

COLORADO

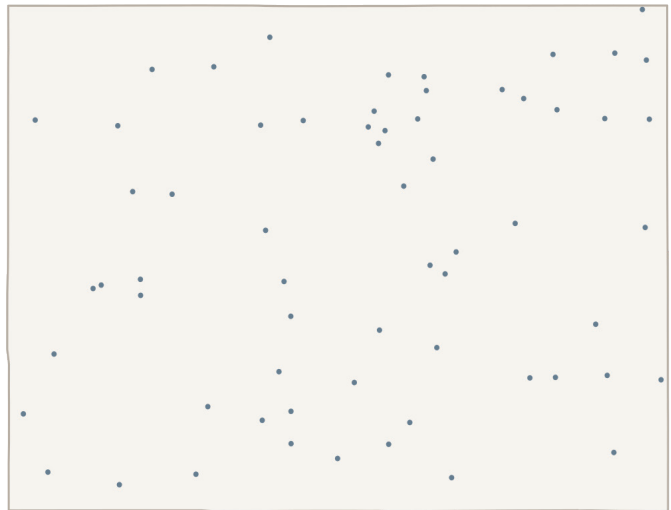
According to the 2025 Colorado Aviation Economic Impact Study, the annual business revenue from airports in Colorado is \$40.3 billion.

Aviation by the Numbers

According to FAA data, Colorado is home to 63 public-use general aviation airports, 28,080 pilots, and 7,539 registered aircraft.

Number of Jobs

According to the 2025 Colorado Aviation Economic Impact Study, airports in Colorado sustain more than 348,500 jobs and a payroll of \$23.5 billion.



Economic Impact

According to the same study, the annual business revenue from airports in Colorado is \$40.3 billion.

According to FAA data, Colorado is home to 75 repair stations, 18 FAA-approved pilot schools, 10,183 student pilots, and 5,562 flight instructors.

In addition, according to the AC-U-KWIK database, there are 67 fixed-base operators in the state.

According to the University Aviation Association, flight departments in Colorado include Aims Community College in Greeley, Colorado Northwestern Community College in Rangely, Metropolitan State University of Denver in Denver, and Western Colorado Community College in Grand Junction.

Colorado: Electric Aviation

Colorado's airports sit higher than almost anyone else's, and altitude is unforgiving. Thin air means longer takeoff rolls, reduced climb performance, and less available payload—the constraint pilots know as density altitude. Those conditions also make Colorado a demanding proving ground for battery-electric-powered aircraft, giving the state's work relevance far beyond its borders.

The Colorado Department of Transportation's Division of Aeronautics launched a first-of-its-kind statewide evaluation of how alternatively powered aircraft would operate within its airport system. CDOT partnered with the U.S. Department of Energy's National Renewable Energy Laboratory, now the National Laboratory of the Rockies, and committed \$400,000 from the Colorado Aviation Fund. The resulting Colorado Alternately Powered Aircraft Airport Infrastructure Study, released in 2025, assesses what potential infrastructure the state's public-use airports will need to support battery-electric and hybrid-electric fixed-wing aircraft.

The findings are practical rather than futuristic. Researchers used real flight data and simulation to estimate the energy that electrified flight training and regional passenger operations would draw at airports around the state, then calculated how many chargers would be needed to keep aircraft on schedule. Smaller airports focused on flight training could face the sharpest transition; because many currently have little electrical demand, rural airports may first need to determine whether adequate three-phase service is available. The study also found that on-site solar generation and battery storage

could lower energy costs, improve resilience during grid outages, and potentially create new airport revenue. The study also identifies a policy question other states will face: how airports should own, operate, finance, and provide access to charging infrastructure as electric aviation develops.



Source: Steve Nelson, Westminster, CO. Colorado Department of Transportation Division of Aeronautics.

Colorado is also home to Bye Aerospace, based at Centennial Airport, which is developing a new generation of battery-electric aircraft for flight training and other aviation markets. The company's work places aircraft design, testing, certification, and future production alongside the state's planning for the airport infrastructure those aircraft will require.

Together, the efforts give Colorado a role on both sides of the transition: developing electric aircraft and preparing airports to support their operation.

The transition is also moving toward day-to-day use. Centennial Flyers, a flight school at Centennial Airport, has committed to acquiring six all-electric training aircraft, with deliveries currently anticipated in 2027 and 2028.

"Colorado is helping lead the transition to the next generation of aviation," said David Ulane, Director of the CDOT Division of Aeronautics. "By understanding the infrastructure requirements early and working across airports, aircraft developers, operators, and energy partners, the state can prepare its aviation system to support cleaner, quieter, and more accessible air transportation."