	\$4,500	\$5,800	\$10,300
Holly	Holly	\$2,900	\$3,800	\$6,700
Holyoke	Holyoke Municipal	\$433,500	\$562,100	\$995,600
Julesburg	Julesburg Municipal	\$15,300	\$19,900	\$35,200
Kremmling	Mc Elroy Field/Kremmling	\$1,561,800	\$2,025,000	\$3,586,800
La Junta	La Junta Municipal	\$361,800	\$469,100	\$830,900
La Veta	Cuchara Valley		Confidential	
Lamar	Lamar Municipal	\$3,210,400	\$4,162,300	\$7,372,700
Las Animas	Las Animas City and County		Confidential	
Leadville	Lake County	\$243,900	\$316,200	\$560,100
Limon	Limon Municipal	\$200,900	\$260,500	\$461,400
Longmont	Vance Brand Municipal	\$12,937,600	\$16,774,100	\$29,711,700
Mack	Mack Mesa	\$18,000	\$23,300	\$41,300
Meeker	Meeker	\$4,927,900	\$6,389,200	\$11,317,100
Monte Vista	Monte Vista Municipal	\$134,100	\$173,800	\$307,900
Nucla	Hopkins Field	\$232,300	\$301,100	\$533,400
Pagosa Springs	Stevens Field	\$9,308,200	\$12,068,500	\$21,376,700
Paonia	North Fork Valley		Confidential	
Rangely	Rangely	\$1,483,800	\$1,923,800	\$3,407,600
Rifle	Garfield County Regional	\$3,115,600	\$4,039,500	\$7,155,100
Saguache	Saguache Municipal	\$2,000	\$2,600	\$4,600
Salida	Harriet Alexander	\$963,200	\$1,248,800	\$2,212,000
Springfield	Springfield Municipal		Confidential	
Steamboat Springs	Steamboat Springs	\$2,180,900	\$2,827,700	\$5,008,600
Sterling	Sterling Municipal	\$456,900	\$592,300	\$1,049,200
Trinidad	Perry Stokes	\$2,008,000	\$2,603,600	\$4,611,600
Walden	Walden/Jackson County	\$386,600	\$501,300	\$887,900
Walsenburg	Spanish Peaks	\$107,400	\$139,300	\$246,700
Watkins/Denver	Front Range	\$14,639,200	\$18,980,400	\$33,619,600
Westcliffe	Silver West		Confidential	
Wray	Wray Municipal	\$2,344,300	\$3,039,500	\$5,383,800
Yuma	Yuma Municipal	\$231,200	\$299,800	\$531,000
General Aviation Airports Total		\$241,188,500	\$312,711,000	\$553,899,500
All Airports Total		\$436,880,800	\$566,433,900	\$1,003,314,700

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-13
 Commercial Service Visitor Output**

Associated City	Airport Name	Indirect Output	Induced Output	Total Output
Alamosa	Alamosa/San Luis Valley Regional	\$1,757,700	\$2,021,900	\$3,779,600
Aspen	Aspen/Pitkin County	\$410,596,000	\$472,288,100	\$882,884,100
Colorado Springs	Colorado Springs Municipal	\$365,163,700	\$420,029,600	\$785,193,300
Cortez	Cortez/Montezuma	\$2,746,200	\$3,158,700	\$5,904,900
Denver	Denver International	\$5,671,788,400	\$6,523,974,600	\$12,195,763,000
Durango	Durango/La Plata County	\$164,555,400	\$189,279,900	\$353,835,300
Eagle	Eagle County Regional	\$338,540,100	\$389,405,700	\$727,945,800
Grand Junction	Grand Junction Regional	\$93,196,800	\$107,199,600	\$200,396,400
Gunnison	Gunnison/Crested Butte Regional	\$56,372,700	\$64,842,800	\$121,215,500
Hayden	Hayden/Yampa Valley Regional	\$152,454,700	\$175,360,900	\$327,815,600
Loveland	Fort Collins/Loveland Municipal	\$6,433,900	\$7,400,500	\$13,834,400
Montrose	Montrose Regional	\$112,320,600	\$129,196,800	\$241,517,400
Pueblo	Pueblo Memorial	\$1,099,300	\$1,264,600	\$2,363,900
Telluride	Telluride Regional	\$33,184,100	\$38,170,100	\$71,354,200
Commercial Service Airports Total		\$ 7,410,209,600	\$ 8,523,593,800	\$ 15,933,803,400

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-14
Total Output**

Associated City	Airport Name	Total Direct and Indirect Output	Total Induced Output	Total Output
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	\$18,251,200	\$23,703,200	\$41,954,400
Aspen	Aspen/Pitkin County	\$490,269,100	\$577,132,600	\$1,067,401,700
Colorado Springs	Colorado Springs Municipal	\$1,556,150,400	\$1,979,130,000	\$3,535,280,400
Cortez	Cortez/Montezuma	\$13,509,700	\$17,242,900	\$30,752,600
Denver	Denver International	\$9,985,831,800	\$12,310,832,300	\$22,296,664,100
Durango	Durango/La Plata County	\$209,448,100	\$248,145,100	\$457,593,200
Eagle	Eagle County Regional	\$447,719,200	\$534,451,200	\$982,170,400
Grand Junction	Grand Junction Regional	\$274,605,400	\$349,088,200	\$623,693,600
Gunnison	Gunnison/Crested Butte Regional	\$80,801,000	\$96,845,500	\$177,646,500
Hayden	Hayden/Yampa Valley Regional	\$188,909,200	\$223,094,600	\$412,003,800
Loveland	Fort Collins/Loveland Municipal	\$24,849,800	\$31,467,000	\$56,316,800
Montrose	Montrose Regional	\$150,165,500	\$179,108,700	\$329,274,200
Pueblo	Pueblo Memorial	\$61,259,200	\$80,406,300	\$141,665,500
Telluride	Telluride Regional	\$62,811,400	\$77,075,500	\$139,886,900
Commercial Service Airports Total		\$ 13,564,581,000	\$ 16,727,723,100	\$30,292,304,100
General Aviation Airports				
Akron	Colorado Plains Regional	\$5,205,500	\$6,865,800	\$12,071,300
Blanca	Blanca	\$22,700	\$29,100	\$51,800
Boulder	Boulder Municipal	\$25,833,100	\$34,314,200	\$60,147,300
Broomfield/Denver	Rocky Mountain Metropolitan	\$156,079,000	\$207,172,100	\$363,251,100
Brush	Brush Municipal	\$36,300	\$46,700	\$83,000
Buena Vista	Central Colorado Regional	\$2,065,500	\$2,644,900	\$4,710,400
Burlington	Kit Carson County	\$2,912,500	\$3,748,800	\$6,661,300
Calhan	Calhan	\$227,300	\$304,500	\$531,800
Canon City	Fremont County	\$3,431,100	\$4,549,400	\$7,980,500
Center	Leach	\$67,200	\$85,700	\$152,900
Colorado Springs	Meadow Lake	\$5,064,300	\$6,790,900	\$11,855,200
Craig	Craig/Moffat County	\$977,000	\$1,279,700	\$2,256,700
Crawford	Crawford	\$767,000	\$1,014,300	\$1,781,300
Creede	Mineral County Memorial	\$1,267,500	\$1,642,300	\$2,909,800
Del Norte	Astronaut Rominger	\$137,200	\$174,300	\$311,500
Delta	Blake Field	\$1,943,100	\$2,551,200	\$4,494,300
Delta	Westwinds Airpark	\$325,000	\$439,100	\$764,100
Durango	Animas Airpark	\$4,572,500	\$6,024,900	\$10,597,400
Eads	Eads	\$833,100	\$1,129,600	\$1,962,700
Ellicot	Colorado Springs East	\$122,300	\$156,800	\$279,100
Englewood/Denver	Centennial	\$383,648,600	\$513,474,200	\$897,122,800
Erie	Erie Municipal	\$5,232,200	\$6,992,500	\$12,224,700
Evans	Easton/Valley View	\$476,500	\$638,100	\$1,114,600



Table A-14 (cont.)
Total Output

Associated City	Airport Name	Total Direct and Indirect Output	Total Induced Output	Total Output
Fort Morgan	Fort Morgan Municipal	\$1,304,500	\$1,673,600	\$2,978,100
Ft. Lupton/Hudson	Platte Valley Airpark	\$512,700	\$671,100	\$1,183,800
Glenwood Springs	Glenwood Springs Municipal	\$4,148,500	\$5,442,400	\$9,590,900
Granby	Granby/Grand County	\$2,405,600	\$3,083,600	\$5,489,200
Greeley	Greeley/Weld County	\$52,381,600	\$68,432,600	\$120,814,200
Haxtun	Haxtun Municipal	\$15,300	\$19,500	\$34,800
Holly	Holly	\$118,200	\$150,300	\$268,500
Holyoke	Holyoke Municipal	\$1,605,100	\$2,121,500	\$3,726,600
Julesburg	Julesburg Municipal	\$80,200	\$102,300	\$182,500
Kremmling	Mc Elroy Field/Kremmling	\$3,206,900	\$4,192,400	\$7,399,300
La Junta	La Junta Municipal	\$1,899,700	\$2,488,600	\$4,388,300
La Veta	Cuchara Valley	\$479,700	\$643,200	\$1,122,900
Lamar	Lamar Municipal	\$5,391,500	\$7,087,900	\$12,479,400
Las Animas	Las Animas City and County	\$218,500	\$293,200	\$511,700
Leadville	Lake County	\$658,500	\$842,800	\$1,501,300
Limon	Limon Municipal	\$695,100	\$888,400	\$1,583,500
Longmont	Vance Brand Municipal	\$20,430,000	\$26,899,300	\$47,329,300
Mack	Mack Mesa	\$88,300	\$112,500	\$200,800
Meeker	Meeker	\$6,208,300	\$8,063,100	\$14,271,400
Monte Vista	Monte Vista Municipal	\$739,300	\$976,800	\$1,716,100
Nucla	Hopkins Field	\$425,400	\$546,500	\$971,900
Pagosa Springs	Stevens Field	\$14,988,800	\$19,354,800	\$34,343,600
Paonia	North Fork Valley	\$253,700	\$333,600	\$587,300
Rangely	Rangely	\$2,610,800	\$3,395,300	\$6,006,100
Rifle	Garfield County Regional	\$19,937,200	\$25,739,500	\$45,676,700
Saguache	Saguache Municipal	\$39,200	\$49,900	\$89,100
Salida	Harriet Alexander	\$2,574,700	\$3,400,700	\$5,975,400
Springfield	Springfield Municipal	\$138,700	\$185,600	\$324,300
Steamboat Springs	Steamboat Springs	\$5,080,800	\$6,659,000	\$11,739,800
Sterling	Sterling Municipal	\$799,100	\$1,027,000	\$1,826,100
Trinidad	Perry Stokes	\$2,867,200	\$3,741,500	\$6,608,700
Walden	Walden/Jackson County	\$919,100	\$1,214,600	\$2,133,700
Walsenburg	Spanish Peaks	\$352,500	\$450,700	\$803,200
Watkins/Denver	Front Range	\$58,228,300	\$76,211,500	\$134,439,800
Westcliffe	Silver West	\$487,100	\$621,900	\$1,109,000
Wray	Wray Municipal	\$6,063,600	\$8,072,400	\$14,136,000
Yuma	Yuma Municipal	\$2,194,500	\$2,941,400	\$5,135,900
General Aviation Airports Total		\$821,794,700	\$1,090,200,100	\$1,911,994,800
All Airports Total		\$14,386,375,700	\$17,817,923,200	\$32,204,298,900

Source: Wilbur Smith Associates and RIMS II, April 2008



**Table A-15
Total Airport Impacts**

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Alamosa	Alamosa/San Luis Valley Regional	517	\$13,983,500	\$41,954,400
Aspen	Aspen/Pitkin County	11,950	\$336,620,600	\$1,067,401,700
Colorado Springs	Colorado Springs Municipal	51,594	\$1,956,776,400	\$3,535,280,400
Cortez	Cortez/Montezuma	350	\$10,640,800	\$30,752,600
Denver	Denver International	217,459	\$7,064,743,700	\$22,296,664,100
Durango	Durango/La Plata County	5,185	\$145,902,000	\$457,593,200
Eagle	Eagle County Regional	10,467	\$293,886,700	\$982,170,400
Grand Junction	Grand Junction Regional	6,125	\$189,204,000	\$623,693,600
Gunnison	Gunnison/Crested Butte Regional	1,950	\$55,972,100	\$177,646,500
Hayden	Hayden/Yampa Valley Regional	4,922	\$133,630,400	\$412,003,800
Loveland	Fort Collins/Loveland Municipal	749	\$21,607,300	\$56,316,800
Montrose	Montrose Regional	3,882	\$103,928,300	\$329,274,200
Pueblo	Pueblo Memorial	1,533	\$54,046,600	\$141,665,500
Telluride	Telluride Regional	1,453	\$43,688,800	\$139,886,900
Commercial Service Airports Total		318,136	\$ 10,424,631,200	\$30,292,304,100
General Aviation Airports				
Akron	Colorado Plains Regional	165	\$4,196,800	\$12,071,300
Blanca	Blanca	3	\$25,400	\$51,800
Boulder	Boulder Municipal	729	\$20,168,500	\$60,147,300
Broomfield/Denver	Rocky Mountain Metropolitan	3,701	\$129,447,900	\$363,251,100
Brush	Brush Municipal	7	\$29,000	\$83,000
Buena Vista	Central Colorado Regional	62	\$1,881,100	\$4,710,400
Burlington	Kit Carson County	80	\$2,345,900	\$6,661,300
Calhan	Calhan	7	\$129,500	\$531,800
Canon City	Fremont County	89	\$2,302,300	\$7,980,500
Center	Leach	5	\$57,200	\$152,900
Colorado Springs	Meadow Lake	187	\$4,456,100	\$11,855,200
Craig	Craig/Moffat County	39	\$823,100	\$2,256,700
Crawford	Crawford	23	\$630,700	\$1,781,300
Creede	Mineral County Memorial	40	\$1,090,600	\$2,909,800
Del Norte	Astronaut Rominger	3	\$28,000	\$311,500
Delta	Blake Field	68	\$1,927,900	\$4,494,300
Delta	Westwinds Airpark	15	\$245,300	\$764,100
Durango	Animas Airpark	123	\$2,637,100	\$10,597,400
Eads	Eads	22	\$308,600	\$1,962,700
Ellicot	Colorado Springs East	6	\$91,200	\$279,100
Englewood/Denver	Centennial	10,485	\$356,654,900	\$897,122,800
Erie	Erie Municipal	160	\$4,345,300	\$12,224,700
Evans	Easton/Valley View	13	\$262,800	\$1,114,600



Table A-15 (cont.)
Total Airport Impacts

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Fort Morgan	Fort Morgan Municipal	28	\$867,500	\$2,978,100
Ft. Lupon/Hudson	Platte Valley Airpark	16	\$441,700	\$1,183,800
Glenwood Springs	Glenwood Springs Municipal	130	\$3,668,300	\$9,590,900
Granby	Granby/Grand County	48	\$1,445,500	\$5,489,200
Greeley	Greeley/Weld County	1,766	\$65,142,900	\$120,814,200
Haxtun	Haxtun Municipal	3	\$19,100	\$34,800
Holly	Holly	3	\$3,500	\$268,500
Holyoke	Holyoke Municipal	33	\$925,300	\$3,726,600
Julesburg	Julesburg Municipal	4	\$65,200	\$182,500
Kremmling	Mc Elroy Field/Kremmling	74	\$2,040,800	\$7,399,300
La Junta	La Junta Municipal	45	\$1,366,600	\$4,388,300
La Veta	Cuchara Valley	19	\$296,600	\$1,122,900
Lamar	Lamar Municipal	144	\$3,919,200	\$12,479,400
Las Animas	Las Animas City and County	10	\$138,700	\$511,700
Leadville	Lake County	16	\$357,800	\$1,501,300
Limon	Limon Municipal	17	\$492,400	\$1,583,500
Longmont	Vance Brand Municipal	666	\$17,314,600	\$47,329,300
Mack	Mack Mesa	9	\$87,700	\$200,800
Meeker	Meeker	169	\$4,750,000	\$14,271,400
Monte Vista	Monte Vista Municipal	77	\$1,311,500	\$1,716,100
Nucla	Hopkins Field	14	\$404,800	\$971,900
Pagosa Springs	Stevens Field	393	\$12,108,200	\$34,343,600
Paonia	North Fork Valley	21	\$186,900	\$587,300
Rangely	Rangely	90	\$2,841,800	\$6,006,100
Rifle	Garfield County Regional	508	\$18,502,400	\$45,676,700
Saguache	Saguache Municipal	3	\$36,800	\$89,100
Salida	Harriet Alexander	71	\$1,975,900	\$5,975,400
Springfield	Springfield Municipal	7	\$125,900	\$324,300
Steamboat Springs	Steamboat Springs	116	\$3,966,800	\$11,739,800
Sterling	Sterling Municipal	22	\$541,500	\$1,826,100
Trinidad	Perry Stokes	81	\$2,231,900	\$6,608,700
Walden	Walden/Jackson County	25	\$641,600	\$2,133,700
Walsenburg	Spanish Peaks	10	\$263,700	\$803,200
Watkins/Denver	Front Range	1,806	\$62,051,000	\$134,439,800
Westcliffe	Silver West	13	\$330,000	\$1,109,000
Wray	Wray Municipal	121	\$3,395,800	\$14,136,000
Yuma	Yuma Municipal	40	\$910,100	\$5,135,900
General Aviation Airports Total		22,650	\$749,255,200	\$1,911,994,800
All Airports Total		340,786	\$11,173,886,400	\$32,204,298,900

Source: Wilbur Smith Associates and RIMS II, April 2008



Table A-16
Total Airport Impacts - Ranked by Output

Associated City	Airport Name	Total Output
Commercial Service Airports		
Denver	Denver International	\$22,296,664,100
Colorado Springs	Colorado Springs Municipal	\$3,535,280,400
Aspen	Aspen/Pitkin County	\$1,067,401,700
Eagle	Eagle County Regional	\$982,170,400
Grand Junction	Grand Junction Regional	\$623,693,600
Durango	Durango/La Plata County	\$457,593,200
Hayden	Hayden/Yampa Valley Regional	\$412,003,800
Montrose	Montrose Regional	\$329,274,200
Gunnison	Gunnison/Crested Butte Regional	\$177,646,500
Pueblo	Pueblo Memorial	\$141,665,500
Telluride	Telluride Regional	\$139,886,900
Loveland	Fort Collins/Loveland Municipal	\$56,316,800
Alamosa	Alamosa/San Luis Valley Regional	\$41,954,400
Cortez	Cortez/Montezuma	\$30,752,600
Commercial Service Airports Total		\$30,292,304,100
General Aviation Airports		
Englewood/Denver	Centennial	\$897,122,800
Broomfield/Denver	Rocky Mountain Metropolitan	\$363,251,100
Watkins/Denver	Front Range	\$134,439,800
Greeley	Greeley/Weld County	\$120,814,200
Boulder	Boulder Municipal	\$60,147,300
Longmont	Vance Brand Municipal	\$47,329,300
Rifle	Garfield County Regional	\$45,676,700
Pagosa Springs	Stevens Field	\$34,343,600
Meeker	Meeker	\$14,271,400
Wray	Wray Municipal	\$14,136,000
Lamar	Lamar Municipal	\$12,479,400
Erie	Erie Municipal	\$12,224,700
Akron	Colorado Plains Regional	\$12,071,300
Colorado Springs	Meadow Lake	\$11,855,200
Steamboat Springs	Steamboat Springs	\$11,739,800
Durango	Animas Airpark	\$10,597,400
Glenwood Springs	Glenwood Springs Municipal	\$9,590,900
Canon City	Fremont County	\$7,980,500
Kremmling	Mc Elroy Field/Kremmling	\$7,399,300
Burlington	Kit Carson County	\$6,661,300
Trinidad	Perry Stokes	\$6,608,700
Rangely	Rangely	\$6,006,100
Salida	Harriet Alexander	\$5,975,400



**Table A-16 (cont.)
 Total Airport Impacts - Ranked by Output**

Associated City	Airport Name	Total Output
Granby	Granby/Grand County	\$5,489,200
Yuma	Yuma Municipal	\$5,135,900
Buena Vista	Central Colorado Regional	\$4,710,400
Delta	Blake Field	\$4,494,300
La Junta	La Junta Municipal	\$4,388,300
Holyoke	Holyoke Municipal	\$3,726,600
Fort Morgan	Fort Morgan Municipal	\$2,978,100
Creede	Mineral County Memorial	\$2,909,800
Craig	Craig/Moffat County	\$2,256,700
Walden	Walden/Jackson County	\$2,133,700
Eads	Eads	\$1,962,700
Sterling	Sterling Municipal	\$1,826,100
Crawford	Crawford	\$1,781,300
Monte Vista	Monte Vista Municipal	\$1,716,100
Limon	Limon Municipal	\$1,583,500
Leadville	Lake County	\$1,501,300
Ft. Lupon/Hudson	Platte Valley Airpark	\$1,183,800
La Veta	Cuchara Valley	\$1,122,900
Evans	Easton/Valley View	\$1,114,600
Westcliffe	Silver West	\$1,109,000
Nucla	Hopkins Field	\$971,900
Walsenburg	Spanish Peaks	\$803,200
Delta	Westwinds Airpark	\$764,100
Paonia	North Fork Valley	\$587,300
Calhan	Calhan	\$531,800
Las Animas	Las Animas City and County	\$511,700
Springfield	Springfield Municipal	\$324,300
Del Norte	Astronaut Rominger	\$311,500
Ellicot	Colorado Springs East	\$279,100
Holly	Holly	\$268,500
Mack	Mack Mesa	\$200,800
Julesburg	Julesburg Municipal	\$182,500
Center	Leach	\$152,900
Saguache	Saguache Municipal	\$89,100
Brush	Brush Municipal	\$83,000
Blanca	Blanca	\$51,800
Haxtun	Haxtun Municipal	\$34,800
General Aviation Airports Total		\$1,911,994,800
All Airports Total		\$32,204,298,900

Source: Wilbur Smith Associates and RIMS II, April 2008



Table A-17
Total Airport Impacts - Ranked by Employment

Associated City	Airport Name	Total Employment
Commercial Service Airports		
Denver	Denver International	217,459
Colorado Springs	Colorado Springs Municipal	51,594
Aspen	Aspen/Pitkin County	11,950
Eagle	Eagle County Regional	10,467
Grand Junction	Grand Junction Regional	6,125
Durango	Durango/La Plata County	5,185
Hayden	Hayden/Yampa Valley Regional	4,922
Montrose	Montrose Regional	3,882
Gunnison	Gunnison/Crested Butte Regional	1,950
Pueblo	Pueblo Memorial	1,533
Telluride	Telluride Regional	1,453
Loveland	Fort Collins/Loveland Municipal	749
Alamosa	Alamosa/San Luis Valley Regional	517
Cortez	Cortez/Montezuma	350
Commercial Service Airports Total		318,136
General Aviation Airports		
Englewood/Denver	Centennial	10,485
Broomfield/Denver	Rocky Mountain Metropolitan	3,701
Watkins/Denver	Front Range	1,806
Greeley	Greeley/Weld County	1,766
Boulder	Boulder Municipal	729
Longmont	Vance Brand Municipal	666
Rifle	Garfield County Regional	508
Pagosa Springs	Stevens Field	393
Colorado Springs	Meadow Lake	187
Meeker	Meeker	169
Akron	Colorado Plains Regional	165
Erie	Erie Municipal	160
Lamar	Lamar Municipal	144
Glenwood Springs	Glenwood Springs Municipal	130
Durango	Animas Airpark	123
Wray	Wray Municipal	121
Steamboat Springs	Steamboat Springs	116
Rangely	Rangely	90
Canon City	Fremont County	89
Trinidad	Perry Stokes	81
Burlington	Kit Carson County	80
Monte Vista	Monte Vista Municipal	77
Kremmling	Mc Elroy Field/Kremmling	74



**Table A-17 (cont.)
 Total Airport Impacts - Ranked by Employment**

Associated City	Airport Name	Total Employment
Salida	Harriet Alexander	71
Delta	Blake Field	68
Buena Vista	Central Colorado Regional	62
Granby	Granby/Grand County	48
La Junta	La Junta Municipal	45
Yuma	Yuma Municipal	40
Creede	Mineral County Memorial	40
Craig	Craig/Moffat County	39
Holyoke	Holyoke Municipal	33
Fort Morgan	Fort Morgan Municipal	28
Walden	Walden/Jackson County	25
Crawford	Crawford	23
Eads	Eads	22
Sterling	Sterling Municipal	22
Paonia	North Fork Valley	21
La Veta	Cuchara Valley	19
Limon	Limon Municipal	17
Leadville	Lake County	16
Ft. Lupon/Hudson	Platte Valley Airpark	16
Delta	Westwinds Airpark	15
Nucla	Hopkins Field	14
Evans	Easton/Valley View	13
Westcliffe	Silver West	13
Walsenburg	Spanish Peaks	10
Las Animas	Las Animas City and County	10
Mack	Mack Mesa	9
Calhan	Calhan	7
Springfield	Springfield Municipal	7
Brush	Brush Municipal	7
Ellicot	Colorado Springs East	6
Center	Leach	5
Julesburg	Julesburg Municipal	4
Del Norte	Astronaut Rominger	3
Holly	Holly	3
Saguache	Saguache Municipal	3
Blanca	Blanca	3
Haxtun	Haxtun Municipal	3
General Aviation Airports Total		22,650
All Airports Total		340,786

Source: Wilbur Smith Associates and RIMS II, April 2008



Table A-18
Total Airport Impacts - Ranked by Payroll

Associated City	Airport Name	Total Payroll
Commercial Service Airports		
Denver	Denver International	\$7,064,743,700
Colorado Springs	Colorado Springs Municipal	\$1,956,776,400
Aspen	Aspen/Pitkin County	\$336,620,600
Eagle	Eagle County Regional	\$293,886,700
Grand Junction	Grand Junction Regional	\$189,204,000
Durango	Durango/La Plata County	\$145,902,000
Hayden	Hayden/Yampa Valley Regional	\$133,630,400
Montrose	Montrose Regional	\$103,928,300
Gunnison	Gunnison/Crested Butte Regional	\$55,972,100
Pueblo	Pueblo Memorial	\$54,046,600
Telluride	Telluride Regional	\$43,688,800
Loveland	Fort Collins/Loveland Municipal	\$21,607,300
Alamosa	Alamosa/San Luis Valley Regional	\$13,983,500
Cortez	Cortez/Montezuma	\$10,640,800
Commercial Service Airports Total		\$ 10,424,631,200
General Aviation Airports		
Englewood/Denver	Centennial	\$356,654,900
Broomfield/Denver	Rocky Mountain Metropolitan	\$129,447,900
Greeley	Greeley/Weld County	\$65,142,900
Watkins/Denver	Front Range	\$62,051,000
Boulder	Boulder Municipal	\$20,168,500
Rifle	Garfield County Regional	\$18,502,400
Longmont	Vance Brand Municipal	\$17,314,600
Pagosa Springs	Stevens Field	\$12,108,200
Meeker	Meeker	\$4,750,000
Colorado Springs	Meadow Lake	\$4,456,100
Erie	Erie Municipal	\$4,345,300
Akron	Colorado Plains Regional	\$4,196,800
Steamboat Springs	Steamboat Springs	\$3,966,800
Lamar	Lamar Municipal	\$3,919,200
Glenwood Springs	Glenwood Springs Municipal	\$3,668,300
Wray	Wray Municipal	\$3,395,800
Rangely	Rangely	\$2,841,800
Durango	Animas Airpark	\$2,637,100
Burlington	Kit Carson County	\$2,345,900
Canon City	Fremont County	\$2,302,300
Trinidad	Perry Stokes	\$2,231,900
Kremmling	Mc Elroy Field/Kremmling	\$2,040,800
Salida	Harriet Alexander	\$1,975,900



Table A-18 (cont.)
Total Airport Impacts - Ranked by Payroll

Associated City	Airport Name	Total Payroll
Delta	Blake Field	\$1,927,900
Buena Vista	Central Colorado Regional	\$1,881,100
Granby	Granby/Grand County	\$1,445,500
La Junta	La Junta Municipal	\$1,366,600
Monte Vista	Monte Vista Municipal	\$1,311,500
Creede	Mineral County Memorial	\$1,090,600
Holyoke	Holyoke Municipal	\$925,300
Yuma	Yuma Municipal	\$910,100
Fort Morgan	Fort Morgan Municipal	\$867,500
Craig	Craig/Moffat County	\$823,100
Walden	Walden/Jackson County	\$641,600
Crawford	Crawford	\$630,700
Sterling	Sterling Municipal	\$541,500
Limon	Limon Municipal	\$492,400
Ft. Lupon/Hudson	Platte Valley Airpark	\$441,700
Nucla	Hopkins Field	\$404,800
Leadville	Lake County	\$357,800
Westcliffe	Silver West	\$330,000
Eads	Eads	\$308,600
La Veta	Cuchara Valley	\$296,600
Walsenburg	Spanish Peaks	\$263,700
Evans	Easton/Valley View	\$262,800
Delta	Westwinds Airpark	\$245,300
Paonia	North Fork Valley	\$186,900
Las Animas	Las Animas City and County	\$138,700
Calhan	Calhan	\$129,500
Springfield	Springfield Municipal	\$125,900
Ellicot	Colorado Springs East	\$91,200
Mack	Mack Mesa	\$87,700
Julesburg	Julesburg Municipal	\$65,200
Center	Leach	\$57,200
Saguache	Saguache Municipal	\$36,800
Brush	Brush Municipal	\$29,000
Del Norte	Astronaut Rominger	\$28,000
Blanca	Blanca	\$25,400
Haxtun	Haxtun Municipal	\$19,100
Holly	Holly	\$3,500
General Aviation Airports Total		\$749,255,200
All Airports Total		\$11,173,886,400

Source: Wilbur Smith Associates and RIMS II, April 2008



Appendix B

Appendix B contains data pertaining to Colorado jobs that are dependent on the State's system of airports. These figures were derived from surveys sent to businesses across Colorado that have a propensity to use aviation services. Businesses that responded to the survey provided data on the industry each represented, along with the number of jobs each business reported as being dependent on aviation. These survey responses were then compiled to estimate the number of jobs in each county that could be considered dependent on the State's airports.

The estimates of aviation-dependent jobs are presented in the table below by county and by industry. Additionally, the number of airports serving each county is presented for the reader's reference.



Table B-1
Colorado Aviation Dependent Employment by County

County	Natural Resources and Mining	Construction	Manufacturing	Trade, Transportation, and Utilities	Information	Financial Activities	Professional and Business Services	Education and Health Services	Leisure and Hospitality	Other Services	Total Aviation-Dependent Employment	Number of System Airports in County
Adams	132	1,305	2,283	4,417	714	1,260	5,659	1,214	1,113	1,003	19,100	1
Alamosa	47	31	21	146	41	91	109	126	73	37	721	1
Arapahoe	77	1,543	1,559	4,693	5,594	7,227	18,841	3,134	2,062	1,523	46,254	1
Archuleta	6	31	11	76	21	78	74	22	66	30	417	1
Baca	6	0	0	17	4	10	2	2	5	3	49	1
Bent	3	0	0	10	0	11	0	4	8	1	37	1
Boulder	132	421	3,025	2,240	3,003	1,549	10,327	1,861	1,467	871	24,896	2
Broomfield	1	91	793	603	937	356	2,455	127	306	108	5,776	
Chaffee	9	49	23	126	28	81	116	41	132	27	633	2
Cheyenne	11	0	0	19	0	13	0	0	2	3	49	
Clear Creek	0	19	0	34	13	18	55	11	61	24	236	
Conejos	8	5	4	20	0	8	9	18	7	0	79	
Costilla	15	0	0	7	0	0	3	3	5	3	35	1
Crowley	0	1	0	9	0	5	0	7	2	0	23	
Custer	0	8	0	15	8	14	10	3	19	4	81	1
Delta	75	43	110	162	43	78	189	86	68	43	898	4
Denver	597	1,501	3,844	7,733	5,302	7,661	28,254	5,021	3,936	2,810	66,658	1
Dolores	4	0	0	8	0	0	16	0	6	0	34	
Douglas	34	715	382	1,955	1,788	1,524	4,420	679	1,094	570	13,161	
Eagle	8	384	66	407	137	455	1,166	181	765	225	3,794	1
Elbert	11	57	22	50	9	24	124	11	43	15	367	
El Paso	51	1,266	2,912	3,834	2,521	3,582	13,681	2,538	2,492	1,965	34,842	4
Fremont	14	70	133	191	55	100	170	208	144	40	1,125	1
Garfield	258	353	71	530	76	260	756	213	276	154	2,946	2
Gilpin	0	6	0	3	3	3	20	4	357	8	403	
Grand	11	74	16	103	18	114	113	18	209	20	697	2
Gunnison	79	71	18	113	30	88	159	37	165	37	797	1
Hinsdale	0	0	0	4	2	4	3	0	4	0	17	



Table B-1 (cont.)
Colorado Aviation Dependent Employment by County

County	Natural Resources and Mining	Construction	Manufacturing	Trade, Transportation, and Utilities	Information	Financial Activities	Professional and Business Services	Education and Health Services	Leisure and Hospitality	Other Services	Total Aviation-Dependent Employment	Number of System Airports in County
Huerfano	4	6	19	28	8	10	81	44	23	3	227	2
Jackson	12	0	0	12	0	0	5	3	6	0	37	1
Jefferson	99	1,148	3,205	3,836	1,525	2,615	11,330	2,257	2,073	1,300	29,388	1
Kiowa	1	0	0	8	0	0	0	0	2	0	11	1
Kit Carson	26	7	23	67	15	32	81	15	22	14	302	1
Lake	0	14	0	21	4	18	30	23	28	7	144	1
La Plata	71	220	99	458	156	288	759	265	328	119	2,762	2
Larimer	123	792	2,038	2,186	846	1,216	6,019	1,520	1,423	694	16,855	1
Las Animas	41	56	25	96	17	55	106	50	53	39	540	1
Lincoln	0	4	0	41	0	18	14	12	26	0	114	1
Logan	37	44	61	164	34	60	178	123	70	56	826	1
Mesa	341	431	563	1,280	302	720	1,858	829	601	354	7,280	2
Mineral	0	4	0	7	0	1	3	0	16	1	31	1
Moffat	66	14	14	136	13	29	95	47	46	35	495	1
Montezuma	13	56	74	169	36	79	139	115	92	39	811	1
Montrose	35	123	242	325	72	159	370	156	127	84	1,695	2
Morgan	93	50	394	173	72	67	174	93	71	30	1,216	2
Otero	15	12	75	124	29	59	50	129	54	25	572	1
Ouray	6	23	5	21	7	16	35	5	45	6	169	
Park	1	26	13	29	10	20	69	7	32	13	219	
Phillips	24	3	4	32	13	11	6	6	11	5	115	2
Pitkin	6	89	27	183	75	336	889	66	421	139	2,231	1
Prowers	59	10	70	98	19	59	54	39	38	20	468	2
Pueblo	24	316	742	997	282	450	1,968	935	551	291	6,556	1
Rio Blanco	107	122	7	42	5	14	44	5	31	13	391	2
Rio Grande	91	19	26	80	12	32	47	40	36	18	401	2
Routt	61	212	25	224	59	202	421	117	243	119	1,682	2
Saguache	55	4	7	25	0	7	0	6	5	8	116	2
San Juan	0	0	0	4	0	2	4	0	10	0	19	



Table B-1 (cont.)
 Colorado Aviation Dependent Employment by County

County	Natural Resources and Mining	Construction	Manufacturing	Trade, Transportation, and Utilities	Information	Financial Activities	Professional and Business Services	Education and Health Services	Leisure and Hospitality	Other Services	Total Aviation-Dependent Employment	Number of System Airports in County
San Miguel	19	70	22	46	37	80	125	20	102	36	558	1
Sedgwick	0	2	0	14	0	10	8	3	8	0	45	1
Summit	15	118	16	300	58	278	533	79	549	87	2,033	
Teller	0	24	0	83	16	64	187	39	199	33	645	
Washington	6	0	0	27	3	11	13	3	6	3	73	1
Weld	688	601	1,708	1,381	389	1,027	2,771	762	607	377	10,312	4
Yuma	105	13	10	69	22	45	27	31	25	13	359	2
Total	3,837	12,680	24,808	40,308	24,483	32,704	115,225	23,411	22,859	13,507	313,823	

Source: Wilbur Smith Associates



Table B-2
Listing of Airports by County

County	Airports within County			
Adams	Front Range			
Alamosa	San Luis Valley Regional			
Arapahoe	Centennial			
Archuleta	Stevens Field			
Baca	Springfield Municipal			
Bent	Las Animas City and County			
Boulder	Boulder Municipal	Vance Brand Municipal		
Broomfield				
Chaffee	Central Colorado Regional	Harriet Alexander		
Cheyenne				
Clear Creek				
Conejos				
Costilla	Blanca			
Crowley				
Custer	Silver West			
Delta	Crawford	Westwinds Airpark	Blake Field	North Fork Valley
Denver	Denver International			
Dolores				
Douglas				
Eagle	Eagle County Regional			
Elbert				
El Paso	Calhan	Colorado Springs East	Colorado Springs Municipal	Meadow Lake
Fremont	Fremont County			
Garfield	Glenwood Springs Municipal	Garfield County Regional		
Gilpin				
Grand	Granby-Grand County	Mc Elroy Field-Kremmling		
Gunnison	Gunnison-Crested Butte Reg'l			
Hinsdale				



**Table B-2 (cont.)
 Listing of Airports by County**

County	Airports within County	
Huerfano	Cuchara Valley	Spanish Peaks
Jackson	Walden-Jackson County	
Jefferson	Rocky Mountain Metropolitan	
Kiowa	Eads	
Kit Carson	Kit-Carson County	
Lake	Lake County	
La Plata	Durango-La Plata County	Animas Air Park
Larimer	Fort Collins-Loveland Municipal	
Las Animas	Perry Stokes	
Lincoln	Limon Municipal	
Logan	Sterling Municipal	
Mesa	Grand Junction Regional	Mack Mesa
Mineral	Mineral County Memorial	
Moffat	Craig-Moffat County	
Montezuma	Cortez-Montezuma County	
Montrose	Montrose Regional	Hopkins Field
Morgan	Brush Municipal	Fort Morgan Municipal
Otero	La Junta Municipal	
Ouray		
Park		
Phillips	Haxtun Municipal	Holyoke Municipal
Pitkin	Aspen-Pitkin County	
Prowers	Holly	Lamar Municipal
Pueblo	Pueblo Memorial	
Rio Blanco	Meeker	Rangely
Rio Grande	Astronaut Rominger	Monte Vista Municipal
Routt	Yampa Valley Regional	Steamboat Springs
Saguache	Leach Field	Saguache Municipal



**Table B-2 (cont.)
 Listing of Airports by County**

County	Airports within County			
San Juan				
San Miguel	Telluride Regional			
Sedgwick	Julesburg Municipal			
Summit				
Teller				
Washington	Colorado Plains Regional			
Weld	Erie Municipal	Easton-Valley View	Platte Valley Airpark	Greeley-Weld County
Yuma	Wray Municipal	Yuma Municipal		

Source: Wilbur Smith Associates

Appendix C

COMPARISON OF AVIATION TAXES AND FEES IN COLORADO AND NEIGHBORING STATES

Individual aircraft owners make decisions about where to purchase and base aircraft. These decisions consider factors such as convenience, cost, and culture (i.e. services at the FBOs). Local tax structure may not be the principal decision making factor, but may be a tipping point between two locations. Companies, like individuals, make location decisions based on a number of factors, of which tax structure can be an important factor.

To set the context for taxes associated with doing business at Colorado airports, this section compares taxes in Colorado with similar taxes in neighboring states. For purposes of the comparison, **Exhibit C-1** shows Colorado's neighboring states. This section compares taxes in three broad categories: sales taxes on aircraft, parts, and services; personal property taxes and registration fees; and avgas and jet fuel taxes. The comparison of aviation-oriented taxes provides a backdrop to set a context for Colorado tax rates and their potential effects on based aircraft and business location decisions.

Exhibit C-1
Colorado and Surrounding States





Sales Taxes on Aircraft, Parts and Services

State and local taxes are typically levied on the sale of aircraft, aircraft parts, and services. These taxes come under a general rubric of sales taxes on goods and services. Colorado’s statewide sales tax on aircraft is 2.9 percent, and is among the lowest sales tax of the 45 U.S. states that collect sales tax. In the region, state plus local sales tax combined in Colorado is roughly equivalent to Wyoming tax rates, but the other neighboring states have much higher sales tax rates. Of note in Colorado, aircraft used for commercial service, as well as aircraft parts that will be permanently affixed to an aircraft (e.g. plane parts) are exempt from sales tax.

As shown in **Table C-1**, Colorado has a combined median sales tax rate of (5.4 percent), which is just below the national average (5.6 percent). Further, Colorado’s median total tax rate (5.4 percent) is the lowest amongst all the other states in the region. Oklahoma has the highest median tax rate of 6.8 percent followed by Kansas at 6.7 percent, Nebraska at 6.5 percent, Utah at 6.4 percent, and New Mexico at 6.3 percent.

**Table C-1
 Comparison of Sales Tax Rates on Aircraft, Parts & Services**

State	State	Local	Total (Range)	Total (Median)
Colorado	2.9%	1.0 - 4.0%	3.9 - 6.9%	5.4%
Kansas	5.3%	0.9 - 2.0%	6.2 - 7.3%	6.7%
Nebraska	5.5%	0.5 - 1.5%	6.0 - 8.0%	6.5%
New Mexico	5.0%	0.4 - 2.8%	5.4 - 7.8%	6.3%
Oklahoma	3.3%	3.3 - 3.9%	6.5 - 7.1%	6.8%
Utah	4.8%	1.0 - 2.3%	5.8 - 7.0%	6.4%
Wyoming	4.0%	0.5 - 2.0%	4.5 - 6.0%	5.3%
National Average	4.7%	0.7 - 2.5%	5.4 - 7.2%	5.6%

Source: Conklin & deDecker “State Tax Guide for General Aviation, 2006”.

Personal Property Tax and Registration Fees

States typically charge either an aircraft property tax or an aircraft registration fee on non-commercial aircraft. A few states rely on annual or biennial general aviation aircraft registration fees in lieu of property taxes. Other states have a rate schedule with fees determined by aircraft weight or engine/wing type. Of the seven states in the region, only three, New Mexico, Oklahoma, and Utah, charge general aviation aircraft registration fees with the specific rates and formulas varying by state. No such fees are collected in Colorado, Kansas, Nebraska, or Wyoming.

The basis for property taxes on general aviation aircraft also vary from one state to another. Only 16 states in the U.S. levy personal property tax on general aviation aircraft. Wyoming assesses a general aviation aircraft property tax ranging from 9.5 percent to 11.5 percent of the asset value, while Nebraska levies a personal property tax on general aviation aircraft based on its net book value. The remaining states in the region, including Colorado, do not levy general aviation aircraft property taxes at the state, county, or local level. **Table C-2** summarizes the basis for registration fees and property tax in Colorado and neighboring states. Of note, Colorado is the only state in the region and one of few states across the nation that collects neither property tax on aircraft sales or registration fees on general aviation aircraft.



Table C-2
Comparison of Personal Property Tax & Registration Fees
for General Aviation Aircraft

State	Registration Fee				Property Tax	
	Lowest Rate Amount	Fee Basis	Highest Rate Amount	Fee Basis	State	County
Colorado	None		None		None	None
Kansas	None		None		Yes	Yes
Nebraska	None		None		Yes	Yes
New Mexico	\$0.01/lb.	Planes 0-1 yr old	\$0.02/lb.	Planes 5+ years old	None	None
Oklahoma	\$20	Single engine, <1,750 lbs.	\$15,000	Turbo-jet, >100,000 lbs.	None	None
Utah	\$25	Propeller driven	\$10,000	Jet, >20,000 lbs.	None	None
Wyoming	None		None		None	Yes

Source: Conklin & deDecker "State Tax Guide for Aviation, 2006"

Sales and Excise Taxes on Avgas and Jet Fuel

The major component of Colorado's aviation taxes involve sales and excise taxes levied on jet fuel and avgas. The 2.9 percent State sales tax levied on other goods and services in Colorado is also applied to the sale price of jet fuel. Aviation gasoline (avgas), the fuel used by most general aviation aircraft, is excluded from sales tax. Many states, including Colorado, levy an excise tax on the gallons of aviation fuel sold. Fuel rates for the region are summarized by tax type and state in **Table C-3**.

Table C-3 suggests a mixed approach with respect to tax rates on jet fuel and avgas. Overall, jet fuel in Colorado is taxed higher than the national average; however, avgas is taxed at a much lower rate. Most states, with the notable exception of Kansas, do not charge an excise tax on avgas or jet fuel. Nebraska and Oklahoma have very low fuel taxes. Colorado, Kansas, and New Mexico are the highest.

Table C-3
Comparison of Sales and Excise Tax Rates on Avgas and Jet Fuel

State	Avgas Taxes			Jet Fuel Taxes		
	Avgas Tax Rate (per \$ Sales)	Excise Tax Rate (per Gallon)	Total Tax/Gallon ¹	Fuel Tax Rate (per \$ Sales)	Excise Tax Rate (per Gallon)	Total Tax/Gallon ²
Colorado	0%	\$0.06	\$0.06	2.90%	\$0.04	\$0.13
Kansas	5.30%	\$0	\$0.18	5.30%	\$0	\$0.16
Nebraska	0%	\$0.05	\$0.05	0%	\$0.03	\$0.03
New Mexico	0%	\$0.17	\$0.17	5.00%	\$0	\$0.15
Oklahoma	0%	\$0.00	\$0.00	0%	\$0.00	\$0.00
Utah	0%	\$0.09	\$0.09	0%	\$0.09	\$0.09
Wyoming	0%	\$0.05	\$0.05	0%	\$0.05	\$0.05
National Average	1.60%	\$0.06	\$0.12	2.08%	\$0.03	\$0.09

Source: Conklin & deDecker "State Tax Guide for Aviation, 2006" and www.airnav.com.

Note: Fuel sales taxes are levied as a % on sales; excise taxes are levied as cents/gallon.

¹ Assuming an average pre-tax price per gallon of \$3.48

² Assuming an average pre-tax price per gallon of \$3.07



Exemptions

Almost every state in the U.S. has exemptions in its tax code for activities or industries that it wants to encourage. Colorado is no exception. The following discussion highlights key exemptions that represent favorable tax treatment for aviation in Colorado and neighboring states.

Sales/Use Tax for Common Carrier Aircraft

Exemptions In Colorado and in neighboring states are given for aircraft purchased to transport people or property for a charge (e.g., “common carrier”). Colorado has exempted commercial airlines from sales tax for the purchase of aircraft used in interstate commerce. A commercial airline is defined as an airline engaged in regularly scheduled transport of passengers or freight.

Aviation Fuels

With the exception of Oklahoma and Wyoming, a wide range of exemptions apply to both jet fuel and avgas. Four states in the region have some form of tax relief ranging from exemptions on “interstate flights” in Kansas, to “limited exemptions for turboprops and jets” in New Mexico. Thus, the total effective jet fuel taxes/gallon in the region ranges from a high of \$0.163 in Kansas to a low of \$0.001 in Oklahoma, with Colorado at \$0.132 per gallon as compared with a national average of \$0.094. Commercial airlines are exempt from Federal fuel excise taxes and State excise tax in Colorado. Colorado also exempts aerial applicators from paying aviation fuel taxes on aviation gas (avgas).

Aviation Development Zone

Commencing on January 1, 2006, Colorado legislators approved a State income tax credit of \$1,200 per new employee for aviation manufacturers located in a Colorado “aviation development zone”. An “aviation development zone” is defined as any airport in Colorado that is a public-use facility designated by the FAA in its National Plan of Integrated Airport Systems (NPIAS), which has registered with the Colorado Office of Economic Development and International Trade (OEDIT). For the purposes of this credit, an “aviation manufacturer” is defined as a business involved in the production of aircraft parts specifically used in the manufacture of aircraft or a business involved in the development of a proof of concept or prototype aircraft, a test and evaluation aircraft, a certification aircraft, or a production aircraft. Businesses involved in the maintenance of aircraft are not eligible for this tax credit.

Government. and Military Tax Exemptions on Avgas and Jet Fuel

Government agencies and the military are exempt from both the excise tax and the sales tax on aviation fuels.



Appendix D

This appendix contains tables detailing the taxes associated with airports in Colorado. Estimates were made of lodging, rental car, sales (state and municipal) and income (state and federal) taxes paid by visitors using Colorado's airports, businesses and their employees working at Colorado's airports, and employees that have jobs as a result of activity on Colorado's airports.



Table D-1
Estimated Tax Receipts Generated by General Aviation Visitor Expenditures

Associated City	Airport Name	Lodging, Rental Car, and Sales Taxes Paid by GA Visitors
Commercial Service Airports		
Alamosa	Alamosa/San Luis Valley Regional	\$706,600
Aspen	Aspen/Pitkin County	\$1,672,200
Colorado Springs	Colorado Springs Municipal	\$3,666,800
Cortez	Cortez/Montezuma	\$469,100
Denver	Denver International	\$110,300
Durango	Durango/La Plata County	\$1,102,600
Eagle	Eagle County Regional	\$1,118,900
Grand Junction	Grand Junction Regional	\$2,745,200
Gunnison	Gunnison/Crested Butte Regional	\$420,200
Hayden	Hayden/Yampa Valley Regional	\$489,000
Loveland	Fort Collins/Loveland Municipal	\$715,400
Montrose	Montrose Regional	\$379,300
Pueblo	Pueblo Memorial	\$1,009,800
Telluride	Telluride Regional	\$728,300
Commercial Service Airports Total		\$15,333,700
General Aviation Airports		
Akron	Colorado Plains Regional	\$187,900
Blanca	Blanca	\$900
Boulder	Boulder Municipal	\$880,600
Broomfield/Denver	Rocky Mountain Metropolitan	\$3,861,100
Brush	Brush Municipal	\$1,200
Buena Vista	Central Colorado Regional	\$40,000
Burlington	Kit Carson County	\$84,400
Calhan	Calhan	\$700
Canon City	Fremont County	\$64,100
Center	Leach	\$1,100
Colorado Springs	Meadow Lake	\$10,800
Craig	Craig/Moffat County	\$12,900
Crawford	Crawford	\$25,000
Creede	Mineral County Memorial	\$95,700
Del Norte	Astronaut Rominger	\$300
Delta	Blake Field	\$71,200
Delta	Westwinds Airpark	\$2,000
Durango	Animas Airpark	\$111,500
Eads	Eads	\$700
Ellicot	Colorado Springs East	\$2,400



**Table D-1, (cont.)
 Estimated Tax Receipts Generated by General Aviation Visitor Expenditures**

Associated City	Airport Name	Lodging, Rental Car, and Sales Taxes Paid by GA Visitors
Englewood/Denver	Centennial	\$6,088,400
Erie	Erie Municipal	\$74,900
Evans	Easton/Valley View	\$1,300
Fort Morgan	Fort Morgan Municipal	\$39,900
Ft. Lupon/Hudson	Platte Valley Airpark	\$4,000
Glenwood Springs	Glenwood Springs Municipal	\$242,900
Granby	Granby/Grand County	\$86,600
Greeley	Greeley/Weld County	\$902,500
Haxtun	Haxtun Municipal	\$200
Holly	Holly	\$100
Holyoke	Holyoke Municipal	\$24,800
Julesburg	Julesburg Municipal	\$900
Kremmling	Mc Elroy Field/Kremmling	\$71,300
La Junta	La Junta Municipal	\$25,600
La Veta	Cuchara Valley	\$7,700
Lamar	Lamar Municipal	\$241,300
Las Animas	Las Animas City and County	\$700
Leadville	Lake County	\$17,700
Limon	Limon Municipal	\$10,600
Longmont	Vance Brand Municipal	\$908,500
Mack	Mack Mesa	\$1,000
Meeker	Meeker	\$336,600
Monte Vista	Monte Vista Municipal	\$10,500
Nucla	Hopkins Field	\$20,000
Pagosa Springs	Stevens Field	\$679,500
Paonia	North Fork Valley	\$10,400
Rangely	Rangely	\$102,800
Rifle	Garfield County Regional	\$138,700
Saguache	Saguache Municipal	\$200
Salida	Harriet Alexander	\$70,200
Springfield	Springfield Municipal	\$0
Steamboat Springs	Steamboat Springs	\$188,400
Sterling	Sterling Municipal	\$33,200
Trinidad	Perry Stokes	\$142,400
Walden	Walden/Jackson County	\$27,400
Walsenburg	Spanish Peaks	\$4,900
Watkins/Denver	Front Range	\$609,600
Westcliffe	Silver West	\$9,000
Wray	Wray Municipal	\$134,600
Yuma	Yuma Municipal	\$14,300
General Aviation Airports Total		\$16,738,100
All Airports Total		\$32,071,800

Source: Wilbur Smith Associates



Table D-2
Estimated Tax Receipts Generated by Commercial Aviation Visitor Expenditures

Associated City	Airport Name	Lodging, Rental Car, and Sales Taxes Paid by Commercial Service Visitors
Commercial Service Airports		
Alamosa	Alamosa/San Luis Valley Regional	\$131,300
Aspen	Aspen/Pitkin County	\$36,296,700
Colorado Springs	Colorado Springs Municipal	\$30,491,100
Cortez	Cortez/Montezuma	\$201,600
Denver	Denver International	\$694,898,700
Durango	Durango/La Plata County	\$13,493,600
Eagle	Eagle County Regional	\$30,468,600
Grand Junction	Grand Junction Regional	\$8,527,500
Gunnison	Gunnison/Crested Butte Regional	\$5,527,300
Hayden	Hayden/Yampa Valley Regional	\$12,958,700
Loveland	Fort Collins/Loveland Municipal	\$503,800
Montrose	Montrose Regional	\$9,541,600
Pueblo	Pueblo Memorial	\$102,100
Telluride	Telluride Regional	\$2,737,600
Commercial Service Airports Total		\$845,880,200

Source: Wilbur Smith Associates



Table D-3
Estimated Sales Tax Receipts from Expenditures by Tenants

Associated City	Airport Name	Sales Taxes Paid by Airport Tenants
Commercial Service Airports		
Alamosa	Alamosa/San Luis Valley Regional	\$347,400
Aspen	Aspen/Pitkin County	\$3,946,200
Colorado Springs	Colorado Springs Municipal	\$32,506,600
Cortez	Cortez/Montezuma	\$250,100
Denver	Denver International	\$312,416,700
Durango	Durango/La Plata County	\$1,878,300
Eagle	Eagle County Regional	\$6,416,200
Grand Junction	Grand Junction Regional	\$8,603,000
Gunnison	Gunnison/Crested Butte Regional	\$1,240,200
Hayden	Hayden/Yampa Valley Regional	\$1,742,100
Loveland	Fort Collins/Loveland Municipal	\$430,600
Montrose	Montrose Regional	\$2,017,500
Pueblo	Pueblo Memorial	\$2,559,300
Telluride	Telluride Regional	\$1,390,200
Commercial Service Airports Total		\$375,744,400
General Aviation Airports		
Akron	Colorado Plains Regional	\$117,400
Blanca	Blanca	\$300
Boulder	Boulder Municipal	\$748,600
Broomfield/Denver	Rocky Mountain Metropolitan	\$6,026,700
Brush	Brush Municipal	\$1,000
Buena Vista	Central Colorado Regional	\$51,200
Burlington	Kit Carson County	\$62,900
Calhan	Calhan	\$10,700
Canon City	Fremont County	\$127,400
Center	Leach	\$3,000
Colorado Springs	Meadow Lake	\$219,000
Craig	Craig/Moffat County	\$46,900
Crawford	Crawford	\$20,700
Creede	Mineral County Memorial	\$2,800
Del Norte	Astronaut Rominger	\$9,500
Delta	Blake Field	\$55,200
Delta	Westwinds Airpark	\$17,700
Durango	Animas Airpark	\$213,600
Eads	Eads	\$34,900
Ellicot	Colorado Springs East	\$2,400
Englewood/Denver	Centennial	\$13,057,300
Erie	Erie Municipal	\$193,100
Evans	Easton/Valley View	\$24,500
Fort Morgan	Fort Morgan Municipal	\$33,100
Ft. Lupon/Hudson	Platte Valley Airpark	\$22,700
Glenwood Springs	Glenwood Springs Municipal	\$56,100
Granby	Granby/Grand County	\$105,000
Greeley	Greeley/Weld County	\$1,227,300



**Table D-3, (cont.)
 Estimated Sales Tax Receipts from Expenditures by Tenants**

Associated City	Airport Name	Sales Taxes Paid by Airport Tenants
Haxtun	Haxtun Municipal	\$300
Holly	Holly	\$5,600
Holyoke	Holyoke Municipal	\$57,100
Julesburg	Julesburg Municipal	\$3,500
Kremmling	Mc Elroy Field/Kremmling	\$57,900
La Junta	La Junta Municipal	\$83,200
La Veta	Cuchara Valley	\$20,700
Lamar	Lamar Municipal	\$132,200
Las Animas	Las Animas City and County	\$11,400
Leadville	Lake County	\$27,900
Limon	Limon Municipal	\$23,900
Longmont	Vance Brand Municipal	\$370,900
Mack	Mack Mesa	\$2,300
Meeker	Meeker	\$74,200
Monte Vista	Monte Vista Municipal	\$17,400
Nucla	Hopkins Field	\$11,400
Pagosa Springs	Stevens Field	\$362,300
Paonia	North Fork Valley	\$6,500
Rangely	Rangely	\$46,400
Rifle	Garfield County Regional	\$466,700
Saguache	Saguache Municipal	\$2,500
Salida	Harriet Alexander	\$85,500
Springfield	Springfield Municipal	\$4,700
Steamboat Springs	Steamboat Springs	\$187,600
Sterling	Sterling Municipal	\$22,000
Trinidad	Perry Stokes	\$48,300
Walden	Walden/Jackson County	\$31,900
Walsenburg	Spanish Peaks	\$9,300
Watkins/Denver	Front Range	\$971,400
Westcliffe	Silver West	\$24,700
Wray	Wray Municipal	\$175,300
Yuma	Yuma Municipal	\$104,900
General Aviation Airports Total		\$25,940,900
All Airports Total		\$401,685,300

Source: Wilbur Smith Associates



Table D-4
Estimated Sales Tax from Airport Tenant Employee Payroll Expenditures

Associated City	Airport Name	Sales Taxes Paid by Airport Tenant Employees
Commercial Service Airports		
Alamosa	Alamosa/San Luis Valley Regional	\$10,300
Aspen	Aspen/Pitkin County	\$80,400
Colorado Springs	Colorado Springs Municipal	\$3,539,800
Cortez	Cortez/Montezuma	\$6,700
Denver	Denver International	\$6,948,000
Durango	Durango/La Plata County	\$45,900
Eagle	Eagle County Regional	\$125,800
Grand Junction	Grand Junction Regional	\$230,300
Gunnison	Gunnison/Crested Butte Regional	\$23,100
Hayden	Hayden/Yampa Valley Regional	\$59,400
Loveland	Fort Collins/Loveland Municipal	\$16,500
Montrose	Montrose Regional	\$62,200
Pueblo	Pueblo Memorial	\$74,500
Telluride	Telluride Regional	\$27,200
Commercial Service Airports Total		\$11,250,100
General Aviation Airports		
Akron	Colorado Plains Regional	\$4,000
Blanca	Blanca	\$100
Boulder	Boulder Municipal	\$25,200
Broomfield/Denver	Rocky Mountain Metropolitan	\$145,800
Brush	Brush Municipal	\$200
Buena Vista	Central Colorado Regional	\$2,100
Burlington	Kit Carson County	\$800
Calhan	Calhan	\$200
Canon City	Fremont County	\$3,300
Center	Leach	\$100
Colorado Springs	Meadow Lake	\$9,600
Craig	Craig/Moffat County	\$900
Crawford	Crawford	\$900
Creede	Mineral County Memorial	\$100
Del Norte	Astronaut Rominger	\$100
Delta	Blake Field	\$2,800
Delta	Westwinds Airpark	\$500
Durango	Animas Airpark	\$4,800
Eads	Eads	\$800
Ellicot	Colorado Springs East	\$100
Englewood/Denver	Centennial	\$590,700
Erie	Erie Municipal	\$7,700
Evans	Easton/Valley View	\$500
Fort Morgan	Fort Morgan Municipal	\$700
Ft. Lupon/Hudson	Platte Valley Airpark	\$900
Glenwood Springs	Glenwood Springs Municipal	\$2,600
Granby	Granby/Grand County	\$100
Greeley	Greeley/Weld County	\$116,500



Table D-4, (cont.)
Estimated Sales Tax from Airport Tenant Employee Payroll Expenditures

Associated City	Airport Name	Sales Taxes Paid by Airport Tenant Employees
Haxtun	Haxtun Municipal	\$100
Holly	Holly	\$100
Holyoke	Holyoke Municipal	\$800
Julesburg	Julesburg Municipal	\$100
Kremmling	Mc Elroy Field/Kremmling	\$1,100
La Junta	La Junta Municipal	\$2,100
La Veta	Cuchara Valley	\$600
Lamar	Lamar Municipal	\$2,300
Las Animas	Las Animas City and County	\$300
Leadville	Lake County	\$200
Limon	Limon Municipal	\$100
Longmont	Vance Brand Municipal	\$14,600
Mack	Mack Mesa	\$300
Meeker	Meeker	\$1,000
Monte Vista	Monte Vista Municipal	\$2,300
Nucla	Hopkins Field	\$500
Pagosa Springs	Stevens Field	\$2,600
Paonia	North Fork Valley	\$600
Rangely	Rangely	\$2,700
Rifle	Garfield County Regional	\$28,800
Saguache	Saguache Municipal	\$100
Salida	Harriet Alexander	\$2,600
Springfield	Springfield Municipal	\$400
Steamboat Springs	Steamboat Springs	\$3,900
Sterling	Sterling Municipal	\$200
Trinidad	Perry Stokes	\$1,100
Walden	Walden/Jackson County	\$600
Walsenburg	Spanish Peaks	\$100
Watkins/Denver	Front Range	\$105,700
Westcliffe	Silver West	\$100
Wray	Wray Municipal	\$3,300
Yuma	Yuma Municipal	\$1,500
General Aviation Airports Total		\$1,102,900
All Airports Total		\$12,353,000

Source: Wilbur Smith Associates



Table D-5
Estimated Sales Tax from GA Visitor Supported Employment Expenditures

Associated City	Airport Name	Sales Taxes Paid by GA Visitor Supported Employees
Commercial Service Airports		
Alamosa	Alamosa/San Luis Valley Regional	\$34,700
Aspen	Aspen/Pitkin County	\$67,000
Colorado Springs	Colorado Springs Municipal	\$181,000
Cortez	Cortez/Montezuma	\$22,000
Denver	Denver International	\$3,400
Durango	Durango/La Plata County	\$47,900
Eagle	Eagle County Regional	\$45,200
Grand Junction	Grand Junction Regional	\$117,200
Gunnison	Gunnison/Crested Butte Regional	\$17,000
Hayden	Hayden/Yampa Valley Regional	\$21,100
Loveland	Fort Collins/Loveland Municipal	\$34,100
Montrose	Montrose Regional	\$15,900
Pueblo	Pueblo Memorial	\$43,900
Telluride	Telluride Regional	\$30,300
Commercial Service Airports Total		\$680,700
General Aviation Airports		
Akron	Colorado Plains Regional	\$9,800
Blanca	Blanca	\$0
Boulder	Boulder Municipal	\$39,800
Broomfield/Denver	Rocky Mountain Metropolitan	\$171,400
Brush	Brush Municipal	\$0
Buena Vista	Central Colorado Regional	\$2,500
Burlington	Kit Carson County	\$5,400
Calhan	Calhan	\$0
Canon City	Fremont County	\$3,300
Center	Leach	\$0
Colorado Springs	Meadow Lake	\$600
Craig	Craig/Moffat County	\$600
Crawford	Crawford	\$1,100
Creede	Mineral County Memorial	\$4,200
Del Norte	Astronaut Rominger	\$0
Delta	Blake Field	\$3,100
Delta	Westwinds Airpark	\$0
Durango	Animas Airpark	\$4,600
Eads	Eads	\$0
Ellicot	Colorado Springs East	\$200
Englewood/Denver	Centennial	\$310,600
Erie	Erie Municipal	\$4,000
Evans	Easton/Valley View	\$0
Fort Morgan	Fort Morgan Municipal	\$2,100
Ft. Lupon/Hudson	Platte Valley Airpark	\$200
Glenwood Springs	Glenwood Springs Municipal	\$10,500



Table D-5, (cont.)
Estimated Sales Tax from GA Visitor Supported Employment Expenditures

Associated City	Airport Name	Sales Taxes Paid by GA Visitor Supported Employees
Granby	Granby/Grand County	\$3,600
Greeley	Greeley/Weld County	\$45,600
Haxtun	Haxtun Municipal	\$0
Holly	Holly	\$0
Holyoke	Holyoke Municipal	\$1,500
Julesburg	Julesburg Municipal	\$0
Kremmling	Mc Elroy Field/Kremmling	\$5,400
La Junta	La Junta Municipal	\$1,300
La Veta	Cuchara Valley	\$400
Lamar	Lamar Municipal	\$11,100
Las Animas	Las Animas City and County	\$0
Leadville	Lake County	\$800
Limon	Limon Municipal	\$800
Longmont	Vance Brand Municipal	\$45,000
Mack	Mack Mesa	\$0
Meeker	Meeker	\$17,200
Monte Vista	Monte Vista Municipal	\$400
Nucla	Hopkins Field	\$800
Pagosa Springs	Stevens Field	\$32,400
Paonia	North Fork Valley	\$600
Rangely	Rangely	\$5,200
Rifle	Garfield County Regional	\$10,900
Saguache	Saguache Municipal	\$0
Salida	Harriet Alexander	\$3,400
Springfield	Springfield Municipal	\$0
Steamboat Springs	Steamboat Springs	\$7,700
Sterling	Sterling Municipal	\$1,500
Trinidad	Perry Stokes	\$6,900
Walden	Walden/Jackson County	\$1,300
Walsenburg	Spanish Peaks	\$400
Watkins/Denver	Front Range	\$50,900
Westcliffe	Silver West	\$400
Wray	Wray Municipal	\$8,200
Yuma	Yuma Municipal	\$800
General Aviation Airports Total		\$838,500
All Airports Total		\$1,519,200

Source: Wilbur Smith Associates



Table D-6
Estimated Sales Tax from Commercial Service Visitor
Supported Employment Expenditures

Associated City	Airport Name	Sales Taxes Paid by Commercial Service Visitor Supported Employees
Commercial Service Airports		
Alamosa	Alamosa/San Luis Valley Regional	\$4,600
Aspen	Aspen/Pitkin County	\$1,073,000
Colorado Springs	Colorado Springs Municipal	\$954,200
Cortez	Cortez/Montezuma	\$7,100
Denver	Denver International	\$14,820,600
Durango	Durango/La Plata County	\$429,900
Eagle	Eagle County Regional	\$884,500
Grand Junction	Grand Junction Regional	\$243,600
Gunnison	Gunnison/Crested Butte Regional	\$147,300
Hayden	Hayden/Yampa Valley Regional	\$398,300
Loveland	Fort Collins/Loveland Municipal	\$16,900
Montrose	Montrose Regional	\$293,600
Pueblo	Pueblo Memorial	\$2,900
Telluride	Telluride Regional	\$86,700
Commercial Service Airports Total		\$19,363,200

Source: Wilbur Smith Associates



Table D-7
Estimated Income Taxes Paid by Airport Tenant Employees

Associated City	Airport Name	Colorado Income Taxes	Federal Income Taxes
Commercial Service Airports			
Alamosa	Alamosa/San Luis Valley Regional	\$32,000	\$91,800
Aspen	Aspen/Pitkin County	\$358,500	\$1,093,600
Colorado Springs	Colorado Springs Municipal	\$15,581,300	\$47,524,600
Cortez	Cortez/Montezuma	\$25,400	\$77,400
Denver	Denver International	\$30,420,200	\$92,784,400
Durango	Durango/La Plata County	\$181,100	\$552,300
Eagle	Eagle County Regional	\$488,500	\$1,490,000
Grand Junction	Grand Junction Regional	\$870,800	\$2,655,900
Gunnison	Gunnison/Crested Butte Regional	\$94,000	\$286,600
Hayden	Hayden/Yampa Valley Regional	\$179,300	\$514,400
Loveland	Fort Collins/Loveland Municipal	\$61,400	\$187,200
Montrose	Montrose Regional	\$182,200	\$522,600
Pueblo	Pueblo Memorial	\$320,900	\$978,900
Telluride	Telluride Regional	\$107,500	\$328,000
Commercial Service Airports Total		\$48,903,100	\$149,087,700
General Aviation Airports			
Akron	Colorado Plains Regional	\$11,600	\$33,200
Blanca	Blanca	\$0	\$200
Boulder	Boulder Municipal	\$77,900	\$223,300
Broomfield/Denver	Rocky Mountain Metropolitan	\$666,000	\$2,031,400
Brush	Brush Municipal	\$0	\$200
Buena Vista	Central Colorado Regional	\$6,300	\$18,000
Burlington	Kit Carson County	\$1,500	\$4,500
Calhan	Calhan	\$500	\$1,400
Canon City	Fremont County	\$10,800	\$31,000
Center	Leach	\$0	\$200
Colorado Springs	Meadow Lake	\$31,900	\$91,400
Craig	Craig/Moffat County	\$1,900	\$6,100
Crawford	Crawford	\$2,600	\$7,600
Creede	Mineral County Memorial	\$0	\$200
Del Norte	Astronaut Rominger	\$0	\$200
Delta	Blake Field	\$8,000	\$23,000
Delta	Westwinds Airpark	\$1,000	\$3,100
Durango	Animas Airpark	\$9,200	\$26,800
Eads	Eads	\$1,400	\$4,400
Ellicot	Colorado Springs East	\$0	\$200
Englewood/Denver	Centennial	\$2,420,300	\$7,382,100
Erie	Erie Municipal	\$23,200	\$66,700
Evans	Easton/Valley View	\$1,000	\$3,100
Fort Morgan	Fort Morgan Municipal	\$3,000	\$9,000
Ft. Lupon/Hudson	Platte Valley Airpark	\$2,700	\$7,900
Glenwood Springs	Glenwood Springs Municipal	\$7,800	\$22,300
Granby	Granby/Grand County	\$200	\$700
Greeley	Greeley/Weld County	\$494,100	\$1,507,100



Table D-7, (cont.)
Estimated Income Taxes Paid by Airport Tenant Employees

Associated City	Airport Name	Colorado Income Taxes	Federal Income Taxes
Haxtun	Haxtun Municipal	\$0	\$200
Holly	Holly	\$0	\$0
Holyoke	Holyoke Municipal	\$2,400	\$7,000
Julesburg	Julesburg Municipal	\$0	\$200
Kremmling	Mc Elroy Field/Kremmling	\$3,400	\$9,900
La Junta	La Junta Municipal	\$8,200	\$25,000
La Veta	Cuchara Valley	\$600	\$2,500
Lamar	Lamar Municipal	\$7,100	\$20,400
Las Animas	Las Animas City and County	\$400	\$1,500
Leadville	Lake County	\$0	\$400
Limon	Limon Municipal	\$0	\$200
Longmont	Vance Brand Municipal	\$44,100	\$126,600
Mack	Mack Mesa	\$0	\$600
Meeker	Meeker	\$2,100	\$6,000
Monte Vista	Monte Vista Municipal	\$4,800	\$15,300
Nucla	Hopkins Field	\$1,300	\$3,800
Pagosa Springs	Stevens Field	\$10,600	\$32,300
Paonia	North Fork Valley	\$0	\$600
Rangely	Rangely	\$10,200	\$31,100
Rifle	Garfield County Regional	\$119,900	\$365,600
Saguache	Saguache Municipal	\$0	\$200
Salida	Harriet Alexander	\$8,000	\$22,900
Springfield	Springfield Municipal	\$700	\$2,100
Steamboat Springs	Steamboat Springs	\$18,300	\$59,600
Sterling	Sterling Municipal	\$200	\$800
Trinidad	Perry Stokes	\$3,400	\$9,800
Walden	Walden/Jackson County	\$1,200	\$3,500
Walsenburg	Spanish Peaks	\$0	\$200
Watkins/Denver	Front Range	\$419,100	\$1,278,400
Westcliffe	Silver West	\$0	\$200
Wray	Wray Municipal	\$10,200	\$29,100
Yuma	Yuma Municipal	\$3,200	\$9,200
General Aviation Airports Total		\$4,462,300	\$13,570,500
All Airports Total		\$53,365,400	\$162,658,200



Table D-8
Estimated Income Taxes Paid by GA Visitor Supported Employees

Associated City	Airport Name	Colorado Income Taxes	Federal Income Taxes
Commercial Service Airports			
Alamosa	Alamosa/San Luis Valley Regional	\$70,700	\$205,100
Aspen	Aspen/Pitkin County	\$136,700	\$396,500
Colorado Springs	Colorado Springs Municipal	\$369,000	\$1,070,500
Cortez	Cortez/Montezuma	\$45,100	\$130,800
Denver	Denver International	\$6,800	\$19,900
Durango	Durango/La Plata County	\$97,800	\$283,700
Eagle	Eagle County Regional	\$92,300	\$267,800
Grand Junction	Grand Junction Regional	\$239,000	\$693,300
Gunnison	Gunnison/Crested Butte Regional	\$34,900	\$101,300
Hayden	Hayden/Yampa Valley Regional	\$42,800	\$124,200
Loveland	Fort Collins/Loveland Municipal	\$69,600	\$201,800
Montrose	Montrose Regional	\$32,600	\$94,500
Pueblo	Pueblo Memorial	\$89,200	\$258,800
Telluride	Telluride Regional	\$61,900	\$179,500
Commercial Service Airports Total		\$1,388,400	\$4,027,700
General Aviation Airports			
Akron	Colorado Plains Regional	\$20,100	\$58,300
Blanca	Blanca	\$100	\$200
Boulder	Boulder Municipal	\$81,200	\$235,600
Broomfield/Denver	Rocky Mountain Metropolitan	\$349,600	\$1,014,300
Brush	Brush Municipal	\$100	\$400
Buena Vista	Central Colorado Regional	\$5,200	\$15,000
Burlington	Kit Carson County	\$10,900	\$31,700
Calhan	Calhan	\$100	\$200
Canon City	Fremont County	\$6,600	\$19,300
Center	Leach	\$100	\$300
Colorado Springs	Meadow Lake	\$1,100	\$3,200
Craig	Craig/Moffat County	\$1,200	\$3,500
Crawford	Crawford	\$2,400	\$7,100
Creede	Mineral County Memorial	\$8,700	\$25,200
Del Norte	Astronaut Rominger	\$0	\$100
Delta	Blake Field	\$6,200	\$17,900
Delta	Westwinds Airpark	\$200	\$500
Durango	Animas Airpark	\$9,400	\$27,400
Eads	Eads	\$100	\$300
Ellicot	Colorado Springs East	\$400	\$1,100
Englewood/Denver	Centennial	\$633,300	\$1,837,400
Erie	Erie Municipal	\$8,000	\$23,300
Evans	Easton/Valley View	\$100	\$400
Fort Morgan	Fort Morgan Municipal	\$4,400	\$12,800
Ft. Lupon/Hudson	Platte Valley Airpark	\$400	\$1,200
Glenwood Springs	Glenwood Springs Municipal	\$21,600	\$62,700
Granby	Granby/Grand County	\$7,500	\$21,800
Greeley	Greeley/Weld County	\$92,700	\$269,100



**Table D-8, (cont.)
 Estimated Income Taxes Paid by GA Visitor Supported Employees**

Associated City	Airport Name	Colorado Income Taxes	Federal Income Taxes
Haxtun	Haxtun Municipal	\$0	\$100
Holly	Holly	\$0	\$100
Holyoke	Holyoke Municipal	\$3,100	\$8,900
Julesburg	Julesburg Municipal	\$100	\$300
Kremmling	Mc Elroy Field/Kremmling	\$11,100	\$32,100
La Junta	La Junta Municipal	\$2,600	\$7,400
La Veta	Cuchara Valley	\$800	\$2,200
Lamar	Lamar Municipal	\$22,800	\$66,100
Las Animas	Las Animas City and County	\$100	\$200
Leadville	Lake County	\$1,700	\$5,000
Limon	Limon Municipal	\$1,400	\$4,100
Longmont	Vance Brand Municipal	\$91,800	\$266,300
Mack	Mack Mesa	\$100	\$400
Meeker	Meeker	\$35,000	\$101,400
Monte Vista	Monte Vista Municipal	\$1,000	\$2,800
Nucla	Hopkins Field	\$1,600	\$4,800
Pagosa Springs	Stevens Field	\$66,000	\$191,600
Paonia	North Fork Valley	\$1,000	\$2,900
Rangely	Rangely	\$10,500	\$30,500
Rifle	Garfield County Regional	\$22,100	\$64,100
Saguache	Saguache Municipal	\$0	\$0
Salida	Harriet Alexander	\$6,800	\$19,800
Springfield	Springfield Municipal	\$0	\$0
Steamboat Springs	Steamboat Springs	\$15,500	\$44,900
Sterling	Sterling Municipal	\$3,200	\$9,400
Trinidad	Perry Stokes	\$14,200	\$41,300
Walden	Walden/Jackson County	\$2,700	\$8,000
Walsenburg	Spanish Peaks	\$800	\$2,200
Watkins/Denver	Front Range	\$103,900	\$301,300
Westcliffe	Silver West	\$900	\$2,500
Wray	Wray Municipal	\$16,600	\$48,200
Yuma	Yuma Municipal	\$1,600	\$4,800
General Aviation Airports Total		\$1,710,700	\$4,964,000
All Airports Total		\$3,099,100	\$8,991,700

Source: Wilbur Smith Associates



Table D-9
Estimated Income Taxes Paid by CS Visitor Supported Employees

Associated City	Airport Name	Colorado Income Taxes	Federal Income Taxes
Commercial Service Airports			
Alamosa	Alamosa/San Luis Valley Regional	\$9,400	\$27,200
Aspen	Aspen/Pitkin County	\$2,187,300	\$6,346,000
Colorado Springs	Colorado Springs Municipal	\$1,945,300	\$5,643,900
Cortez	Cortez/Montezuma	\$14,600	\$42,400
Denver	Denver International	\$30,214,500	\$87,661,300
Durango	Durango/La Plata County	\$876,600	\$2,543,300
Eagle	Eagle County Regional	\$1,803,500	\$5,232,400
Grand Junction	Grand Junction Regional	\$496,500	\$1,440,400
Gunnison	Gunnison/Crested Butte Regional	\$300,300	\$871,300
Hayden	Hayden/Yampa Valley Regional	\$812,200	\$2,356,300
Loveland	Fort Collins/Loveland Municipal	\$34,300	\$99,400
Montrose	Montrose Regional	\$598,300	\$1,736,000
Pueblo	Pueblo Memorial	\$5,900	\$17,000
Telluride	Telluride Regional	\$176,800	\$512,900
Commercial Service Airports Total		\$39,475,500	\$114,529,800

Source: Wilbur Smith Associates



Table D-10
Total Contribution to Colorado's Tax Base by Airport

Associated City	Airport Name	Total Tax Contribution
Commercial Service Airports		
	Alamosa/San Luis Valley	
Alamosa	Regional	\$1,671,100
Aspen	Aspen/Pitkin County	\$53,654,100
Colorado Springs	Colorado Springs Municipal	\$143,474,100
Cortez	Cortez/Montezuma	\$1,292,300
Denver	Denver International	\$1,270,304,800
Durango	Durango/La Plata County	\$21,533,000
Eagle	Eagle County Regional	\$48,433,700
Grand Junction	Grand Junction Regional	\$26,862,700
	Gunnison/Crested Butte	
Gunnison	Regional	\$9,063,500
	Hayden/Yampa Valley	
Hayden	Regional	\$19,697,800
	Fort Collins/Loveland	
Loveland	Municipal	\$2,371,000
Montrose	Montrose Regional	\$15,476,300
Pueblo	Pueblo Memorial	\$5,463,200
Telluride	Telluride Regional	\$6,366,900
Commercial Service Airports Total		\$1,625,664,500
General Aviation Airports		
Akron	Colorado Plains Regional	\$442,300
Blanca	Blanca	\$1,800
Boulder	Boulder Municipal	\$2,312,200
Broomfield/Denver	Rocky Mountain Metropolitan	\$14,266,300
Brush	Brush Municipal	\$3,100
Buena Vista	Central Colorado Regional	\$140,300
Burlington	Kit Carson County	\$202,100
Calhan	Calhan	\$13,800
Canon City	Fremont County	\$265,800
Center	Leach	\$4,800
Colorado Springs	Meadow Lake	\$367,600
Craig	Craig/Moffat County	\$74,000
Crawford	Crawford	\$67,400
Creede	Mineral County Memorial	\$136,900
Del Norte	Astronaut Rominger	\$10,200
Delta	Blake Field	\$187,400
Delta	Westwinds Airpark	\$25,000
Durango	Animas Airpark	\$407,300
Eads	Eads	\$42,600
Ellicot	Colorado Springs East	\$6,800
Englewood/Denver	Centennial	\$32,320,100
Erie	Erie Municipal	\$400,900
Evans	Easton/Valley View	\$30,900



Table D-10, (cont.)
Total Contribution to Colorado's Tax Base by Airport

Associated City	Airport Name	Total Tax Contribution
Fort Morgan	Fort Morgan Municipal	\$105,000
Ft. Lupon/Hudson	Platte Valley Airpark	\$40,000
Glenwood Springs	Glenwood Springs Municipal	\$426,500
Granby	Granby/Grand County	\$225,500
Greeley	Greeley/Weld County	\$4,654,900
Haxtun	Haxtun Municipal	\$900
Holly	Holly	\$5,900
Holyoke	Holyoke Municipal	\$105,600
Julesburg	Julesburg Municipal	\$5,100
Kremmling	Mc Elroy Field/Kremmling	\$192,200
La Junta	La Junta Municipal	\$155,400
La Veta	Cuchara Valley	\$35,500
Lamar	Lamar Municipal	\$503,300
Las Animas	Las Animas City and County	\$14,600
Leadville	Lake County	\$53,700
Limon	Limon Municipal	\$41,100
Longmont	Vance Brand Municipal	\$1,867,800
Mack	Mack Mesa	\$4,700
Meeker	Meeker	\$573,500
Monte Vista	Monte Vista Municipal	\$54,500
Nucla	Hopkins Field	\$44,200
Pagosa Springs	Stevens Field	\$1,377,300
Paonia	North Fork Valley	\$22,600
Rangely	Rangely	\$239,400
Rifle	Garfield County Regional	\$1,216,800
Saguache	Saguache Municipal	\$3,000
Salida	Harriet Alexander	\$219,200
Springfield	Springfield Municipal	\$7,900
Steamboat Springs	Steamboat Springs	\$525,900
Sterling	Sterling Municipal	\$70,500
Trinidad	Perry Stokes	\$267,400
Walden	Walden/Jackson County	\$76,600
Walsenburg	Spanish Peaks	\$17,900
Watkins/Denver	Front Range	\$3,840,300
Westcliffe	Silver West	\$37,800
Wray	Wray Municipal	\$425,500
Yuma	Yuma Municipal	\$140,300
General Aviation Airports Total		\$69,327,900
All Airports Total		\$1,694,992,400

Source: Wilbur Smith Associates