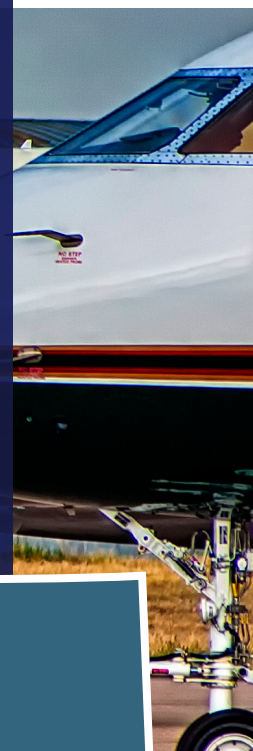


# MONTROSE REGIONAL

Montrose Regional Airport (MTJ) is a publicly-owned commercial service airport in southwestern Colorado, located one mile northwest of downtown Montrose. The airport is owned and operated by Montrose County. MTJ serves as the commercial service gateway for Montrose, the San Juan Mountains, and the Black Canyon of the Gunnison National Park. The airport has two asphalt runways capable of serving large commercial service aircraft that are 7,510 feet long and 10,000 feet long, respectively. MTJ is served by four airlines that provide non-stop flights to 12 destinations around the country. MTJ works in conjunction with Telluride Regional Airport (TEX) to attract visitors to Telluride Ski Resort from cities across the country. Other activities at MTJ include environmental patrols, medical evacuations, and aerial surveying.



## Airport Classification

The 2020 Colorado Aviation System Plan (CASP) has identified six functional classifications for Colorado's 65 publicly-owned, public-use airports and one privately-owned, public-use airport. The six classifications were newly developed for the 2020 CASP and replace the roles previously developed in the 2011 study. These classifications follow the Federal Aviation Administration's (FAA) role categories as defined by the National Plan of Integrated Airport Systems (NPIAS) and the ASSET study. However, the CASP expands upon these roles to create more specific classifications for airports that are not included in the NPIAS. Airports that are included in the NPIAS are eligible for federal funding. As of the 2019 NPIAS publication, 48 publicly-owned airports and one privately-owned airport in the Colorado airport system are included in the NPIAS, while 17 publicly-owned airports are not.

Montrose Regional Airport is one of 14 airports in Colorado classified as a Commercial Service airport. The airport has scheduled commercial air carrier service and provides access to large metropolitan areas around the country. These airports receive higher levels of activity from a wide variety of aircraft and airport users. Commercial Service airports often serve as gateways for interstate and international travelers and host many aviation- and non-aviation-related businesses that support the local community.



Commercial Service



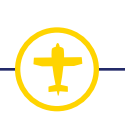
GA-National



GA-Regional



GA-Local



GA-Community



GA-Rural

## Frequent Airport Activities



Recreational Visitors



Environmental Patrol

Aerial Photography/  
SurveysEmergency Medical  
Evacuations

Real Estate Tours

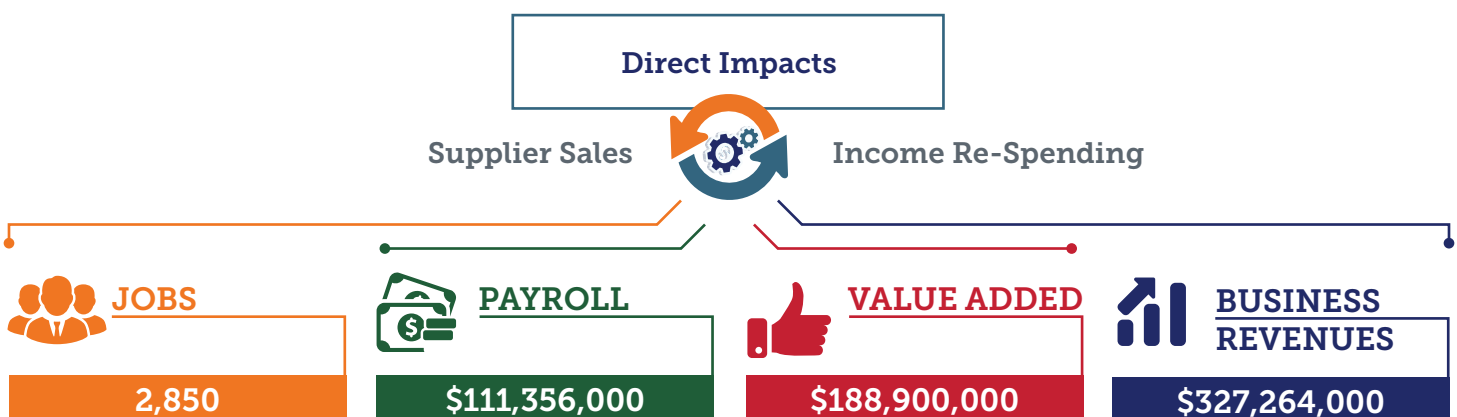
## Montrose Regional Features

	Associated City/County	Montrose/Montrose
	Associated OEDIT Region	10 - Central Western Slope Region
	Annual Enplanements (2018)	134,240
	Annual Operations (2018)	30,925
	Number of Based Aircraft (2018)	81
	Runway(s)	2
	Air Traffic Control Tower	No

# MTJ

## Economic Impacts of MTJ

The 2020 Colorado Aviation Economic Impact Study (CEIS) measured the economic impacts of all airports in the state. Montrose Regional is one of 14 commercial service airports contributing to the state's aviation economic impacts. The components that comprise the total economic impacts for MTJ are summarized below. Visit the project website to learn more about the methodology used to determine the economic impacts of MTJ and all other Colorado airports.



## Airport Needs and Recommendations

The 2020 CASP identified several performance measures (PMs) and facility and service objectives (FSOs) to provide a baseline for the infrastructure, facilities, and service capabilities required to best support the type and volume of aviation activity typified by each classification. The CASP identified gaps between the airport's existing condition and the needs to satisfy PMs, FSOs, and/or future facility needs driven by aviation demand forecasts. It is important to note that the PMs and FSOs are not requirements or mandates for airports to meet, rather, they serve as guidelines for airports and CDOT Division of Aeronautics to use during the airport planning process. Airports considered to be deficient in meeting the PMs and/or FSOs were reviewed to determine the recommended projects needed to satisfy those components.

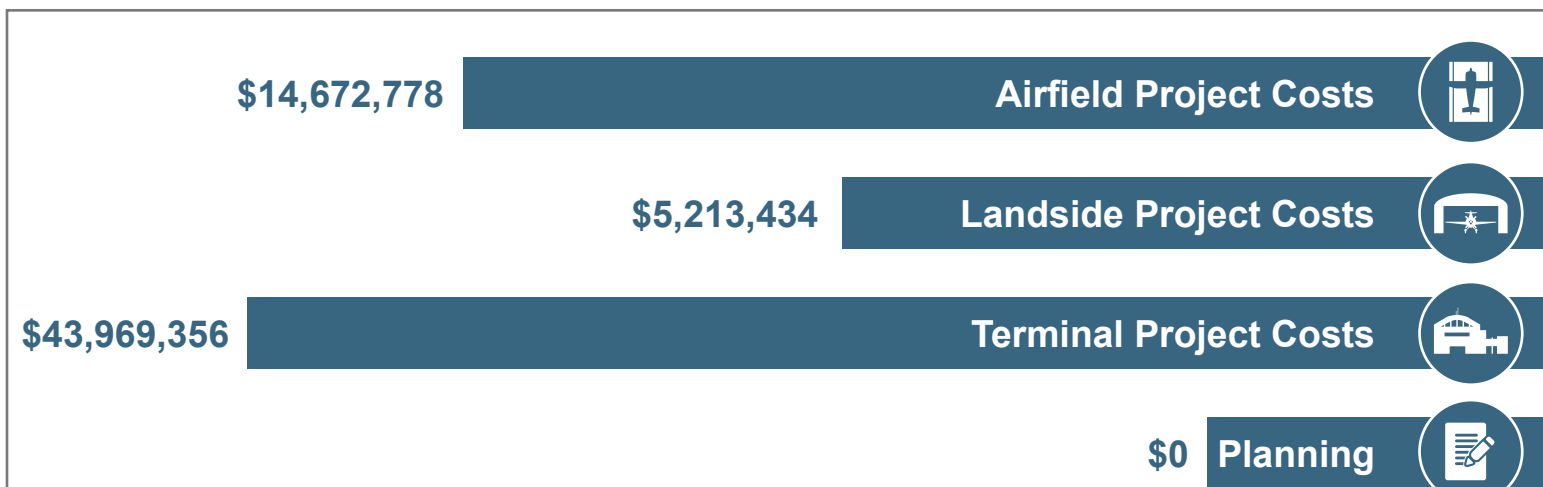
Planning level costs were developed for recommended projects and were associated with the appropriate goal category, PM, or FSO. These costs were developed based on 2019 Colorado material costs and industry knowledge and were adjusted to reflect cost differentials between types, sizes, and locations of airports. Projects and associated costs from available airport master plans and the CDOT 20-year Capital Improvement Program (CIP) were also incorporated into the CASP to provide an estimate of the airport's needs based on meeting PMs and FSOs as well as forecasted future demand. The project cost estimates for Montrose Regional to meet appropriate goals, PMs, and FSOs, and projects identified by the airport from other planning efforts, are categorized by project type in the following chart.



### Did You Know?

MTJ is the second busiest commercial service airport in southwestern Colorado and is one of two airports directly supported by the Colorado Flights Alliance. The Alliance is a non-profit marketing organization that provides marketing and incentives for airlines, attracting thousands of summer and winter visitors to the region each year. Since its founding in 2004, The Alliance has provided more than two million air seats of scheduled air service to MTJ and Telluride Regional Airport (TEX).

## Airport Project Costs by Type



## Airport Report Card

Facility and service objectives (FSOs) were developed for each of the six airport classifications in the 2020 CASP. The following table details the FSOs and corresponding performance of Montrose Regional. These objectives were analyzed in conjunction with the other performance measures (PMs) to determine the airport's project needs and associated costs.

Objective Category	Commercial Service Objective	Current Condition				Meets 2020 Objective?
Airfield						
ARC	C-III/C-II	D-IV				Yes
Runway Length	Align with Master Plan	10,000 feet (10,000 feet)				Yes
Runway Width	150 feet/100 feet	150 feet				Yes
Runway Strength	60,000 pounds	75,000 lbs SW; 190,000 lbs DW; 265,000 lbs 2D				Yes
Taxiway	Full parallel	Full parallel				Yes
Runway Markings	Precision	Precision				Yes
Lighting/NAVAIDS						
Approach	Precision	Precision				Yes
Visual Aids	ALS, rotating beacon, lighted wind cone, REILs, VGSIs	MALSR, rotating beacon, lighted wind cone, REILs, VGSIs				Yes
Runway Lighting	HIRL or MIRL	HIRL				Yes
Weather Reporting	On-site ASOS or AWOS	ASOS				Yes
Airport Facilities						
Terminal (CS and/or GA)	Acceptable ratio of terminal square footage and commercial apron for passenger enplanements and commercial operations	None	72,000 sq ft	Terminal building square footage:	35,000 sq ft	No
Apron Tie-Downs	Tie-downs for 20% of based aircraft fleet plus 50% of weekly average overnight transient storage during peak season	20% of based aircraft fleet plus 50% transient aircraft fleet:	27	Total tie-down spaces:	20	No
Hangars	Hangars for 80% of based aircraft fleet and 50% of weekly average overnight transient storage	80% of based aircraft fleet:	65	Number of based aircraft hangar spaces:	111	Yes
		50% of transient aircraft fleet:	10	Number of transient aircraft hangar	25	
Dedicated Maintenance/SRE Storage Building	Yes	No				No
Electric Vehicle Charging Stations	Yes	No				No
Perimeter Security	Full perimeter fencing with security gates and appropriate signage	Full perimeter fencing with security gates and appropriate signage				Yes
Services/Other						
Jet A Fuel	Full service	Full service				Yes
AvGas Fuel	Full service	Full service				Yes
Aircraft De-icing	De-icing facilities including fluid collection	De-icing facilities including fluid collection				Yes
Courtesy Car	Yes	Yes				Yes
Sustainability Plan	Yes	No				No
Minimums for All Airports						
Restroom (24-hr accessible) ✓	Cell Phone Service ✓	Airport Layout Plan (ALP) ✓				Wi-Fi Service ✓

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