

CHAPTER 3 - AVIATION ACTIVITY FORECASTS

EXECUTIVE SUMMARY

The forecast provides a 20-year projection of aviation activity at the Salem Municipal Airport – McNary Field (SLE or Airport). Forecasts consist of future activity level estimates that help guide decision makers in planning airport development and improvements. The forecasts are used to determine facility demand requirements and the timing of demand-driven improvement projects. **Table 3-1** is a summary of the forecasts described in this chapter.

The SLE forecasts have a base year of 2023, and projections are provided for each segment of the market in the federal fiscal year (October 1 to September 30).

Table 3-1: SLE Forecast Summary

Fiscal Year	Historical 2019	Base Year 2023	Forecast			CAGR	
			2024	2031	2041	2023- 2041	2024- 2041
Enplanements	-	28,579	28,589	113,963	180,424	10.8%	11.4%
Itinerant operations							
Air carrier	12	9	572	2,080	2,704	37.3%	9.6%
Commuter/air taxi	3,793	3,577	3,924	5,130	7,521	4.2%	3.9%
General aviation	20,426	20,878	20,495	21,767	23,300	0.6%	0.8%
Military	2,101	1,811	1,811	1,811	1,811	0.0%	0.0%
Local operations							
Civil	12,646	17,456	18,029	18,543	19,848	0.7%	0.6%
Military	1,557	838	838	838	838	0.0%	0.0%
Total operations	40,535	44,569	45,669	50,169	56,022	1.3%	1.2%
CAGR: compound annual growth rate n.a. = not applicable							

Source: Historical data via OPSNET & TAF, published in January 2024; forecast via Mead & Hunt, December 2024.

CHAPTER ORGANIZATION

This chapter is organized into the following sections:

- ▶ Community Profile
- ▶ Historical Aviation Activity
- ▶ Aviation Activity Forecasts
- ▶ Peak Period Analysis
- ▶ Forecast Summary and Comparison to the TAF

COMMUNITY PROFILE

The aviation activity forecast considers the impact of socioeconomic and the aviation market, both regionally and nationally. Socioeconomic data was collected for the Salem Metropolitan Statistical Area (MSA) and the state of Oregon from the data provider Woods & Poole. The Salem MSA is defined by the U.S. Office of Management and Budget, which encompasses the entirety of Marion County and Polk County. **Figure 3-1** shows the county boundaries within the MSA, as well as the surrounding area.

Marion County is located in the Willamette Valley and is separated from Polk County to the west by the Willamette River which forms their shared boundary. Salem's MSA has been growing both in population and in employment for the past decade with an average annual growth rate of 1.1 percent and 1.9 percent respectively (as shown in **Table 3-2** and **Table 3-3** on page **3-5**).

Population

Woods & Poole Economics releases annual estimates and forecasts of economic and demographic data for a specific states, counties, and municipalities. The data includes annual historical economic and demographic information from 1970 (some variables begin in 1990) and annual projections to 2060 for population data by race, sex, and single year of age, employment by industry, earnings of employees by industry, GDP, personal income by source, households by income bracket and retail sales by type of business.

Table 3-2 shows the historical population data and forecast for Salem MSA. As shown, the forecast growth rates for the MSA and the state are the same.

Figure 3-1: Area Surrounding SLE, Including the MSA Comprised of Polk and Marion Counties



Source: Mead & Hunt, 2023.

Employment

Like most communities, the Salem MSA economy contracted during the pandemic. However, the employment levels returned to pre-2019 levels by 2021 and have since exceeded pre-pandemic levels. Employment is forecast to grow at an average annual rate of 1.1 percent in the next 20 years. As of June 2022, the top employers identified by City of Salem Comprehensive Annual Financial Report (CAFR) for fiscal year 2022 are as follows:

- | | |
|---------------------------------|-------------------------------|
| ▶ State of Oregon | ▶ Federal Government |
| ▶ Salem-Keizer School District | ▶ Amazon Fulfillment Center |
| ▶ Salem Health / Salem Hospital | ▶ City of Salem |
| ▶ Marion County | ▶ Chemeketa Community College |

Table 3-3 shows the historical and projected employment for the MSA for the next 20 years. **Table 3-4** and **Table 3-5** show the top industries by employment and sales from 2011 to 2041 as reported by Woods & Poole. The tables show which sectors of the industry contribute the most to the MSA of Salem's employment. Health care and social assistance and retail trade in the Salem MSA have remained the two largest employers from 2012 to 2021. Notably, health care and social assistance and retail trade are forecast to remain the top employers from 2021 to 2041.

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Table 3-2: Salem MSA Population

Area	Historical		Projected				CAGR			
	2012	2021	2026	2031	2036	2041	2012 - 2021	2021 - 2026	2021 - 2031	2021 - 2041
Salem MSA (thousands)	394	436	454	470	486	502	1.10%	0.80%	0.70%	0.70%
State of Oregon (thousands)	3,900	4,246	4,416	4,582	4,742	4,895	0.90%	0.80%	0.70%	0.70%

Source: Woods & Poole, accessed in 2023.

Table 3-3: Salem MSA Employment

Area	Historical		Projected				CAGR			
	2012	2021	2026	2031	2036	2041	2012 - 2021	2021 - 2026	2021 - 2031	2021 - 2041
Salem MSA (thousands)	194	229	246	259	271	284	1.9%	1.4%	1.1%	1.1%
State of Oregon (thousands)	2,220	2,577	2,803	2,963	3,119	3,271	1.7%	1.7%	1.3%	1.2%

Source: Woods & Poole, accessed in 2023.

Table 3-4: Salem MSA’s Top 5 Industries by Employment (2011-2041)

Rank	2011		2021			2041		
	Industry	Jobs (thousands)	Industry	Jobs (thousands)	Δ since 2011	Industry	Jobs (thousands)	Δ since 2021
1	Health Care and Social Assistance	23,789	Health Care and Social Assistance	31,255	31.4%	Health Care and Social Assistance	45,459	45.4%
2	Retail Trade	20,535	Retail Trade	22,997	12.0%	Retail Trade	24,052	4.6%
3	Manufacturing	12,662	Construction	16,008	77.4%	Accommodation and Food Services	22,767	56.7%
4	Accommodation and Food Services	11,521	Accommodation and Food Services	14,526	26.1%	Construction	17,494	4.3%
5	Farm Employment	10,280	Manufacturing	13,607	7.5%	Administrative Waste Services	16,844	39.9%

Source: Woods & Poole, accessed in 2023.

Table 3-5: Salem MSA’s Top 5 Industries by Sales (2011-2041)

Rank	2011		2021			2041		
	Industry	Sales (millions)	Industry	Sales (millions)	Δ since 2011	Industry	Sales (millions)	Δ since 2021
1	General Merchandise	1,116	Motor Vehicles and Parts Dealers	1,803	103.6%	Motor Vehicles and Parts Dealers	2,039	13.1%
2	Food and Beverage	900	General Merchandise	1,256	12.5%	General Merchandise	1,668	32.8%
3	Motor Vehicles and Parts Dealers	885	Food and Beverage	1,093	21.5%	Eating and Drinking Places	1,536	68.7%
4	Eating and Drinking Places	551	Eating and Drinking Places	911	65.4%	Food and Beverage	1,328	21.5%
5	Gasoline Stations	523	Building Materials and Garden Equipment	688	110.2%	Building Materials and Garden Equipment	810	17.9%

Source: Woods & Poole, accessed in 2023.

Gross Regional Product

The Gross Regional Product (GRP) is the value of goods and services produced in a region and serves as an index for the health of the overall economy. GRP grows as industries increase production of higher value goods. The GRP continued to grow from 2012 to 2021. **Table 3-6** shows the Salem MSA GRP from 2012 to 2041.

Table 3-6: Salem MSA Gross Regional Product

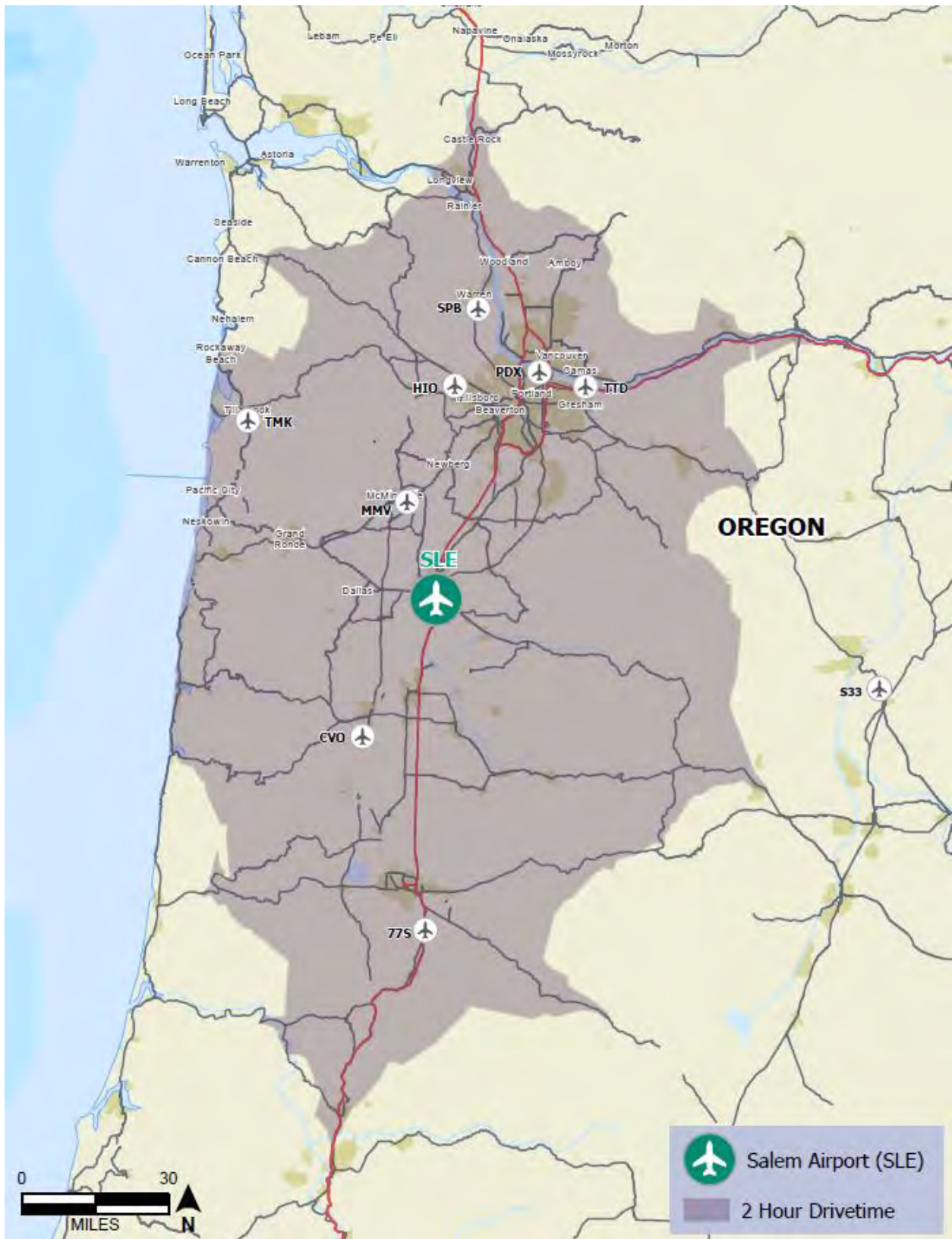
Year	Total GRP	Percent Change
Historical		
2012	\$14,947	N/A
2016	\$17,664	18.2%
2021	\$20,378	15.4%
Projected		
2026	\$22,075	8.3%
2031	\$24,168	9.5%
2036	\$26,351	9.0%
2041	\$28,619	8.6%
CAGR 2012 - 2021	3.5%	N/A
CAGR 2021 - 2041	1.7%	N/A
Total GRP in millions of U.S. dollars CAGR = compound average growth rate		

Source: Woods & Poole, Salem MSA, accessed in 2023.

Regional Airports

Figure 3-2 shows the SLE catchment area for general aviation users. The needs of general aviation users vary greatly, and aircraft owners tend to store their aircraft at the airport closest to their home or business, provided it has their desired facilities and amenities. The primary market of an airport reflects the availability of facilities and services that meet the needs of a specific market. For example, piston aircraft owners typically have fewer requirements compared to business jet owners. Business jets typically require longer runways to operate at full payload and need navigational aids (NAVAIDs) and instrument flight procedures to operate regardless of weather conditions. In contrast, piston aircraft can operate on shorter runways, generally do not operate during low visibility conditions, and do not need Jet-A fuel. SLE's catchment area covers the northwestern part of Oregon and portions of southern Washington.

Figure 3-2: SLE General Aviation Catchment Area

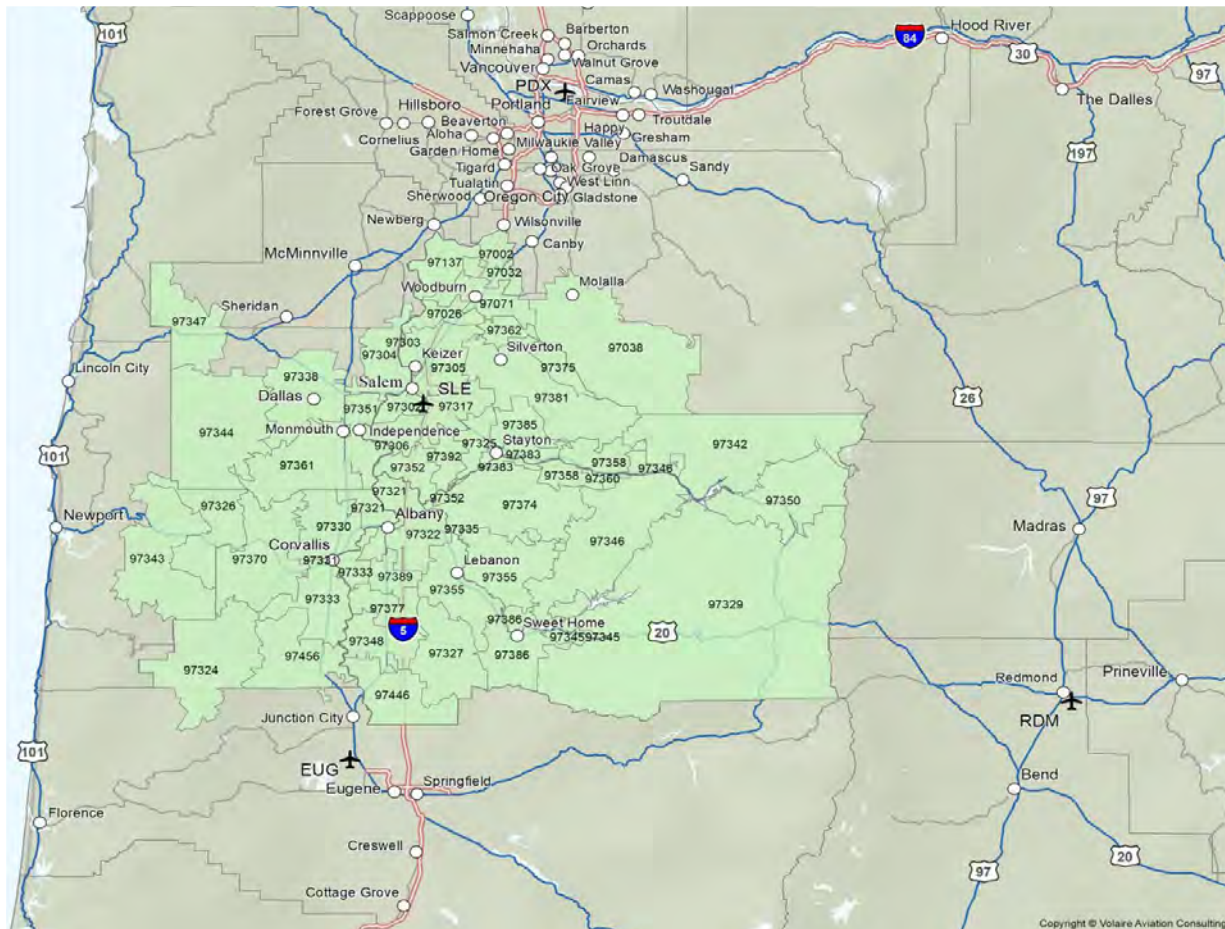


Source: Mead & Hunt, 2023.

The catchment area for commercial airline passengers is shown in **Figure 3-3**. Notably, Portland International Airport (PDX), Eugene Airport (EUG), and Redmond Municipal Airport (RDM) are three airports near SLE which offer commercial service to passengers traveling from the SLE catchment area.

It is important to note that the Willamette Valley is a destination area due to the plethora of outdoors and recreation, shopping, and wineries, which are located within the proximity of SLE.

Figure 3-3: SLE – Passenger Catchment Area



Source: Volaire Aviation Consulting; *Leakage and Retention Study*, August 2020.

HISTORICAL AVIATION ACTIVITY

This historical aviation activity overview provides context for airport activity trends and describes the changes that have occurred. The profile is the baseline for forecasts and includes information regarding historical air carrier activity, air cargo, general aviation, and military aviation activity.

Passenger Airline Activity

Scheduled passenger non-scheduled charter flights have occurred in the past at SLE, both prior to and after deregulation of the U.S. airline industry.

From the 1940s to the 1980s, United Airlines provided service at SLE. Service from SLE via United Airlines included routes on a Boeing 737 to San Francisco International Airport (SFO), Rogue Valley International-Medford Airport (MFR), and Portland International Airport (PDX). In 2007, Delta Air Lines provided flights twice daily between SLE and Salt Lake City International Airport (SLC), but discontinued service in 2008. Lastly, from April 2011 to July 2011, SeaPort Airlines offered 11 flights per week between PDX and Newport Municipal Airport (ONP). Currently, the airport is served by Avelo Airlines, operating Boeing 737 aircraft to both Burbank, California and Las Vegas, Nevada.

Air Cargo Activity

The Airport accommodates air cargo activity, operated by Empire Airlines (operating on behalf of FedEx) as part of the SLE, Roseburg Regional (RGB), Eugene Airport (EUG), Southwest Oregon Regional Airport (OTH), and PDX integrated network. Ameriflight is an additional air cargo operator for UPS at SLE. Historical air cargo activity is summarized in **Table 3-7**. As shown, cargo tonnage has declined since 2012, at approximately 3.9 percent. That said, cargo activity has been relatively steady since 2018, with tonnage averaging about 248 tons.

Table 3-7: Historical Air Cargo Activity

Fiscal Year	Cargo Operations	Cargo (lbs.)	Cargo (tons)	Tons per Operation
2012	685	647,400	324	0.47
2013	596	525,487	263	0.44
2014	612	557,977	279	0.46
2015	615	573,756	287	0.47
2016	614	642,876	321	0.52
2017	539	615,654	308	0.57
2018	480	554,640	277	0.58
2019	470	520,197	260	0.55
2020	512	496,158	248	0.48
2021	446	524,216	262	0.59
2022	491	459,822	230	0.47
2023	497	416,584	208	0.42
CAGR 2012-2023	-2.9%	-3.9%	-3.9%	-1.0%

CAGR = compound annual growth rate.

Source: US DOT T100 data, accessed in September 2024.

General Aviation Activity

General aviation encompasses flight activities that do not include passenger operations, cargo operations, and military operations; general aviation activities include, but are not limited to, emergency response, law enforcement, flight training, recreational flying, private and corporate air transportation, and flight testing.

Itinerant General Aviation Operations

Itinerant operations originate and terminate at different airports. In 2023, itinerant operations comprised 54 percent of total general aviation operations at SLE. Itinerant general aviation operations at SLE have been increasing at approximately 0.7 percent annually from 2011 to 2023. Notably, from 2018 to 2023, the operations have totaled approximately 20,000, with the sole exception of 2020.

Table 3-8: Itinerant General Aviation Operations

Fiscal Year	SLE Operations	Percent Change
2011	19,192	n.a.
2012	18,224	-5.0%
2013	17,216	-5.5%
2014	19,488	13.2%
2015	19,887	2.0%
2016	19,243	-3.2%
2017	18,965	-1.4%
2018	20,492	8.1%
2019	20,426	-0.3%
2020	17,441	-14.6%
2021	21,723	24.5%
2022	20,498	-5.6%
2023	20,878	1.9%
CAGR 2011 – 2023	0.7%	n.a.

Source: FAA OPSNET, accessed in September 2024.

Local Civil Operations

Local civil operations are those that originate and terminate at the same airport. These operations are generally performed by pilots practicing takeoffs and landings and aircraft being flown for flight testing after a repair. Tenants at SLE consist of flight schools; local general aviation operations are typically related to the amount of flight training occurring at an airport.

Table 3-9 reports the local civil operations historical activity at SLE from 2011 to 2023. As shown, the local civil operations have grown at a rate of 5.4% from 2011 to 2023.

Table 3-9: Local Civil Operations

Fiscal year	SLE	Percent Change
2011	9,288	n.a.
2012	8,230	-11.4%
2013	11,334	37.7%
2014	9,516	-16.0%
2015	9,766	2.6%
2016	8,995	-7.9%
2017	9,215	2.4%
2018	10,895	18.2%
2019	12,646	16.1%
2020	11,845	-6.3%
2021	15,575	31.5%
2022	17,065	9.6%
2023	17,456	2.3%
CAGR 2011 – 2023	5.4%	

Source: FAA OPSNET, accessed in September 2024.

Based Aircraft

Based aircraft are those stored at SLE. According to basedaircraft.com accessed in January 2025, there are 154 validated based aircraft at SLE. The FAA classifies based aircraft by the propulsion system, engine configuration, and weight. Data for SLE based aircraft are from the TAF records. **Table 3-10** shows the based aircraft at SLE from 2012 to 2023 by aircraft category. In 2023, single-engine piston aircraft comprise 77 percent of the based aircraft at SLE, while experimental aircraft comprised 10 percent.

The total number of based aircraft at SLE has increased from 2012 to 2023 with an annual growth rate of 1.0 percent. While multi-engine-based aircraft have been declining at a negative 4.7 percent average annual growth rate, growth in based experimental aircraft has offset the decline. Experimental aircraft (e.g. amateur-built aircraft) are classified in the “other” category in the table.

Table 3-10: Based Aircraft

Fiscal year	SEP	Jet	MEP	Helicopter	Other	Total	Percent Change
2012	134	6	17	9	2	168	N/A
2013	134	6	13	9	20	182	8.3%
2014	134	6	13	9	20	182	0.0%
2015	125	5	12	8	0	150	-17.6%
2016	124	4	12	8	20	168	12.0%
2017	113	7	11	7	20	158	-6.0%
2018	112	7	11	7	20	157	-0.6%
2019	146	6	9	8	20	189	20.4%
2020	141	6	10	8	21	186	-1.6%
2021	141	6	10	8	21	186	0.0%
2022	141	6	10	8	19	184	-1.1%
2023	144	6	10	8	19	187	1.6%
CAGR 2012 - 2021	0.7%	0.0%	-4.7%	-1.1%	22.7%	1.0%	N/A

SEP = single-engine piston
 MEP = multi-engine piston
 CAGR = compound annual growth rate

Source: 2023 TAF records for SLE on based aircraft.

Electric Aircraft and Advanced Air Mobility

The advent of advanced air mobility (AAM) and aircraft electrification presents several opportunities for the Airport depending on the use case. Emerging aviation trends include the development of advanced air mobility, with the vision to safely develop an air transportation that moves people and goods between areas that have historically been underserved. There is an opportunity to replace conventional aircraft with electric vertical take-off landing (eVTOL). Based on industry trends and SLE’s proximity to the Portland and Seattle metropolitan areas, SLE has the potential to experience growth stemming from these large population bases. **Figure 3-4** shows the potential for SLE to conduct these types of operations, comparing the driving distance versus flight distance between SLE and various points of interest.

Table 3-11 shows the ranges and potential markets electric aircraft will be able to reach according to different data provided by original equipment manufacturers (OEMs). Various emerging electric aircraft are being designed to have ranges between 50 and 250 nautical miles (NM). eVTOL aircraft are capable of taking off vertically. An example of an eVTOL includes BETA Technology’s ALIA-250c, which will be able to reach destination airports within 250 NM.

Destination airports within a 150 NM radius may be reached using eVTOLs similar to the Pipistrel 801. eVTOLs such as Archer’s Maker 101 have the capability to provide air service within the 50 NM range. Electric conventional takeoff and landing aircraft are similar to eVTOLs, except they are designed to operate like conventional aircraft. They are fixed-wing aircraft with engines that create forward propulsion.

Table 3-11 is based upon the AAM Reality Index (ARI), which is a rating tool that is derived from a formula that accounts for public information and expert knowledge developed by SMG Consulting LLC. The formula considers funding a company receives, the company’s leadership team, the readiness of the company technology, the certification process, and readiness for full-scale manufacturing. The greater the ARI value

on a zero to ten scale, the greater probability that the company will be able to commercially mass produce their aircraft. As shown in the table, three manufacturers with relatively high ARI compared to their competitors are reported, along with the range and wingspan of their proposed aircraft. Notably, nearly all the markets shown in **Figure 3-4** are within a range of 250 nautical miles, with the exception of Vancouver, British Columbia.

Table 3-11: Advanced Air Mobility Examples

eVTOL	Characteristics		
	Range (NM)	Wingspan	ARI
BETA (Alia-250c)	250	50'	8.1
Pipistrel (801)	162	45'	7.2
Archer (Maker 101)	52	40'	8.1
ARI = AAM Reality Index			

Sources: FutureFlight, BETA Technologies, Archer, and AAM Reality Index, data accessed in June 2023.

Figure 3-4: Potential Electric Aircraft Destinations from SLE



Source: Mead & Hunt, 2023.

Military Activity

Located on the northeast corner of SLE, there is a military base operated by the Oregon Army National Guard. In addition, there is one based Beechcraft C-12 Huron that conducts regular military operations at the Airport. Historical military operations are provided in **Table 3-12**.

Table 3-12: SLE Military Operations

Fiscal Year	Itinerant	Local	Total
2011	2,302	1,025	3,327
2012	2,236	1,084	3,320
2013	2,000	1,506	3,506
2014	1,961	1,280	3,241
2015	2,473	1,611	4,084
2016	2,669	2,408	5,077
2017	1,930	1,910	3,840
2018	1,708	1,576	3,284
2019	2,101	1,557	3,658
2020	1,739	1,859	3,598
2021	1,580	1,082	2,662
2022	1,720	1,590	3,310
2023	1,811	838	2,649
CAGR 2011 – 2023	-2.0%	-1.7%	-1.9%

CAGR = compound annual growth rate.

Source: FAA OPSNET, accessed in September 2024.

AVIATION ACTIVITY FORECASTS

This section discusses the methods and assumptions involved with the generation of the forecasts for each segment of the market. A preferred method is selected for each forecast and is then compared with the FAA’s 2024 TAF, published in February 2025. The forecasts inform the parameters around which demand-driven facility requirements at SLE are determined.

Passenger Airline Forecasts

Avelo Airlines initiated service in the fall of 2023, operating primarily the Boeing 737-700 with approximately 150 seats. The initial service offering comprises approximately four turns per week starting in the fall of 2023 with the first full year of service in 2024. Should the market respond to demand, the Airline is expected to add frequency and additional destinations, as the market matures, and load factors grow.

Because historical commercial service has not been offered since 2009, historical trend analysis, including regression analysis is not practical for the passenger airline forecasts. Accordingly, the passenger enplanement and operations forecasts are scenario-based. Three scenarios were generated based on evaluation of air service data and historical passenger enplanement trends at other origin-destination, low-

cost carrier airports in similar sized markets. Notably, these forecasts are “conceptual” in nature because there is no other methodology that would work given the lack of historical activity.

During the initial period when air service is introduced, the load factors and flight frequency are based on the analysis of low-cost carriers’ models of introduction of commercial service in other markets over time nationwide. The markets Avelo is providing service from SLE were also considered in the three scenario-based forecasts. In addition, assumptions were made about legacy airlines reacting to the low-cost carrier service offered by Avelo, in both the baseline and high scenario, which would involve regional jet service, as opposed to the narrowbody offering from Avelo.

Baseline Scenario Forecast

The baseline scenario forecast involves the following assumptions, which were informed by the evaluation of several different airport markets that have historically introduced air service by airlines with varying business models, including the airline expected to operate at SLE:

1. Air service was initiated in the fall of 2023. In 2024, the service includes approximately six departures per week, with load factors to date (as of July 2024) at an aggregate load factor of approximately 73 percent.
2. The air service as of July 2024 has been operated with narrowbody aircraft, specifically the Boeing 737-700 with a seating capacity of approximately 147 seats.
3. The initial service will grow to approximately 16 departures per week by 2027, with load factors maturing to approximately 71 percent based on professional judgment informed by reviewing Avelo’s initiation of service at various markets in recent years. This evolution of air service was modeled after a few airports’ experience with similar airlines at airports in the western time zone. More specifically, we reviewed Avelo’s evolution of air service at Sonoma County Airport (STS) and Burbank International Airport (BUR) to determine a reasonable level of service that Avelo could provide at SLE.
4. Additional frequency and service will be added periodically throughout the planning horizon over time, with the number of weekly departures growing to approximately 26, with approximately 1,300 annual departures.
5. The passenger aircraft fleet mix will be dominated by mid-sized narrowbody aircraft, and the average aircraft gauge will increase from 147 seats to approximately 157 seats in 2041 – reflecting a mix of narrowbody gauge aircraft.
6. The load factors will grow steadily from the introductory load factor of 68 percent in 2024, to approximately 76 percent in 2032, growing to 85 percent in 2041.

The forecast results are presented in **Table 3-13**. As shown, passenger enplanements are expected to grow from approximately 27,000 in the initial year of the forecast to approximately 180,000 in 2041, at an average annual growth rate of 11.7 percent.

The baseline scenario is the proposed forecast for master planning purposes.

Table 3-13: Baseline Scenario Forecast for Enplanements

Fiscal year	Enplanements	Passenger airline operations	Load factor
2024	28,589	572	68%
2025	52,666	1,040	69%
2026	74,707	1,456	70%
2031	113,963	2,080	75%
2036	143,394	2,372	80%
2041	180,424	2,704	85%
CAGR 2024 - 2041	11.4%	9.6%	

CAGR = compound annual growth rate

Source: Mead & Hunt, July 2024.

High Scenario Passenger Forecast

The high scenario forecast was prepared as a conceptual scenario to evaluate the potential upside in the market, informing the long-term planning efforts, typically associated with master planning. The high scenario passenger forecast involves the following assumptions, which were informed by the evaluation of several different airport markets that have seen introduction of service by airlines with varying business models, including the Airline intending to operate at SLE:

1. Air service was initiated in the fall of 2023. In 2024, the service includes approximately six departures per week, with load factors to date (as of July 2024) at an aggregate load factor of approximately 73 percent.
2. The air service as of July 2024 has been operated with narrowbody aircraft, specifically the Boeing 737-700 with a seating capacity of approximately 147 seats.
3. Air service will grow to approximately 26 departures per week by 2027, with load factors maturing to approximately 71 percent. This evolution of air service was modeled after a few airports' experience with similar airlines at airports in the western time zone and throughout the country.
4. With the assumed success of the low-cost service, it is assumed that a legacy carrier will enter the market in 2026, starting with 6 weekly departures operated by an aircraft with 76 seats (e.g. Embraer 75). The airline will grow to their frequency to 26 departures over the course of the planning horizon.
5. Additional service will be added periodically throughout the planning horizon over time, with the number of weekly departures growing to approximately 66, with an annual number of departures approximately 3,400.
6. The passenger aircraft fleet mix will be comprised of a mix of narrowbody aircraft (e.g. 150 seats) and regional jets (e.g. 76 seats) with aggregate seat size growing from about 121 (after initiation of legacy service regional jets) to 138 in 2041.
7. The load factors will grow steadily from the introductory load factor of 68 percent in 2024, to approximately 76 percent in 2032, growing to 85 percent in 2041.

The forecast results are presented in **Table 3-14**. As shown, the enplanements are expected to grow from approximately 29,000 in 2024 to approximately 400,000 in 2041, at an average annual growth rate of 16.9 percent.

Table 3-14: High Scenario Forecast for Enplanements

Fiscal year	Enplanements	Passenger airline operations	Load factor
2024	28,589	572	68%
2025	63,199	1,248	69%
2026	112,604	2,496	70%
2031	235,368	5,200	75%
2036	306,848	5,971	80%
2041	403,988	6,864	85%
CAGR 2024 - 2041	16.9%	15.7%	

CAGR = compound annual growth rate

Source: Mead & Hunt, July 2024.

Low Scenario Passenger Forecast

The low scenario forecast was prepared to evaluate more modest growth in the market. The low scenario passenger forecast involves the following assumptions:

1. Air service was initiated in the fall of 2023. In 2024, the service includes approximately six departures per week, with load factors to date (as of July 2024) at an aggregate load factor of approximately 73 percent.
2. The air service as of July 2024 has been operated with narrowbody aircraft, specifically the Boeing 737-700 with a seating capacity of approximately 147 seats.
3. Air service will grow to approximately 7 departures per week by 2027, with load factors maturing to approximately 70 percent.
4. With the assumed modest success of the low-cost service, it is assumed that a legacy carrier will enter the market in 2030, starting with 4 weekly departures operated by an aircraft with 76 seats (e.g. Embraer 75). The airline will grow to their frequency to 10 departures over the course of the planning horizon.
5. Additional service will be added periodically throughout the planning horizon over time, with the number of weekly departures growing to approximately 22, with the annual departures totaling approximately 1,100.
6. The passenger aircraft fleet mix will be comprised of a mix of narrowbody aircraft (e.g. 150 seats) and regional jets (e.g. 76 seats) with aggregate seat size growing to 121 in 2041.
7. The load factors will grow steadily from the introductory load factor of 68 percent in 2024, to approximately 75 percent in 2032, growing to 85 percent in 2041.

The forecast results are presented in **Table 3-14**. As shown, the enplanements are expected to grow from approximately 29,000 in the initial year of the forecast to approximately 115,000 in 2041, at an average annual growth rate of 8.5 percent.

Table 3-15: Low Scenario Forecast for Enplanements

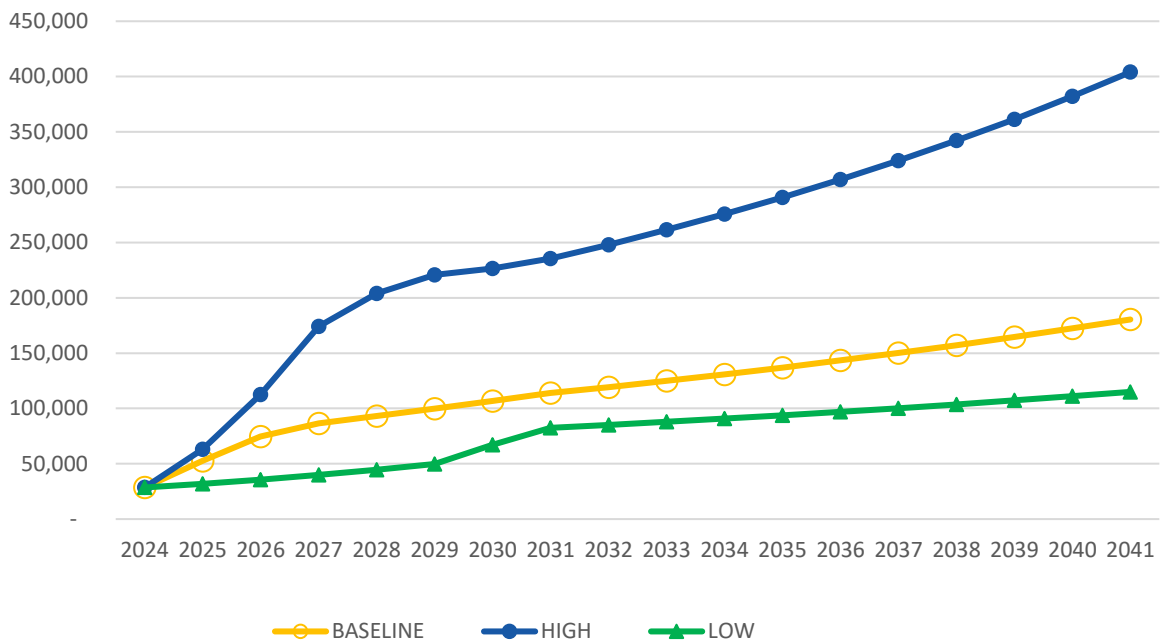
Fiscal year	Enplanements	Passenger airline operations	Load factor
2024	28,589	572	68%
2025	31,937	632	69%
2026	35,677	697	70%
2031	82,489	1,872	74%
2036	96,906	2,065	78%
2041	114,978	2,288	83%
CAGR 2024 - 2041	8.5%	8.5%	

CAGR = compound annual growth rate

Source: Mead & Hunt, July 2024.

The three forecast enplanement conceptual scenarios are shown in **Figure 3-5**.

Figure 3-5: Enplanement Forecast Scenarios: 2024-2041



Source: Mead & Hunt forecast scenarios, July 2024.

Air Cargo Activity Forecasts

Air cargo tonnage and the resulting operations have historically been volatile at the Airport, as shown in **Table 3-7**. For the historical period of 2012 to 2023, the tonnage ranged from a high of 324 tons in 2012 to a low of 208 tons in 2023.

Given the historical volatility, trend analysis and regression methods were discarded. Further, given the volatility and the small share of activity that air cargo represents, the preferred forecast simply projected a future tonnage that is an average of the most recent ten years of activity (approximately 268 tons).

An alternate forecast of air cargo tonnage was prepared applying the U.S. domestic cargo revenue-ton-kilometers growth rate from the *Boeing World Air Cargo Forecasts* for 2022 to 2041. The growth rate projected by Boeing is 3.1 percent, and this rate was applied to the SLE cargo tonnage in 2023 to generate the alternate forecast. As shown, the forecast would have tons growing from the present level of 208 tons to over 411 tons in 2041. Because the historical growth rate at SLE has lagged in comparison to the nation (national growth rate of 5.2 percent from 2011 to 2021), this forecast was not selected as the preferred forecast; rather, it is included to evaluate the implications of higher activity to inform subsequent master plan efforts.

Notably, the cargo aircraft used at the Airport in the past falls within the FAA’s “commuter / air taxi” category given their gauge, and this fleet mix is anticipated to continue throughout the horizon. Accordingly, air cargo operations are included within the forecast of commuter air taxi operations presented later in this document.

The results of the forecasted air cargo activity forecasts are presented in **Table 3-16**.

Table 3-16: Air Cargo Activity Forecast Scenarios

Fiscal year	Baseline cargo tonnage (preferred)	High cargo tonnage
Historical		
2021	262	262
2022	230	230
2023	208	208
Forecast		
2024	268	215
2031	268	266
2041	268	361
CAGR 2023 - 2041	1.4%	3.1%

CAGR: compound annual growth rate.

Source: Historical based on the USDOT T100 data; Forecast numbers from Mead & Hunt, August 2024.

General Aviation Activity Forecasts

Two forecasting methods used to project itinerant general aviation operations include the following:

- ▶ **FAA Aerospace Forecast (ASF)**. The ASF method uses the 20-year (2024-2044) CAGRs presented in the *FY2024-2044 FAA Aerospace Forecast*. This method relies upon trends observed nationally and does not consider local general aviation trends. Using the ASF growth rate for general aviation operations for 2022-2044 from Table 32, a growth of 0.5 percent CAGR was applied to the itinerant general aviation operations result from fiscal year 2024.

- ▶ **Linear Trend Analysis.** Three linear trend analyses were prepared based on the 20-year, 15-year, and 10-year historical activity from FAA OPSNET, ending with the 2024 result. Given the peak of itinerant operation in 2007, the 20-year trend analysis was discarded as it resulted in a declining forecast. Since activity has stabilized since 2012, the 10-year and 15-year trend analyses were evaluated. All three trend forecasts are shown in **Figure 3-6**. Notably, the starting point of 20,495 operations reported for each of the linear trend forecasts is the fiscal year 2024 result..

The 10-year trend analysis was carried forward as the baseline forecast given:

- ▶ GA itinerant operations have settled in the market since 2011, establishing a slow upward trend since then.at 0.7%. The historical volatility prior to 2011 can be seen in **Figure 3-6**.
- ▶ The 10-year tend results in a forecast growth rate of 0.6% similar to the growth rate established after 2011.

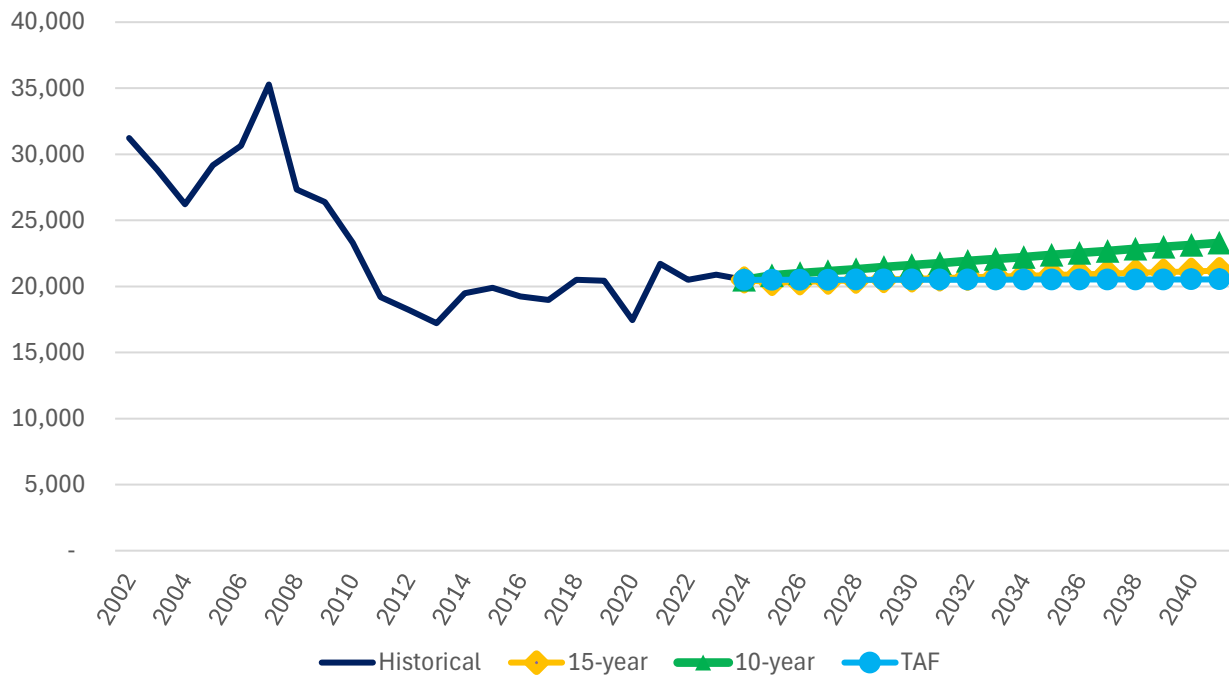
Table 3-17 and **Figure 3-6** present the forecasts of itinerant GA operations at SLE using the two methods compared to the 2024 TAF.

Table 3-17: Itinerant General Aviation Operations Forecasts by Methodology: 2009 - 2041

Fiscal Year	Historical	Linear trend			FAA ASF	2024 TAF
		20-year	15-year (baseline)	10-year		
2009	26,378					
2014	19,488					
2019	20,426					
2020	17,441					
2021	21,723					
2022	20,498					
2023	20,878					
2024	20,495	20,495	20,495	20,495	20,495	20,495
2025		16,545	20,287	20,848	20,597	20,497
2026		15,995	20,344	21,001	20,700	20,499
2031		13,247	20,629	21,767	21,223	20,510
2036		10,498	20,913	22,534	21,759	20,520
2041		7,750	21,197	23,300	22,309	20,531
CAGR 2023 - 2041	n.a.	-5.4%	0.1%	0.6%	0.4%	-0.1%
n.a. not applicable CAGR: compound annual growth rate.						

Source: Historical based on OPSNET; forecast from Mead & Hunt, December 2024.

Figure 3-6: Comparison of Itinerant General Aviation Operations Forecasts



Source: Historical based on OPSNET; Forecast numbers from Mead & Hunt, December 2024.

Total General Aviation Operations

Total general aviation operations were forecast based on the forecast of itinerant operations. It was assumed that itinerant operations would represent a constant share of total operations throughout the forecast horizon, comprising approximately 54 percent of total. This assumption is based upon the fiscal year results from 2022 through 2024 which had an average share of itinerant operations at 54 percent. While the share could change over the course of the planning horizon, there was not a compelling rationale to grow local operations differently in the market.

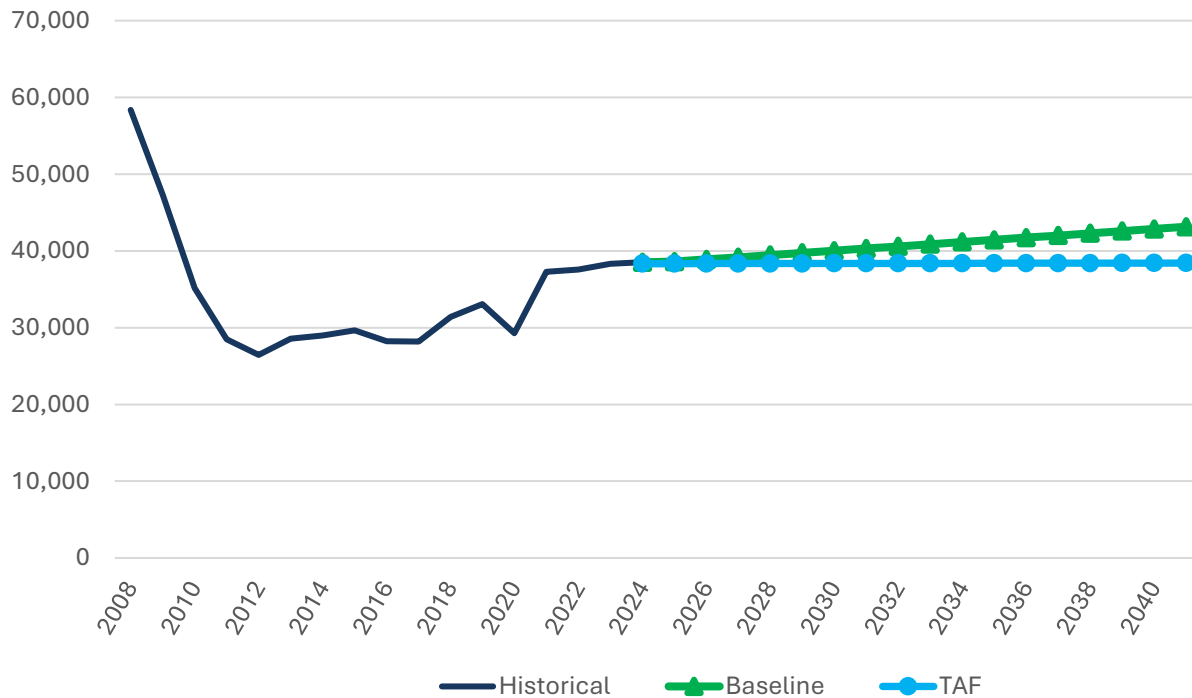
Table 3-18 presents the forecasts of total general aviation and local general aviation operations at SLE. **Figure 3-7** also shows the baseline forecast alongside the TAF, with both forecasts projecting approximately 40,000 annual operations in 2041.

Table 3-18: General Aviation Operations Forecasts

Fiscal year	Itinerant	Local	Total	Itinerant as share of total
Historical				
2009	26,378	20,936	47,314	55.8%
2014	19,488	9,516	29,004	67.2%
2019	20,426	12,646	33,072	61.8%
2020	17,441	11,845	29,286	59.6%
2021	21,723	15,575	37,298	58.2%
2022	20,498	17,065	37,563	54.6%
2023	20,878	17,456	38,334	54.5%
Forecast				
2024	20,495	18,029	38,524	53.2%
2025	20,848	17,759	38,607	54.0%
2026	21,001	17,890	38,891	54.0%
2031	21,767	18,543	40,310	54.0%
2036	22,534	19,195	41,729	54.0%
2041	23,300	19,848	43,148	54.0%
CAGR 2023-2041	0.6%	0.7%	0.7%	
CAGR: compound annual growth rate.				

Source: Historical based on OPSNET; Forecast numbers from Mead & Hunt, December 2024.

Figure 3-7: Baseline Forecast of Total General Aviation Operations



Source: Historical based on OPSNET; Forecast numbers from Mead & Hunt, December 2024.

Based Aircraft Forecast

The total amount of based aircraft in the TAF historical record for SLE during the 2012 to 2022 timeframe has remained relatively consistent, ranging from 168 total aircraft in 2012 to a high of 189 aircraft in 2019. Hangars at SLE are privately owned and on ground leases. While the TAF reports 184 based aircraft in 2022 and forecasted 187 based aircraft in 2023, the validated based aircraft in basedaircraft.com was 156.

Table 3-19 presents the forecast of based aircraft from the TAF which projects the growth in total based aircraft at 1.4% at SLE, as well as a master plan forecast of based aircraft using the same growth rate but starting with the validated count of based aircraft. The master plan forecast of based aircraft projects 204 aircraft to be based at SLE in 2041.

Table 3-19: Based Aircraft Forecasts by Methodology: 2021 - 2041

Fiscal year	SLE TAF	Master plan forecast
Historical		
2021	186	-
2022	184	-
2023 (1)	187	156
Forecast		
2024	193	158
2031	214	177
2041	244	204
CAGR 2022-2041	1.4%	1.4%
Notes: (1) 2023 is a forecasted number from the SLE TAF. Accordingly, we report the 2022-2041 compound annual growth rate. (2) CAGR: compound annual growth rate.		

Source: Historical based aircraft from the 2023 TAF and basedaircraft.com; Forecast numbers from Mead & Hunt, December 2024.

Military Activity

Military activity is based on the decision and mission of the United States Department of Defense rather than socioeconomic drivers; therefore, for planning purposes, military operations are projected to remain flat throughout the forecast period.

Existing and Future Critical Aircraft

The critical aircraft is represented by the Runway Design Code (RDC), which consists of the Aircraft Approach Category (AAC) and the Airport Design Group (ADG). These categories are defined by the aircraft dimensions and approach speed. **Table 3-20** shows that the share of activity between the runways is approximately 70 percent Runway 16/34 and 30 percent Runway 13/31, according to the IOAA data.

Table 3-20: Summary of IOAA Data for FY 2022 and FY 2023

Runway	Departures	Arrivals	Total Operations	Share
13	2,947	1,962		
31	1,895	5,140		
13/31	4,842	7,102	11,944	32%
16	1,846	2,945		
34	11,953	8,529		
16/34	13,799	11,474	25,273	68%
Total for FY 22 and FY 23	18,641	18,576	37,217	
Estimate for 12 months			18,609	

Source: IOAA data, accessed in November 2023 for FY 2022 to 2023.

Notably, the annual total of operations from OPSNET is 44,569 for fiscal year 2023. In **Table 3-21**, we take the share of activity by runway estimated from the IOAA data to obtain an approximate number of operations by runway for a 12-month period. We also have applied a percentage of B-II operations obtained from TFMSC data to the totals, to estimate the number of B-II operations by runway. This estimate assumes that the aircraft type shares from TFMSC data are indicative of the shares that would be calculated for all activity. As shown, the B-II estimate of operations indicate that the existing critical aircraft for both runways is RDC B-II.

Table 3-21: Estimate of Activity by Runway Informed by IOAA and TFMSC Data

Runway	Annual Operations	Share of Total Operations	B-II Estimate (24%)
RWY 13/31	14,303	32%	3,454
RWY 16/34	30,266	68%	7,309
Both Runways	44,569	100%	10,763

Source: Operations by runway estimate by Mead & Hunt by applying shares of activity by runway from IOAA data to the annual total number of operations at the airport from OPSNET for FY 2023

Figure 3-8: ARC B-II Representative Aircraft: Cessna Citation II / Bravo



Source: Airliners.net, accessed 2023.

Table 3-22 reports operational activity by runway design code (RDC), showing that in FY 2023, there were nearly 1,300 operations by B-II aircraft in the TFMSC database. This count represents approximately 24 percent of all activity in the dataset. Representative aircraft in this category include several Cessna Citation jets, such as the Cessna Citation II / Bravo (shown in **Figure 3-8**), Cessna Citation V, as well as the Dassault Falcon / Mystere 20, Beech Super King Air 350, and Embraer Phenom 300. Accordingly, the existing critical aircraft RDC for both Runway 13/31 and Runway 16/34 is B-II.

Based on the air service at SLE, the future critical aircraft for Runway 13/31 will be the Boeing 737-700 aircraft, which has an RDC of a C-III classification. The future critical aircraft for Runway 16/34 will be RDC B-II.

Table 3-22: Summary of TMFSC Data for SLE: 2015 to 2023

	2015	2016	2017	2018	2019	2020	2021	2022	2023
ADG									
I	2,488	2,399	2,558	2,779	2,823	2,210	2,477	2,637	2,342
II	2,410	2,294	2,498	2,312	2,155	1,796	2,270	2,461	2,360
III	38	55	83	108	99	106	143	166	136
RDC									
A-I	1,355	1,295	1,362	1,604	1,803	1,357	1,552	1,727	1,457
A-II	747	752	909	889	821	714	809	956	820
B-I	1,079	1,033	1,128	1,109	964	804	866	766	822
B-II	1,335	1,169	1,200	1,085	1,012	819	1,140	1,185	1,298
B-III	33	47	52	94	82	99	123	139	115
B-IV					1	2			
C-I	54	70	68	64	56	48	59	144	63
C-II	320	359	373	332	310	255	309	290	222
C-III	2	2	11	8	11	3	10	17	17
C-IV			2	2	4	2			
D-I		1		2					
D-II	8	14	16	6	12	8	12	30	20
D-III	3	6	20	6	6	4	10	9	4
E-I						1			
E-III								1	
No Data-No Data	714	692	504	410	534	443	443	465	537
Total	5,650	5,440	5,645	5,611	5,616	4,559	5,333	5,729	5,375
B-II Share	24%	21%	21%	19%	18%	18%	21%	21%	24%

Source: TMFSC

A summary of the existing and future critical aircraft is shown in **Table 3-23**.

Table 3-23: Existing and Future Critical Aircraft for SLE

Runway	Existing Critical Aircraft		Future Critical Aircraft	
	RDC	Representative Aircraft	RDC	Representative Aircraft
13/31	B-II	Cessna Citation II/V, Embraer Phenom 300, Beech King Air 90	C-III	Boeing 737-700, -800
16/34	B-II	Cessna Citation II/V, Embraer Phenom 300, Beech King Air 90	B-II	Cessna Citation II/V, Embraer Phenom 300, Beech King Air 90

PEAK PERIOD ANALYSIS

The peak period analysis to inform subsequent master planning efforts is shown below in **Table 3-24**. The passenger enplanement peak month activity was projected to be approximately 11 percent of the annual activity, based on an evaluation of airports with a similar market size as defined by annual activity levels. Likewise, the number of peak hour departures by passenger aircraft was projected analyzing the same airport flight schedules.

More specifically, the passenger peak hour enplanement totals are based upon the following assumptions, which are in line with the scenario-based forecasts:

- ▶ For 2026, one narrowbody departure on a C-III airplane with approximately 150 seats at approximately a 70 percent load factor;
- ▶ For 2031, two narrowbody aircraft on C-III aircraft each with approximately 147 seats at 75 percent load factor;
- ▶ For 2036, two narrowbody aircraft on C-III aircraft with an average gauge of 152 seats at 80 percent load factor.
- ▶ For 2041, two narrowbody aircraft on C-III aircraft with an average gauge of 154 seats at 85 percent load factor.

The air cargo activity peak hour activity was assumed to be similar to that experienced in the past at SLE when the airport has accommodated approximately 500 tons of air cargo, with two B-II aircraft on the ground at the same time.

Table 3-24: Peak Period Forecasts for Enplanements and Commercial Operations

Market Segment	Historical	Forecast			
	2023	2026	2031	2036	2041
Enplanements					
Annual	23	74,707	113,963	143,394	180,424
Peak month (11% of annual)	n.a.	8,218	12,536	15,773	19,847
Peak hour	n.a.	105	221	243	262
Passenger aircraft operations					
Annual operations	n.a.	1,456	2,080	2,372	2,704
Peak hour passenger departures (C-III)	n.a.	1	2	2	2
Cargo aircraft operations					
Annual operations	497	525	525	525	525
Peak hour cargo departures (B-II)	1	2	2	2	2

Source: Mead & Hunt analysis using forecasts and representative airport flight schedules, June 2023.

FORECAST SUMMARY & COMPARISON TO THE TAF

The SLE master plan forecast summary is shown **Table 3-25**. The master plan forecast compared to the 2024 TAF for SLE is presented in **Table 3-26** and **Table 3-27**. Highlights of the forecast are as follows:

- ▶ The enplanement forecast projects a growth rate of 11.4 percent between the initiation of service in FY 2024 and FY 2041. These projections are inconsistent with the SLE TAF, given the TAF reflects flatlined commercial passenger activity.
- ▶ The air carrier operations forecast projects a growth rate of 9.6 percent between the initiation of service in FY 2024 and FY 2041. These projections are inconsistent with the SLE TAF, given the TAF does reflect less future growth in commercial passenger activity. Note that all the passenger activity forecast for SLE is assumed to occur on air carrier aircraft in the baseline forecast.
- ▶ The commuter / air taxi operations forecast projects a growth rate of 3.9 percent between FY 2024 and FY 2041. Note that the commuter / air taxi operations at SLE consist of both air cargo and other air taxi activity.
- ▶ Itinerant general aviation operations are projected to increase an average of 0.8 percent annually from FY 2024 to 2041.
- ▶ The total based aircraft count is expected to grow at a CAGR of 1.4 percent between FY 2022 and FY 2041, with total count growing from 156 to 204.
- ▶ Total operations are expected to grow from approximately 44,000 to approximately 56,000 at a CAGR of 1.3 percent from 2023 to 2041.

In terms of consistency with the TAF, it is noted that this forecast is technically inconsistent with the TAF at five years and ten years beyond the base year, as shown in **Table 3-26** with the sole exception of total operations. As shown, total operations in 2028 report a variance of 7.2 percent, and in 2033 of 10.7%. The inconsistency between the TAF and the sponsor's forecast in terms of commercial operations (and passenger enplanements) is primarily due to the resumption of passenger air service which began in October 2023.

Table 3-25: Master Plan Forecast Summary

	FY	Enplanements			Itinerant Operations					Local Operations			Total Operations
		Air Carrier	Commuter	Total	Air Carrier	Commuter / Air Taxi	General Aviation	Military	Subtotal	Civil	Military	Subtotal	
Historical	2019	-	-	-	12	3,793	20,426	2,101	26,332	12,646	1,557	14,203	40,535
	2020	-	-	-	25	3,552	17,441	1,739	22,757	11,845	1,859	13,704	36,461
	2021	-	15	15	8	3,305	21,723	1,580	26,616	15,575	1,082	16,657	43,273
	2022	-	2	2	5	3,307	20,498	1,720	25,530	17,065	1,590	18,655	44,185
	2023	-	23	23	9	3,577	20,878	1,811	26,275	17,456	838	18,294	44,569
Forecasts	2024	28,589	-	28,589	572	3,924	20,495	1,811	26,802	18,029	838	18,867	45,669
	2025	52,666	-	52,666	1,040	4,077	20,848	1,811	27,776	17,759	838	18,597	46,373
	2026	74,707	-	74,707	1,456	4,236	21,001	1,811	28,504	17,890	838	18,728	47,232
	2027	86,507	-	86,507	1,664	4,402	21,154	1,811	29,031	18,020	838	18,858	47,890
	2028	93,128	-	93,128	1,768	4,573	21,308	1,811	29,460	18,151	838	18,989	48,449
	2029	99,909	-	99,909	1,872	4,752	21,461	1,811	29,896	18,281	838	19,119	49,015
	2030	106,853	-	106,853	1,976	4,937	21,614	1,811	30,338	18,412	838	19,250	49,588
	2031	113,963	-	113,963	2,080	5,130	21,767	1,811	30,788	18,543	838	19,381	50,169
	2032	119,321	-	119,321	2,135	5,330	21,921	1,811	31,197	18,673	838	19,511	50,708
	2033	124,931	-	124,931	2,192	5,538	22,074	1,811	31,615	18,804	838	19,642	51,257
	2034	130,805	-	130,805	2,250	5,754	22,227	1,811	32,042	18,934	838	19,772	51,815
	2035	136,955	-	136,955	2,310	5,978	22,381	1,811	32,480	19,065	838	19,903	52,382
	2036	143,394	-	143,394	2,372	6,211	22,534	1,811	32,928	19,195	838	20,033	52,961
	2037	150,135	-	150,135	2,435	6,454	22,687	1,811	33,387	19,326	838	20,164	53,551
	2038	157,194	-	157,194	2,499	6,705	22,840	1,811	33,855	19,457	838	20,295	54,150
	2039	164,585	-	164,585	2,566	6,967	22,994	1,811	34,338	19,587	838	20,425	54,763
	2040	172,323	-	172,323	2,634	7,239	23,147	1,811	34,831	19,718	838	20,556	55,387
2041	180,424	-	180,424	2,704	7,521	23,300	1,811	35,336	19,848	838	20,686	56,022	
CAGR	2023 - 2041	n.a.	n.a.	64.6%	37.3%	4.2%	0.6%	0.0%	1.7%	0.7%	0.0%	0.7%	1.3%
	2024 - 2041	11.4%	n.a.	11.4%	9.6%	3.9%	0.8%	0.0%	1.6%	0.6%	0.0%	0.5%	1.2%

Source: Historical activity sourced from the 2024 TAF and FAA OPSNET; forecast activity from Mead & Hunt, December 2024.

Table 3-26: Master Plan Forecast Summary in FAA Template per Forecasting Activity by Airport (1 of 2)

BASE YEAR: 2023	Historical	Forecast				Compound annual growth rates		
Year	2023	2024	2028	2033	2038	2024-2028	2024-2033	2024-2038
Passenger enplanements								
Air carrier	-	28,589	93,128	124,931	157,194	34.3%	17.8%	12.9%
Commuter	23	-	-	-	-	n.a.	n.a.	n.a.
Total	23	28,589	93,128	124,931	157,194	34.3%	17.8%	12.9%
Operations								
Itinerant								
Air carrier	9	572	1,768	2,192	2,499	32.6%	16.1%	11.1%
Commuter/air taxi	3,577	3,924	4,573	5,538	6,705	3.9%	3.9%	3.9%
Subtotal commercial	3,586	4,496	6,341	7,730	9,204	9.0%	6.2%	5.3%
General aviation	20,878	20,495	21,308	22,074	22,840	1.0%	0.8%	0.8%
Military	1,811	1,811	1,811	1,811	1,811	0.0%	0.0%	0.0%
Subtotal general aviation and military	22,689	22,306	23,119	23,885	24,651	0.9%	0.8%	0.7%
Subtotal itinerant	26,275	26,802	29,460	31,615	33,855	2.4%	1.9%	1.7%
Local								
Civil	17,456	18,029	18,151	18,804	19,457	0.2%	0.5%	0.5%
Military	838	838	838	838	838	0.0%	0.0%	0.0%
Subtotal local	18,294	18,867	18,989	19,642	20,295	0.2%	0.4%	0.5%
Total operations	44,569	45,669	48,449	51,257	54,150	1.5%	1.3%	1.2%

	Operational Factors				
Year	2023	2024	2028	2033	2038
Average Aircraft Size (seats)					
	147.0	147.0	147.0	148.9	153.9
Load factor					
	68%	68%	72%	77%	82%

Source: Historical, 2024 TAF and OPSNET; Forecast, Mead & Hunt, August 2024.

Table 3-27: Master Plan Forecast Comparison to 2024 TAF for SLE

Market Segment	Year	Master plan forecast	2024 TAF for SLE	% Variance
Passenger Enplanements				
Base yr.	2023	28,579	28,579	0.0%
Base yr. + 5yrs.	2028	93,128	28,579	-69.3%
Base yr. + 10yrs.	2033	124,931	28,579	-77.1%
Base yr. + 15yrs.	2038	157,194	28,579	-81.8%
Commercial Operations				
Base yr.	2023	3,586	3,586	0.0%
Base yr. + 5yrs.	2028	6,341	5,074	25.0%
Base yr. + 10yrs.	2033	7,730	6,114	26.4%
Base yr. + 15yrs.	2038	9,204	7,154	28.7%
Total Operations				
Base yr.	2023	44,569	44,569	0.0%
Base yr. + 5yrs.	2028	48,449	46,767	3.6%
Base yr. + 10yrs.	2033	51,257	47,832	7.2%
Base yr. + 15yrs.	2038	54,150	48,895	10.7%

Source: Historical, 2024 TAF & OPSNET; Forecast, Mead & Hunt, December 2024.

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