

Economic impact of airports in Colorado

The Division - Colorado Aviation System Plan



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2020 Colorado Aviation Economic Impact Study — Colorado Department of Transportation

Fuel flowage and reimbursements from State and County fuel sales and excise taxes can make up a noticeable portion of revenues, last year alone it contributed 27% towards our operating revenue.

Denver International Airport

To its advantage, the city's geographic position and location within the Mountain Time Zone make it the largest city in the United States to offer one-bounce satellite uplinks with real-time connections to 6 of 7 continents in one day. Once fully built out, DIA should be able to handle 110 million passengers per year, up from 32 million at its opening. Please see each of the subcategories under the to learn more about all the benefits the Airport provides.

Economic Impact Of Colorado Springs Municipal Airport

For the 2020 update, the Division of Aeronautics sought a fresh start for the CASP and CEIS considering all of the changes that have occurred in the state and in aviation.

Economic Impact

DIA later took over : DEN, : KDEN as its codes from Stapleton when the latter airport closed. The airport is 25 miles 40 km driving distance from, which is 19 miles 31 km farther away than, the airport DIA replaced. Job training programs The Mayor's Office of Workforce Development offers the Colorado FIRST program which connects employment, job readiness, education, and training services into a network of resources at the local and state level.

2020 Colorado Aviation Economic Impact Study — Colorado Department of Transportation

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Plans & Reports

In 2004, DEN was ranked first in major airports for on-time arrivals according to the FAA. Additional stakeholder input from representatives of a variety of airports, operators, businesses, pilots, and other system users was also obtained, as well as coordination with other CDOT modal representatives, regional planning organizations, and emergency service providers in the state.

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