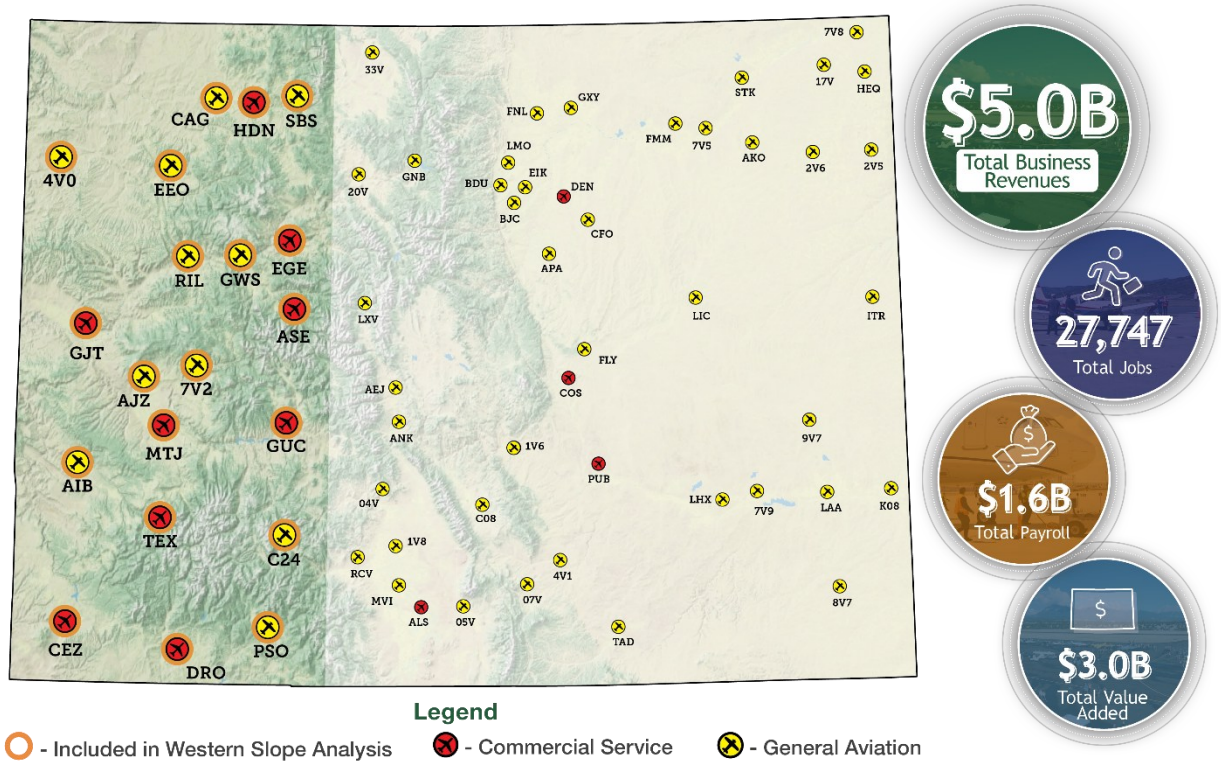
2025 Colorado Aviation Economic Impact Study
Western Slope Airports Summary

From high mountain peaks to world famous resorts and productive agricultural valleys, Colorado's western slope is an integral part of the state's economy, culture, and identity. Twenty of the state's 66 airports are in this region, including nine commercial service airports and 11 GA facilities. These airports not only connect mountain communities to markets around the globe, but they also support critical missions, provide social benefits, and generate considerable economic activity for their communities.

Aviation demand in the region has grown substantially in recent years, leading many airports to conduct extensive capital improvements to accommodate additional traffic, enhance user experience, or support expanding aerial missions. To facilitate further growth, some airports are considering development of digital air traffic control towers (ATCTs) that will provide elevated safety and service to pilots and operators. Given this, the Colorado Department of Transportation (CDOT) Division of Aeronautics commissioned this analysis to highlight the economic and social impacts of the Western Slope airports, defined as the former CDOT western planning region. This memo provides a summary of the impacts of individual airports and the region, as well as demonstrates some of the unique activities this portion of the system supports. The airports included in this analysis and a summary of the regionwide economic impacts are presented in **Figure 1**.

Figure 1: Western Slope Airports and Economic Impacts Summary



Source: Kimley-Horn

1.1. Project Background

The CDOT Division of Aeronautics most recently quantified airport economic impacts in the 2025 Colorado Aviation Economic Impact Study (CEIS), which was published in May 2025. The 2025 CEIS calculated different categories and measures of impacts, which are described below and are similarly presented in this memo.

Economic Impact Measures:



Jobs: The total number of people employed that are associated with airport activity, regardless of whether they are full- or part-time.



Payroll: Total employment compensation, including wages, benefits, and taxes paid on behalf of employees. Also referred to as "labor income" or "total compensation."



Value Added: Total contribution to the Gross State Product (GSP), a subset of Gross Domestic Product (GDP). It includes all payroll, profits, and business taxes paid, minus the costs of intermediate inputs.



Business Revenues: Total expenditures for airport administration, capital projects, and tenant sales of goods and services, as well as visitor spending in hospitality-related sectors. Also referred to as "output," "sales," or "economic activity/impact."

Economic Impact Categories:

- **Direct Impacts**: Initial effects that occur on- and off-airport, including airport operations, airport and tenant construction, as well as by spending from out-of-state visitors occurring off-airport and by companies using air transportation services.
- **Supplier Sales:** Portions of direct revenues used to purchase goods and services from businesses in Colorado.
- **Income Re-spending:** Income earned by workers from direct and supplier sales transactions that are then spent in Colorado (household spending).

Supplier sales and income re-spending can be combined to represent "multiplier effects" which is how they are presented in this memo and the 2025 CEIS. Total impacts refer to the sum of direct impacts, supplier sales, and income re-spending effects for each economic measure.

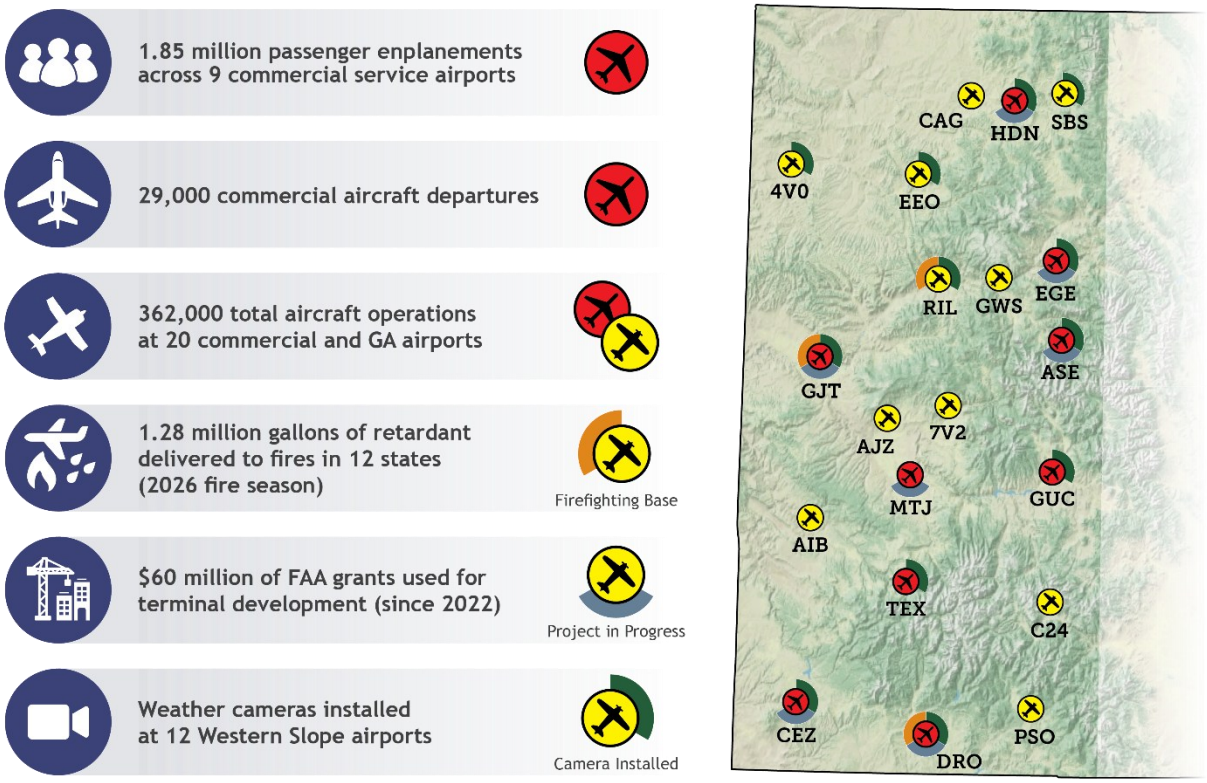
The economic impacts of the Western Slope region and its airports presented in this memo were calculated for the 2025 CEIS and have not been updated. The 2025 CEIS included an extensive inventory effort to gather firsthand data from airports, business tenants, and out-of-state visitors. This data was subsequently input into the IMPLAN econometric model to estimate economic impacts occurring in calendar year (CY) 2023. Additional information about the terminology and processes used to estimate airport and statewide economic impacts can be found in the 2025 CEIS technical report.[1]

[1] The 2025 CEIS Technical Report can be found online at: https://www.coloradoaviationsystem.com/2025-ceis-deliverables/

1.2. Aviation Activities Supported by Western Slope Airports

The Western Slope region is comprised of nine commercial service and 11 GA airports that serve a variety of communities and users. With more than 20 ski resorts in the region, these airports provide the most direct air access for visitors traveling for recreation or business. Beyond that, they collectively support more than 210 onsite businesses that directly employ more than 3,800 people, generating considerable economic activity. These businesses provide a range of goods and services, some of which facilitate critical aviation missions that improve public safety and quality of life for Western Colorado. Highlights of activities occurring at Western Slope airports in 2025 are summarized in **Figure 2** and are further described below.

Figure 2: Western Slope 2025 Aviation Activity Highlights



Sources: FAA, US Forest Service, CDOT Division of Aeronautics, Kimley-Horn

1.2.1. Commercial Airline Service and Terminal Development

Collectively, the nine commercial service airports offer service to eight unique year-round destinations, while an additional 15 destinations are connected via seasonal service. These services range from once-daily flights to Denver and Phoenix on turboprop aircraft to mainline jet aircraft flying to hubs in 12 states around the country. Eight different airlines serve Western Slope airports, providing direct flights to 14 of the 15 busiest airline hubs in the US.[2] These nine airports recorded more than 1.8

[2] Based on CY2025 passenger enplanements reported to the FAA Air Carrier Database.

million passenger enplanements in 2025, accounting for 60 percent of the enplanements in the state, excluding Denver International (DEN).[3]

Commercial airline traffic from Western Slope airports has grown considerably in recent years, with enplanements increasing by more than 60 percent from 2018, while commercial aircraft departures have increased by 17 percent to more than 29,000 in 2025.[4] Strong passenger demand has led to seven of the nine commercial service airports introducing new routes since 2024. The higher growth in enplanements versus departures demonstrates that airlines are also up-gauging the aircraft used on these routes, switching from regional aircraft to larger mainline jets.



Airliners parked at Montrose Regional Airport (MTJ)
Source: Kimley-Horn

The increase in airline service from Western Slope airports would not have been achieved without a concentrated effort from airport sponsors, local municipalities, and economic development agencies. Organizations such as the Colorado Flights Alliance and EGE Air Alliance have partnered with airports and communities to offer minimum revenue guarantee (MRG) agreements, allowing air carriers to establish airline service at Western Slope airports with less financial risk. While these MRG agreements are meant to help start and maintain airline service, several routes have outperformed their metrics, leading airlines to initiate routes without subsidies such as Delta Air Lines' flights between Eagle County Regional (EGE) and Minneapolis.[5]

To accommodate growing passenger numbers, the commercial service airports have undertaken extensive capital improvement projects for their terminal facilities. Five of the nine commercial service airports have initiated projects to expand or reconstruct their terminal buildings since 2022, leveraging more than $60 million in Federal Aviation Administration (FAA) grants. Projects include Durango-La Plata County's (DRO) Terminal Development Program, which will expand the security checkpoint, add gates, and replace a temporary structure that has served as a passenger hold room for more than a decade. Similar projects are occurring at Yampa Valley Regional (HDN), Montrose Regional (MTJ), and Grand Junction Regional (GJT), while both Aspen Pitkin County (ASE) and Cortez Municipal (CEZ) have plans to redevelop their terminals in the near future.

[3] Federal Aviation Administration, Passenger Boarding and All-Cargo Data for U.S. Airports. September 28, 2026. https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger
[4] US Bureau of Transportation Statistics. "Air Carrier Statistics – Flights." US Department of Transportation. Accessed October 5, 2026. https://www.transtats.bts.gov/Data_Elements.aspx?Data=2.
[5] Goldstein, Zoe. "Core Transit Allocates $1.5 Million to Support More Eagle County Airport Flights in 2026." VailDaily. August 18, 2025. https://www.vaildaily.com/news/more-eagle-county-airport-flights-2026/.

1.2.2. Wildland Firefighting and Critical Mission Support



Tanker aircraft at Durango-La Plata County Airport (DRO)
Photo Courtesy of Durango-La Plata County Airport

Although airline activity is a primary activity for many Western Slope airports, perhaps the most important role that both commercial and GA airports play is their support of wildland firefighting and other critical response missions. Wildfire activity has increased greatly in recent years, with 11 of the state's largest wildfires occurring since 2018.[6] To combat fire activity on the Western Slope, the US Forest Service (USFS) operates dedicated air attack bases at DRO and GJT, while the USFS and other agencies stage aircraft, equipment, and personnel at many other airports when fires burn in the vicinity. These permanent bases host fixed wing aircraft and helicopters during the fire season, charged with protecting millions of acres of wilderness and communities alike. Even airports without permanent bases play a critical role in wildland response, as agencies like the Colorado Division of Fire Prevention & Control (DFPC) operate a fleet of multi-mission aircraft and firefighting helicopters that can operate from nearly any airport in the state. GA airports also support this effort, as Rifle-Garfield County (RIL) hosts the DFPC Center of Excellence for Advanced Technology Aerial Firefighting, a dedicated research and development program aimed at developing innovative firefighting technologies.

The 2026 fire season saw both significant fires on the Western Slope and elevated firefighting activity, as the DRO base alone supported response efforts for 41 fires in 12 states, delivering more than 1.28 million gallons of retardant.[7] Several other airports were utilized as temporary bases for helicopters, command aircraft, and single-engine air tankers (SEATs), improving firefighting coverage and underscoring the importance of aviation to public safety.

Beyond firefighting, Western Slope airports facilitate other critical missions including medical transportation and law enforcement. As of 2023, nine Western Slope airports hosted air ambulance operators or local and state law enforcement agencies as tenants, improving response capabilities to their communities.

In addition to critical safety missions, Colorado's airports facilitate a wide array of GA activities. Facilities such as RIL and Steamboat Springs (SBS) serve as overflow airports for commercial airports, facilitating general aviation aircraft access to popular resort destinations. Rangely (4V0) is home to Colorado Northwestern Community College's Aviation Technology Flight program, a nationally recognized flight school that provides instruction and education to aspiring professional pilots. Other airports including Meeker/Coulter Field (EEO) and Craig-Moffat (CAG) have aerial agriculture operators

[6] Colorado Division of Fire Prevention & Control. Historic Wildfire Information. Colorado Department of Public Safety. December 31, 2025. https://dfpc.colorado.gov/sections/wildfire-information-center/historical-wildfire-information
[7] U.S. Forest Service. "During times of high fire activity, the U.S. Forest Service's Durango Airtanker Base". Facebook. August 21, 2026. https://www.facebook.com/USForestService/posts/during-times-of-high-fire-activity-the-us-forest-services-durango-airtanker-base/1368179002097058/

located onsite that conduct aerial application and pest control during the spring and summer, increasing agricultural yields in the region.

1.2.3. Safety and Capacity Investments

CDOT has made considerable investments in the Western Slope region to improve the safety and capacity of aviation operations in mountainous terrain. Starting in the early 2000s, CDOT funded the installation and maintenance of 13 Automated Weather Observing System (AWOS) stations on mountain passes around the state, giving real-time weather information to pilots traversing the Rockies. CDOT further augmented the capabilities of these AWOS stations by adding weather camera systems to them in 2020, allowing pilots and users to view real time conditions while flight planning and in flight.

CDOT also partnered with the Federal Aviation Administration (FAA) to install a series of Wide Area Multilateration (WAM) sensors to track aircraft arriving and departing from eight Western Slope airports. These WAM sensors increased radar coverage for air traffic controllers, allowing more flights to use the airspace and improving traffic separation. All of these technologies have enhanced safety for pilots and passengers, increased access to these airports, and facilitated greater service dependability for airlines and GA users alike.

The volume and variety of aviation activities occurring at Western Slope airports result in some airports feeling operational constraints beyond their terminals. Both ASE and GJT are currently undergoing runway relocation projects, investing more than $400 million to help meet FAA design standards and safely accommodate commercial service and GA aircraft using these facilities. Multiple airports are also considering the installation of digital ATCTs to improve safety and increase operational capacity in areas of limited radar coverage. CDOT plans to support applications for digital ATCTs in place of traditional facilities, as these would provide a more cost-effective alternative for airports. These digital ATCTs would employ advanced camera and radio technology to allow controllers to remotely monitor and direct air traffic, potentially consolidating multiple airports into a single control facility.

1.3. Regional Economic Impacts of Western Slope Airports

The activities described above account for just a small sample of the many business activities that occur at Western Slope airports and generate economic activity. The 2025 CEIS individually calculated the impacts of each airport in the system, allowing the impacts of the 20 Western Slope airports to be combined and represent the total regional economic impacts.

The 2025 CEIS examined several different generators of economic impacts, capturing the diverse range of activities that contribute to the economy. These impacts can be generally grouped into two categories based on their source: on-airport activity and off-airport visitor spending from out-of-state travelers. The impacts of the Western Slope airports are presented for each source in the below sections. On-airport and off-airport visitor spending impacts are then summed to estimate the total impacts of each airport. Subsequently, the impacts calculated in the 2025 CEIS are compared with the those of the 2020 CEIS to demonstrate the immense economic growth experienced in the region.

1.3.1. On-Airport Activity

On-airport activities include airport administration (sponsors), airport business tenants, and capital improvements performed by both the airport sponsors and tenants. These impacts represent the

employees that work at airports each day operating the facilities and providing both aviation-related and non-aeronautical goods and services to airport users, visitors, and members of the community.

Table 1 presents the direct, multiplier (supplier sales and income re-spending), and total impacts of on-airport activities in the Western Slope region. In total, the 20 Western Slope airports directly supported 4,652 jobs with an associated payroll of $377.9 million, which generated nearly $680.0 million of value added in the Colorado economy and $1.3 million of direct business revenues. The multiplier effects stemming from on-airport activities supported an additional 4,541 jobs and $306.8 million of payroll, contributing $517.8 million of value added and $917.6 million of additional business revenues to the economy. In total, on-airport activity for the Western Slope airports supported 9,193 total jobs with $684.7 million of payroll, generating $1.2 billion of value added and $2.2 billion in total business revenues. Excluding DEN, Western Slope airports account for nearly 17 percent of total on-airport jobs in the state and 20 percent of total on-airport business revenues.

Table 1: Western Slope Region On-Airport Economic Impacts

Category	Jobs	Payroll	Value Added	Business Revenues
Direct	4,652	$377,915,000	$679,664,000	$1,288,944,000
Multiplier	4,541	$306,791,000	$517,813,000	$917,615,000
TOTAL	**9,193**	**$684,706,000**	**$1,197,477,000**	**$2,206,559,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

1.3.2. Out-of-State Visitor Spending

With so many popular recreation and tourist destinations in the region, Western Slope airports serve as key gateways for visitors traveling from around the world to Colorado. Economic activity occurs when these travelers arrive in Colorado from out of state using airports, then spend money in the state's hospitality and service sectors. Out-of-state visitors using both commercial airlines and GA aircraft spend money on lodging, local transportation, entertainment, food and beverage, and retail, infusing new money into the state economy and supporting jobs and economic activity throughout the region. Due to differences in spending patterns between commercial and GA visitors, the 2025 CEIS separates the economic impacts generated by each.

1.3.2.1. Commercial Service Visitor Spending

The economic impacts of commercial service visitor spending at the nine Western Slope commercial service airports are presented in **Table 2**. As shown, commercial service visitor spending contributed nearly $1.5 billion in direct business revenues, which reflects the actual visitor spending after accounting for retail margining.[8] These direct business revenues supported 11,287 jobs with an associated payroll of $506.6 million, contributing $993.4 million of value added to the state economy. The combined multiplier effects of supplier sales and income re-spending support an additional 6,011 jobs, $393.1 million in payroll, $671.6 million of value added, and $1.2 billion in business revenues. In total, commercial visitor spending in the Western Slope region supported 17,299 jobs and nearly $900.0

[8] Retail margining represents the portion of a total sale that is actual revenue for the retail store, meaning the cost of raw products or materials (intermediate inputs) have been excluded. Please see section 2.5.1 of the 2025 CEIS for more detail.

million in payroll, contributing $1.7 billion of value added to the economy, and supporting over $2.6 billion in economic activity related to total commercial service visitor spending.

Table 2: Western Slope Region Commercial Service Visitor Spending Economic Impacts

Category	Jobs	Payroll	Value Added	Business Revenues
Direct	11,287	$506,598,000	$993,361,000	$1,454,148,000
Multiplier	6,011	$393,147,000	$671,567,000	$1,191,766,000
TOTAL	**17,299**	**$899,745,000**	**$1,664,928,000**	**$2,645,914,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

1.3.2.2. General Aviation Visitor Spending

Out-of-state GA visitors fly to and from Western Slope airports using private aircraft, charters, and corporate jets, spending 'new' money in communities of all sizes. Unlike commercial visitor spending, GA visitors arrive using both commercial service and GA airports, meaning that GA visitor spending activity occurs at all 20 airports in the region. While the number of visitors arriving on GA aircraft is much smaller than those using airlines, GA visitors still bring considerable economic activity to the region. These visitors often have a higher per-trip expenditure rate as high net-worth individuals travel to luxury resorts and second homes in places like Telluride and Aspen.

As shown in **Table 3**, GA visitor spending generated approximately $103.6 million in direct business revenues, which supported 827 direct jobs with $35.3 million of payroll, contributing $69.7 million of value added to the economy. An additional 428 jobs, $28.0 million of payroll, $47.9 million of value added, and $85.0 million of business revenues are generated by multiplier effects stemming from GA visitor spending activity. In total, GA visitor spending in the Western Slope region supported 1,256 jobs that have $63.3 million of associated payroll, contributing $117.6 million of value added to the state economy and $188.6 million of total business revenues.

Table 3: Western Slope Region General Aviation Visitor Spending Economic Impacts

Category	Jobs	Payroll	Value Added	Business Revenues
Direct	827	$35,277,000	$69,708,000	$103,625,000
Multiplier	428	$28,016,000	$47,857,000	$84,927,000
TOTAL	**1,256**	**$63,294,000**	**$117,565,000**	**$188,552,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

1.3.2.3. Visitor Spending Summary

When combined, commercial service and GA visitor spending activities combine to support more than 18,500 jobs and generate $2.8 billion of total business revenues. Given that the Western Slope airports serve so many recreational destinations, visitor spending accounts for the biggest portion of economic impacts generated by these facilities. Western Slope airports account for roughly two-thirds of total visitor spending-related jobs and business revenues in Colorado. More than 80 percent of total visitor spending business revenues in the region are generated by commercial service airports, which represent more than 75 percent of impacts generated by commercial service airports statewide, excluding DEN.

1.3.3. Total Impacts

The on-airport and out-of-state visitor spending impacts of the 20 Western Slope airports can be combined to estimate the total economic activity created by aviation in the region. In 2023, airports in the Western Slope region directly employed 16,767 people and supported nearly $920.0 million of direct payroll. Direct activities contributed $1.7 billion of value added to the GSP and generated $2.8 billion of direct business revenues at airports and in hospitality-related industries. Multiplier effects supported an additional 10,980 jobs with $728.0 million of payroll, generating nearly $1.2 billion of value added and $2.2 billion of business revenues from supplier sales and income re-spending activities. When the direct impacts and multiplier effects are combined, the total economic activity generated by Western Slope airports accounts for 27,747 total jobs with $1.6 billion of payroll, contributing nearly $3.0 billion of value added and $5.0 billion of total business revenues, as summarized in **Table 4**.

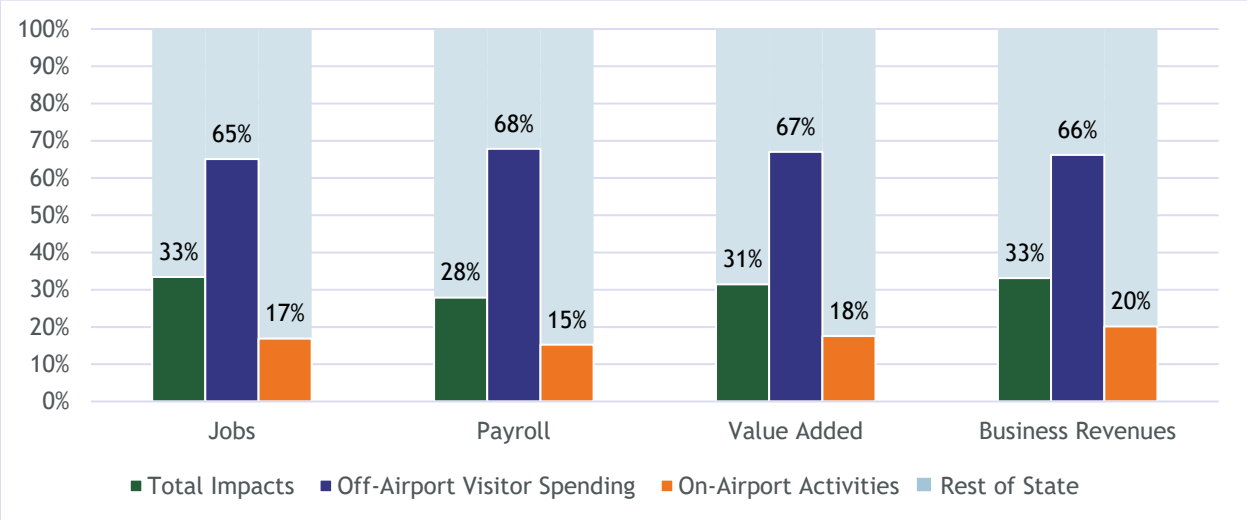
Table 4: Western Slope Region Total Economic Impacts

Category	Jobs	Payroll	Value Added	Business Revenues
Direct	16,767	$919,790,000	$1,742,733,000	$2,846,716,000
Multiplier	10,980	$727,954,000	$1,237,236,000	$2,194,309,000
TOTAL	**27,747**	**$1,647,745,000**	**$2,979,970,000**	**$5,041,025,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

The total impacts of Western Slope airports can be compared to the rest of the state (excluding DEN, which accounts for more than 95 percent of statewide impacts) to provide further context. Western Slope airports support roughly one-third of total jobs in the state, accounting for 28 percent of payroll. The difference between payroll and jobs can be attributed to the large portion of activity related to visitor spending, which often supports lower paying jobs in hospitality industries compared to their on-airport counterparts. However, the ratio of Western Slope airports value added and business revenues are commensurate with the share of jobs, as 31 percent and 33 percent of statewide value added and business revenues can be attributed to Western Slope airports, respectively. The relative share of on-airport, visitor spending, and total impacts supported by Western Slope airports compared to the rest of the state are shown in **Figure 3.**

Figure 3: Share of Western Slope Impacts vs. Rest of State



Source: Kimley-Horn

1.3.4. Comparison of 2020 and 2025 CEIS Western Slope Economic Impacts

The economic impacts of Western Slope airports can be best understood if they are contextualized against past impacts calculated in prior studies. As mentioned, the 2025 CEIS served as an update to the 2020 CEIS, which calculated impacts based on activities occurring in CY2018. The 2020 CEIS and 2025 CEIS utilized similar methodologies, allowing the results to be compared to demonstrate economic growth in the region.

As shown in **Table 5,** the region-wide total economic impacts increased substantially over the five-year period between the studies. Jobs saw the slowest growth, increasing only 2.1 percent, while payroll, value added, and business revenues increased by 33.1 percent, 46.6 percent, and 40.0 percent, respectively. The reason for the differential growth between jobs and the monetary impact measures is two-fold, as inflation alone accounts for a 21 percent increase in monetary impacts without affecting jobs. Secondly, an increase in automation and remote work following the COVID-19 pandemic led to a dramatic increase in per-worker output across all sectors of the economy, causing payroll, value added, and business revenues to grow significantly without a commensurate increase in jobs. Even when these factors are accounted for, the Western Slope region has experienced meaningful economic growth, which is reflected in the increase in air traffic, visitors, and aviation activity described previously.

Table 5: Comparison of 2020 and 2025 CEIS Western Slope Total Economic Impacts

Category	2018 Data Year (2020 CEIS)	2023 Data Year (2025 CEIS)	Net Change	Percent Change
Jobs	27,188	27,747	+559	+2.1%
Payroll	$1,238,133,000	$1,647,745,000	+$409,612,000	+33.1%
Value Added	$2,033,073,000	$2,979,970,000	+$946,897,000	+46.6%
Business Revenues	$3,601,016,000	$5,041,025,000	+$1,440,009,000	+40.0%

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

1.4. Economic Impacts of Western Slope Airports by Airport

The 2025 CEIS used a bottom-up approach to estimate regional and statewide economic impacts, meaning the impacts of each airport were calculated and then summed together. Therefore, the direct impacts, multiplier effects, and total impacts of the nine commercial service and 11 GA airports in the Western Slope region can be separated. **Tables Table 6, Table 7, and Table** 8 present the direct impacts, multiplier effects, and total economic impacts, respectively, of each Western Slope airport, organized by commercial service and GA facilities.

Table 6: 2023 Direct Economic Impacts by Western Slope Airport

Associated City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
Commercial Service						
Aspen	Aspen-Pitkin County	ASE	4,291	$240,297,000	$487,632,000	$749,542,000
Cortez	Cortez Municipal	CEZ	112	$7,946,000	$15,350,000	$29,085,000
Durango	Durango-La Plata County	DRO	1,264	$63,406,000	$116,910,000	$196,108,000
Eagle	Eagle County Regional	EGE	2,630	$152,089,000	$288,918,000	$430,872,000
Grand Junction	Grand Junction Regional	GJT	1,899	$153,528,000	$271,154,000	$509,815,000
Gunnison	Gunnison-Crested Butte Regional	GUC	606	$31,244,000	$52,075,000	$84,646,000
Hayden	Yampa Valley Regional	HDN	2,378	$99,536,000	$179,708,000	$276,628,000
Montrose	Montrose Regional	MTJ	2,734	$125,714,000	$242,424,000	$394,679,000
Telluride	Telluride Regional	TEX	345	$16,147,000	$32,226,000	$52,332,000
General Aviation						
Craig	Craig-Moffat County	CAG	39	$2,202,000	$4,628,000	$10,638,000
Creede	Mineral County Memorial	C24	13	$431,000	$769,000	$1,630,000
Delta	Blake Field	AJZ	16	$1,133,000	$2,527,000	$5,485,000
Glenwood Springs	KGWS Sumers Airpark	GWS	57	$3,756,000	$8,559,000	$20,108,000
Meeker	Meeker-Coulter Field	EEO	28	$960,000	$1,904,000	$3,569,000
Nucla	Hopkins Field	AIB	8	$143,000	$301,000	$476,000
Pagosa Springs	Stevens Field	PSO	22	$1,513,000	$2,952,000	$6,830,000
Paonia	North Fork Valley	7V2	2	$50,000	$92,000	$151,000
Rangely	Rangely	4V0	32	$1,453,000	$1,930,000	$2,747,000
Rifle	Rifle Garfield County	RIL	217	$13,357,000	$22,633,000	$43,906,000
Steamboat Springs	Bob Adams Field	SBS	72	$4,887,000	$10,041,000	$27,471,000
		Region Total	**16,767**	**$919,790,000**	**$1,742,733,000**	**$2,846,716,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

Table 7: 2023 Multiplier Effects by Western Slope Airport

Associated City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
Commercial Service						
Aspen	Aspen-Pitkin County	ASE	3,025	$199,995,000	$338,530,000	$601,921,000
Cortez	Cortez Municipal	CEZ	107	$7,199,000	$12,106,000	$21,598,000
Durango	Durango-La Plata County	DRO	730	$48,353,000	$82,825,000	$146,011,000
Eagle	Eagle County Regional	EGE	1,774	$117,164,000	$198,764,000	$352,537,000
Grand Junction	Grand Junction Regional	GJT	1,499	$101,748,000	$174,630,000	$307,170,000
Gunnison	Gunnison-Crested Butte Regional	GUC	352	$23,290,000	$39,826,000	$70,293,000
Hayden	Yampa Valley Regional	HDN	1,196	$78,420,000	$133,577,000	$236,049,000
Montrose	Montrose Regional	MTJ	1,589	$105,241,000	$179,048,000	$318,426,000
Telluride	Telluride Regional	TEX	225	$14,918,000	$25,304,000	$44,765,000
General Aviation						
Craig	Craig-Moffat County	CAG	40	$2,701,000	$4,526,000	$8,167,000
Creede	Mineral County Memorial	C24	8	$509,000	$882,000	$1,566,000
Delta	Blake Field	AJZ	21	$1,419,000	$2,341,000	$4,210,000
Glenwood Springs	KGWS Sumers Airpark	GWS	69	$4,724,000	$7,808,000	$14,060,000
Meeker	Meeker-Coulter Field	EEO	14	$947,000	$1,587,000	$2,837,000
Nucla	Hopkins Field	AIB	2	$145,000	$245,000	$431,000
Pagosa Springs	Stevens Field	PSO	25	$1,701,000	$2,809,000	$5,056,000
Paonia	North Fork Valley	7V2	1	$49,000	$82,000	$144,000
Rangely	Rangely	4V0	14	$924,000	$1,560,000	$2,731,000
Rifle	Rifle Garfield County	RIL	173	$11,697,000	$19,907,000	$35,516,000
Steamboat Springs	Bob Adams Field	SBS	118	$6,808,000	$10,877,000	$20,821,000
		Region Total	**10,980**	**$727,954,000**	**$1,237,236,000**	**$2,194,309,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022

Table 8: 2023 Total Economic Impacts by Western Slope Airport

Associated City	Airport Name	FAA ID	Jobs	Payroll	Value Added	Business Revenues
Commercial Service						
Aspen	Aspen-Pitkin County	ASE	7,316	$440,292,000	$826,162,000	$1,351,463,000
Cortez	Cortez Municipal	CEZ	219	$15,145,000	$27,456,000	$50,683,000
Durango	Durango-La Plata County	DRO	1,993	$111,759,000	$199,736,000	$342,119,000
Eagle	Eagle County Regional	EGE	4,404	$269,253,000	$487,682,000	$783,410,000
Grand Junction	Grand Junction Regional	GJT	3,398	$255,276,000	$445,785,000	$816,984,000
Gunnison	Gunnison-Crested Butte Regional	GUC	958	$54,534,000	$91,901,000	$154,939,000
Hayden	Yampa Valley Regional	HDN	3,574	$177,956,000	$313,285,000	$512,677,000
Montrose	Montrose Regional	MTJ	4,323	$230,956,000	$421,473,000	$713,105,000
Telluride	Telluride Regional	TEX	571	$31,065,000	$57,530,000	$97,098,000
General Aviation						
Craig	Craig-Moffat County	CAG	78	$4,903,000	$9,154,000	$18,805,000
Creede	Mineral County Memorial	C24	21	$940,000	$1,652,000	$3,196,000
Delta	Blake Field	AJZ	37	$2,553,000	$4,869,000	$9,694,000
Glenwood Springs	KGWS Sumers Airpark	GWS	126	$8,480,000	$16,367,000	$34,167,000
Meeker	Meeker-Coulter Field	EEO	42	$1,907,000	$3,491,000	$6,405,000
Nucla	Hopkins Field	AIB	10	$287,000	$546,000	$907,000
Pagosa Springs	Stevens Field	PSO	47	$3,215,000	$5,761,000	$11,887,000
Paonia	North Fork Valley	7V2	3	$98,000	$174,000	$294,000
Rangely	Rangely	4V0	46	$2,378,000	$3,490,000	$5,478,000
Rifle	Rifle Garfield County	RIL	391	$25,054,000	$42,540,000	$79,422,000
Steamboat Springs	Bob Adams Field	SBS	190	$11,695,000	$20,918,000	$48,293,000
		Region Total	**27,747**	**$1,647,745,000**	**$2,979,970,000**	**$5,041,025,000**

Source: Kimley-Horn, 2025, IMPLAN Version 3, 2022