

NEWSLETTER

Colorado Aviation System Plan (CASP) | Colorado Economic Impact Study (CEIS)



Colorado Aviation System Plan
and Economic Impact Study

What is the Colorado Aviation System Plan and Economic Impact Study? What is the Purpose?

System Plan: The Colorado Aviation System Plan (CASP) assesses the overall conditions, performance, and needs of 66 public-use airports throughout the state including Meadow Lake Airport, a privately owned, public use FAA reliever airport in the system. The purpose of the plan is to determine the system's abilities to meet current and anticipated aviation demand. The plan aids the Colorado Department of Transportation (CDOT) Division of Aeronautics in successfully planning and developing the state's aviation system and improving the system's overall performance.

Economic Impact Study: The Colorado Aviation Economic Impact Study (CEIS) evaluates the on-airport and other multiplier economic impacts of 70 public-use airports throughout the state (the 66 CASP airports plus 4 privately-owned, public-use airports). Both individual airport and statewide impacts are determined, with an emphasis on documenting additional qualitative benefits that the airports provide to the state's residents, businesses, and overall economy.

Project Advisory Committee (PAC)

To guide CDOT's Division of Aeronautics, a Project Advisory Committee (PAC) of stakeholder representatives was established. Those stakeholders include representatives of the CDOT Division of Aeronautics, Colorado Aeronautical Board (CAB), Colorado Airport Operators Association (CAOA), Denver International Airport (DEN), Federal Aviation Administration (FAA), CDOT Division of Transportation Development, and airports. The PAC serves as a sounding board and provides input to CDOT and the consulting team throughout the entirety of the project.

Project Goals

The CDOT Division of Aeronautics, PAC, and consulting team worked in collaboration to develop four goals that further the desired results for the state's aviation system with consideration for existing planning documents such as the CDOT Statewide Transportation Plan 2040, Transportation Matters. The four CASP goals were translated into Performance Measures and System Indicators to evaluate the system's progress in meeting the established system goals.



Project Progress to Date

CASP: The project team has completed draft technical report chapters through Chapter 5: Airport Role and Classification Analysis. These chapters are available on the project website. Drafts of Chapter 6: Existing System Performance and Chapter 7: Forecasts of Aviation Demand are under review and should be posted soon.

CEIS: The project team has completed analysis of direct impacts and is currently completing estimates of total economic impacts for each airport. These airport-specific impacts are used to determine the 2018 statewide economic impact of aviation. The preliminary CEIS findings are being documented through a series of Tech Memos. Drafts of Tech Memo 1: Data Collection Process and Tech Memo 5: Agricultural Impacts are available for review on the [project website](#). Several additional Tech Memos (#2: Technical Methodology, #3: Tax Impacts, and #4: Air Cargo Analysis) are in process and will be uploaded to the website soon. **Most importantly, your airport's 2018 total economic impact estimates are being finalized to present at the CAO A Conference on January 27, 2020!** Information will be provided for each airport to communicate with the legislators during the reception during the conference on the economic impact. The individual airport brochures detailing the economic impact and CASP findings specific to the airport will be available at the conclusion of the project in mid-2020.



COLORADO
Department of Transportation
Division of Aeronautics

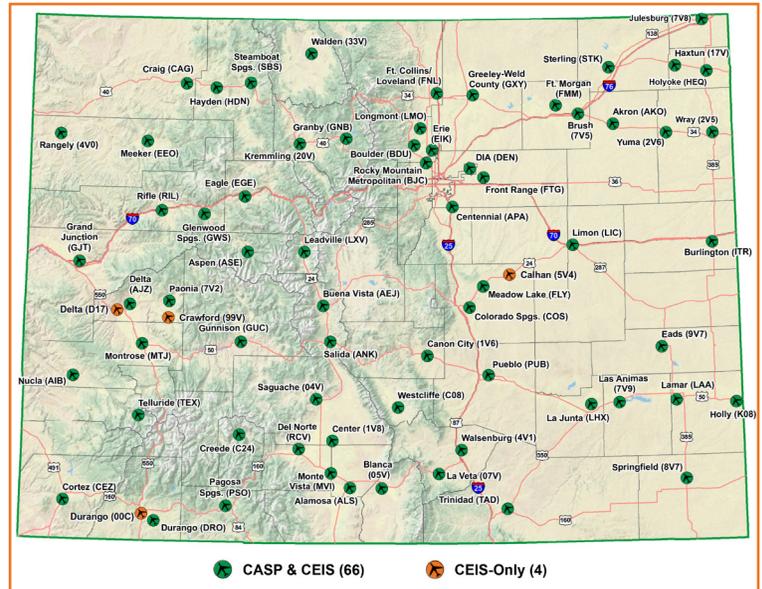
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Highlights from Chapter 2: Inventory of System Conditions and Chapter 7: Forecasts of Aviation Demand

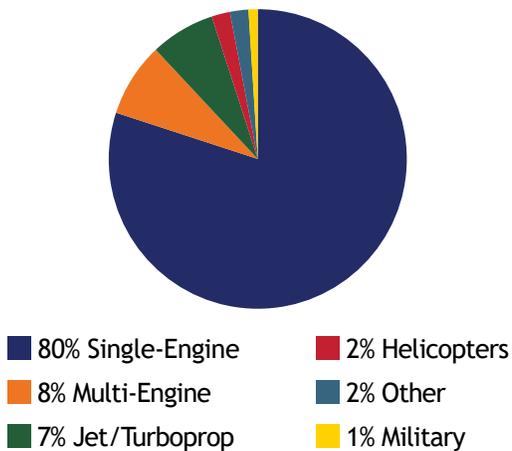
A significant data collection effort was conducted to gather informational inputs to understand current conditions of the Colorado aviation system. The CASP encompasses 65 publicly-owned, public-use airports and one privately-owned, Reliever facility. Four additional privately-owned airports are included in the CEIS due to their contributions to the state’s economic vitality. The expansive inventory process included site visits, outreach efforts, and the airports’ completion of a comprehensive 2018 Inventory and Data Form to provide the basis for the study’s analysis and create the baseline data for Chapter 7: Forecast of Aviation Demand. Highlights from the chapters are presented below:

- **Based Aircraft:** There were 5,208 based aircraft in 2018. The majority still remain single-engine, but the airports reported nearly 360 jet/turboprop aircraft. Preferred forecasts anticipate based aircraft to increase by 0.76 percent over the next 20 years and may increase into 5,389 aircraft.

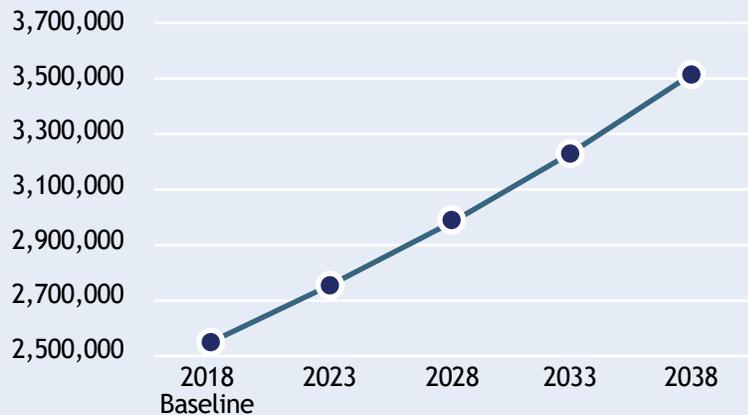


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2018 Statewide Based Aircraft



Total Operations Forecasts (2018-2038)



- **Operations:** The 66 CASP airports reported over 2.5 million annual operations for 2018. Almost 60 percent were general aviation operations. Forecasts through 2038 project operations may reach over 3.5 million operations by 2038.
- **Passenger Enplanements:** The 14 commercial service airports in the CASP reported nearly 33 million annual passenger enplanements for 2018. Denver International (DEN) served over 30.8 million of the state’s 2018 enplanements. Enplanements are forecasted to continue growing by 2.39 percent over the next 20 years with projected enplanements exceeding 53.5 million.

Top Issues Facing Colorado Airports

While gathering airport inventory data, each airport manager was asked about the top issues their airport is currently facing. The table summarizes the top three (3) issues identified by system airports:

Issue Identified	Number of Affected System Airports	Percent of Affected System Airports
Infrastructure needs	37	56%
Pilot/aviation workforce shortage	23	35%
Revenue generation and funding challenges	20	30%





Highlights from Chapter 3: Supplemental System Context

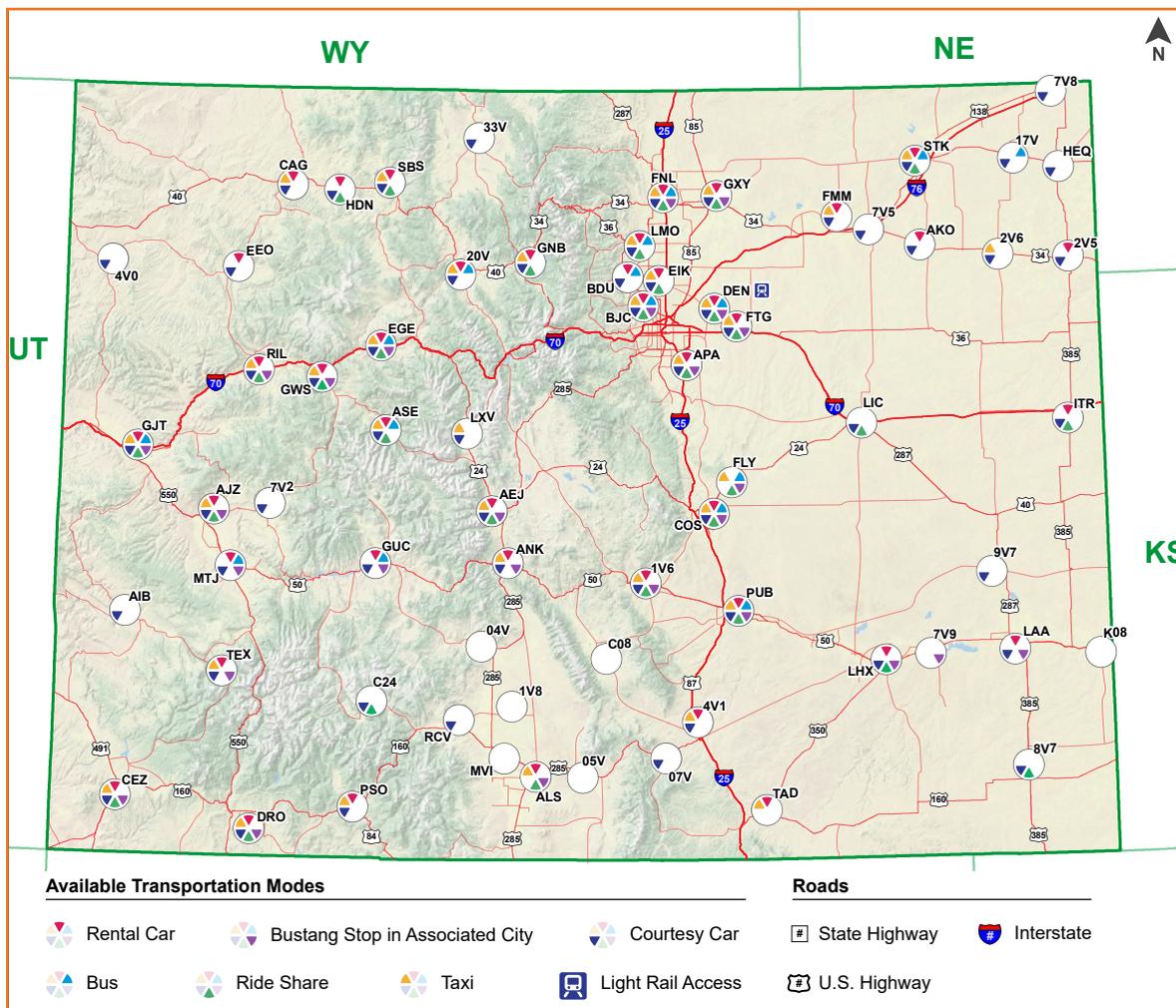
Environmental

The environmental context of an airport can significantly impact the course of development. From a system perspective, a particular environmental issue affecting one or multiple airports in a region can drive the type and volume of activity that occurs within the region, as well improvement projects that could be implemented to address those activities. The following table demonstrates the key environmental issues that impact CASP airports:

Environmental Consideration	Total No. Airports with Impacts
Land use	59
Biological resources	31
Water resources	23
Historical, architectural, archeological, and cultural resources	21
Air quality	16
Hazardous materials, solid waste, and pollution prevention	16
Farmlands	15
DOT Section 4(f)	5

Intermodal

Airports represent one of the multiple transportation modes that provide residents and visitors with quick and convenient access to all areas of Colorado. Connections between remote communities, large cities, and recreational areas are made even more accessible through aviation, and airports undoubtedly provide an added measure of quality to the lives of Colorado citizens. Integration, availability, and connectivity of rental cars, transit, passenger rail, rideshare, courtesy cars, and other applicable modes of transportation were analyzed as part of the CASP to help determine the overall interconnectivity of transportation modes between airports and their local communities. The following map shows the available transportation modes at CASP airports:



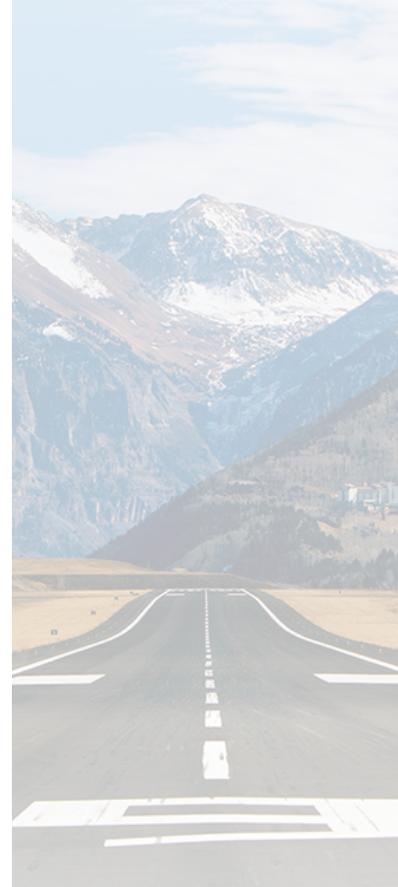
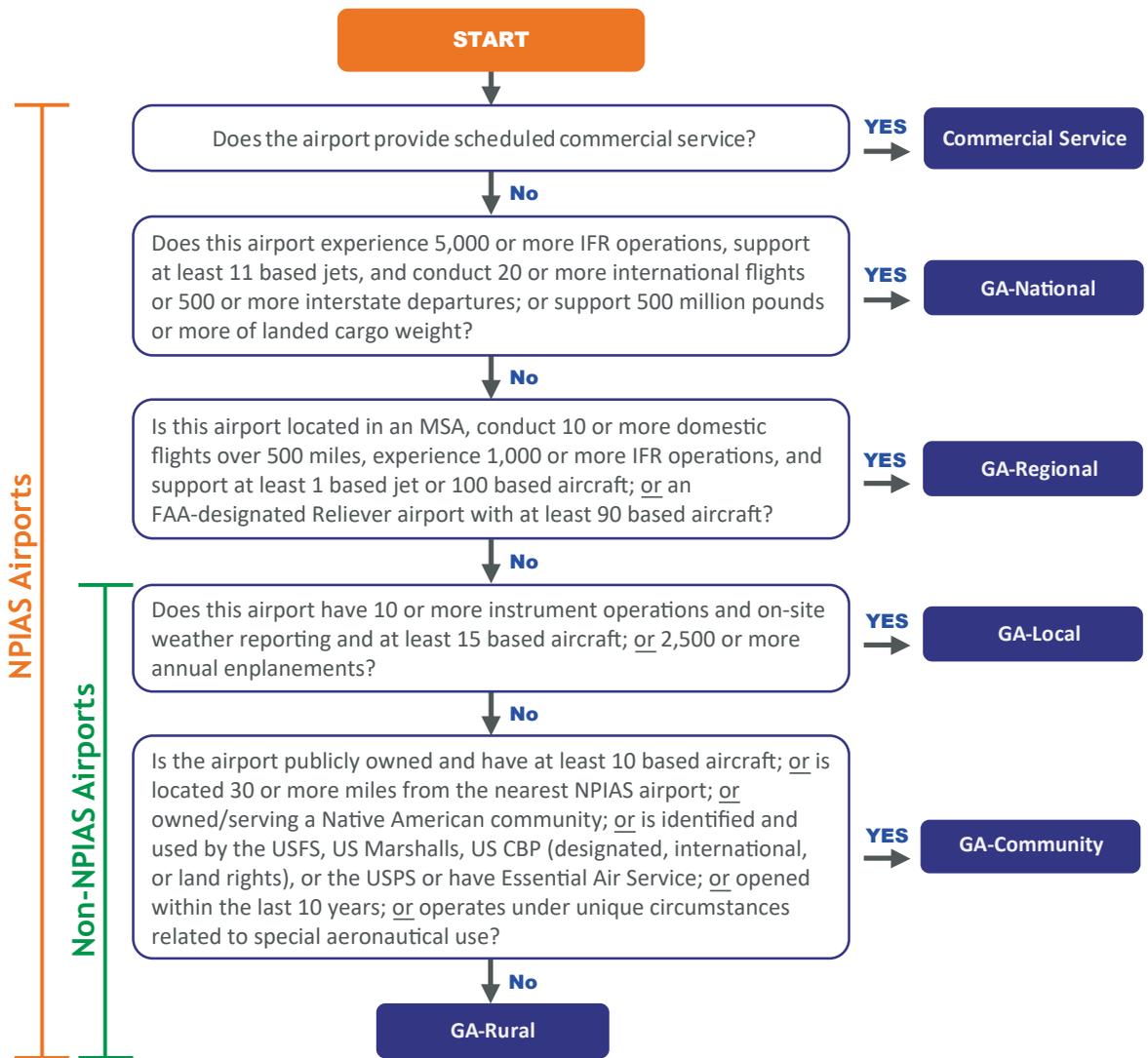
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Highlights from Chapter 5: Airport Role and Classification Analysis

In 2011, CDOT Division of Aeronautics fine-tuned the airport roles using three factors that indicate the performance of all airports: annual economic impact, state grant history, and fuel tax reimbursements. This resulted in three types of airport classifications: Major, Intermediate, and Minor. The 2020 CASP re-evaluated the prior methodology and established a new classification methodology that more closely aligns with the National Plan of Integrated Airport Systems (NPIAS) and the FAA's ASSET system. The methodology used a flow chart that integrates the federal methodology with Colorado-specific revisions.



Public Engagement and Staying Up to Date

Anyone interested in providing feedback regarding the CASP and/or CEIS is encouraged to submit questions or comments during the study.

To stay up-to-date with the progress of the project and to submit any input, please visit the project website:

<https://www.coloradoaviationsystem.com>

Contact

If you would like to reach out directly to the study team, please contact CDOT Division of Aeronautics or the consultant using the contact information provided:

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