Chapter 3 Aviation Demand Projections

This section of the *Oregon Aviation Plan 2007 (OAP 2007)* provides projections of future aviation demand at the 97 public-use airports assessed as part of this system plan. Forecasts were not prepared for Lake Woahink Seaplane Base due to its closure. Projections of short-, intermediate-, and long-term activity at the Airports are based on 5-, 10-, and 20-year milestones, using 2005 as the base year of analysis. Year 2005 data serves as the base year of data as it is the most recent year for which a full year of activity data is currently available.

Projections of aviation demand are an important element of the system planning process as they provide the basis for several key analyses, including:

- Determining the role of the Airport within the state's aviation system
- Evaluating the capacity of existing airport facilities and their ability to accommodate projected aviation demand
- Estimating the extent of airside and landside improvements required in future years to accommodate projected demand.

This analysis uses the most recent aircraft activity available to project future levels of aviation demand through the year 2025. The forecast analysis contained in this section includes methodologies based on historical aviation trends at the airports, as well as other socioeconomic trends occurring within the state of Oregon. National projections of aviation activity developed by the Federal Aviation Administration (FAA) were also reviewed within the context of this forecast analysis.

This section provides discussions of the methodologies and findings on the projections of passenger enplanements, aircraft operations, and based aircraft at the Airports. The FAA has concurred with this forecast for those airports included in the National Plan of Integrated Airport Systems (NPIAS).

3.1 Statewide Socioeconomic and Demographic Trends

Socioeconomic and demographic trends ultimately affect the demand for aviation facilities and services within Oregon. A review of these conditions is important and will help shape the future of the Oregon system of airports. The data presented in this section was provided by the United States Census Bureau and the Oregon Office of Economic Analysis.

3.1.a Population

The 2000 U.S. Census reported the Oregon population at 3,421,399 residents. By July 2006, the population had grown 8.2 percent (8.2%) or 279,359 people, ranking Oregon's population 27th

largest in the United States at 3,700,758. Oregon has experienced a moderately high population growth rate since 2000, with a compound annual average growth rate of 1.3 percent (1.3%).

Between 2000 and 2006, 26 of Oregon's 36 counties experienced an overall increase in population. Of the 26 counties that experienced growth, 10 counties grew at a rate greater or equal to the 8.2 percent (8.2%) state average. Deschutes County, located in central Oregon, experienced the greatest population increase, growing by 29.3 percent (29.3%) or 33,773. This population growth can be attributed to year round recreational opportunities and ample employment opportunities. Of the 10 counties experiencing a decline in growth, Sherman County experienced the greatest decline of 12.2 percent (12.2%) or -235. **Table 3.1** contains Oregon's population change by county from 2000 through 2006, as projected by the U.S. Census bureau.

3.1.b Socioeconomic Factors

Socioeconomic trends have an impact on the demand for aviation services and were reviewed as part of the aviation demand forecasting efforts. Historical and projected levels of socioeconomic factors such as population, total employment, per capita income, and retail sales were obtained from Woods & Poole Economics, Inc. (W&P), an independent firm that specializes in long-term economic and demographic projections. **Table 3.2** summarizes the socioeconomic trends occurring within the state. All four of the factors are projected to increase through the year 2020 at over a one percent (1%) compound annual growth rate and therefore point to increased aviation demand.

Table 3.1 Oregon Population Change by County, 2000 - 2006

		July 2006	*July 2004*	*July 2002*	*April 2000*	*Percent Change 2000-2006*
	Oregon	**3,700,758**	**3,589,168**	**3,523,529**	**3,421,399**	**8.2%**
Rank	*County*					
1	Multnomah County	681,454	671,172	675,468	660,486	3.2%
2	Washington County	514,269	487,859	472,623	445,342	15.5%
3	Clackamas County	374,230	362,599	352,350	338,391	10.6%
4	Lane County	337,870	331,313	326,984	322,959	4.6%
5	Marion County	311,304	301,781	295,127	284,834	9.3%
6	Jackson County	197,071	192,934	187,176	181,269	8.7%
7	Deschutes County	149,140	134,329	125,498	115,367	29.3%
8	Linn County	111,489	107,210	105,090	103,069	8.2%
9	Douglas County	105,117	103,022	101,157	100,399	4.7%
10	Yamhill County	94,678	90,527	87,906	84,992	11.4%
11	Josephine County	81,688	79,749	77,733	75,726	7.9%
12	Benton County	79,061	78,345	79,051	78,153	1.2%
13	Polk County	73,296	67,938	64,846	62,380	17.5%
14	Umatilla County	72,928	72,585	71,386	70,548	3.4%
15	Klamath County	66,438	65,160	64,307	63,775	4.2%
16	Coos County	64,820	63,765	62,601	62,779	3.3%
17	Columbia County	49,163	46,938	45,439	43,560	12.9%
18	Lincoln County	46,199	45,248	44,509	44,479	3.9%
19	Clatsop County	37,315	36,302	35,704	35,630	4.7%
20	Malheur County	31,247	31,299	31,429	31,615	-1.2%
21	Tillamook County	25,380	24,914	24,495	24,262	4.6%
22	Union County	24,345	24,391	24,500	24,530	-0.8%
23	Wasco County	23,712	23,525	23,560	23,791	-0.3%
24	Crook County	22,941	21,403	20,204	19,182	19.6%
25	Curry County	22,358	22,109	21,454	21,137	5.8%
26	Hood River County	21,533	21,091	20,720	20,411	5.5%
27	Jefferson County	20,352	19,802	19,621	19,009	7.1%
28	Baker County	16,243	16,436	16,527	16,741	-3.0%
29	Morrow County	11,753	11,671	11,600	10,995	6.9%
30	Lake County	7,473	7,356	7,443	7,422	0.7%
31	Grant County	7,250	7,355	7,440	7,935	-8.6%
32	Harney County	6,888	7,082	7,317	7,609	-9.5%
33	Wallowa County	6,875	6,961	7,089	7,226	-4.9%
34	Gilliam County	1,775	1,818	1,859	1,915	-7.3%
35	Sherman County	1,699	1,714	1,786	1,934	-12.2%
36	Wheeler County	1,404	1,465	1,530	1,547	-9.2%

Source: US Census Bureau

According to the U.S. Census Bureau, the recent population growth experienced throughout the state is expected to continue. Population projections indicate that by the year 2020 Oregon's population will have grown by sixteen percent (16%) or 599,242, resulting in 4.3 million residents.

Table 3.2 Oregon Socioeconomic Trends

Year	*Total Population (Thousands)*	*Total Employment (Thousands)*	*Income per Capita (1996$)*	*Total Retail Sales (mil 1996$)*
1970	2,102.97	925.93	$13,863	$14,791
1975	2,320.56	1,105.32	$16,133	$19,044
1980	2,642.11	1,353.36	$18,159	$20,957
1985	2,672.69	1,378.69	$18,928	$21,979
1990	2,860.38	1,638.15	$20,930	$25,241
1995	3,184.37	1,858.02	$22,773	$30,873
2000	3,431.07	2,110.92	$26,284	$38,475
2001	3,473.48	2,103.67	$26,121	$38,832
2002	3,522.34	2,091.87	$25,723	$39,351
2003	3,562.68	2,094.70	$25,486	$40,304
2004	3,591.36	2,128.32	$25,806	$41,681
2005	3,641.06	*NA*	*NA*	*NA*
2006	3,692.52	*NA*	*NA*	*NA*
Projected				
2010	3,862.05	2,329.99	$27,329	$48,274
2015	4,082.96	2,498.15	$28,764	$53,431
2020	4,316.20	2,666.55	$30,356	$59,250
CAGR	*1.10%*	*1.37%*	*1.02%*	*2.14%*

Source: Woods & Poole Economics, Inc.

3.2 Overview of the U.S. Aviation Industry and Industry Trends

Notable changes have occurred in the aviation industry over the past 10 years. To varying degrees, these industry trends have influenced aviation demand components within the United States, state of Oregon, and at the individual airports. To produce viable demand projections for the airports, it is important to have an understanding of these trends. It is also important to relate how national trends are most likely to influence aviation demand at the airports over the planning period. The following sections present a summary of some of these trends as detailed in the FAA's Aerospace Forecasts FY 2007-2020.

3.2.a Commercial Aviation

The U.S. commercial aviation industry has withstood the turbulence created by 9/11 and its aftereffects. An industry that saw four network carriers enter bankruptcy in a five-year period is now slowly returning to profitability. The FAA's forecasts indicate that domestic and international aviation growth will continue. Worldwide, more passengers are flying than ever.

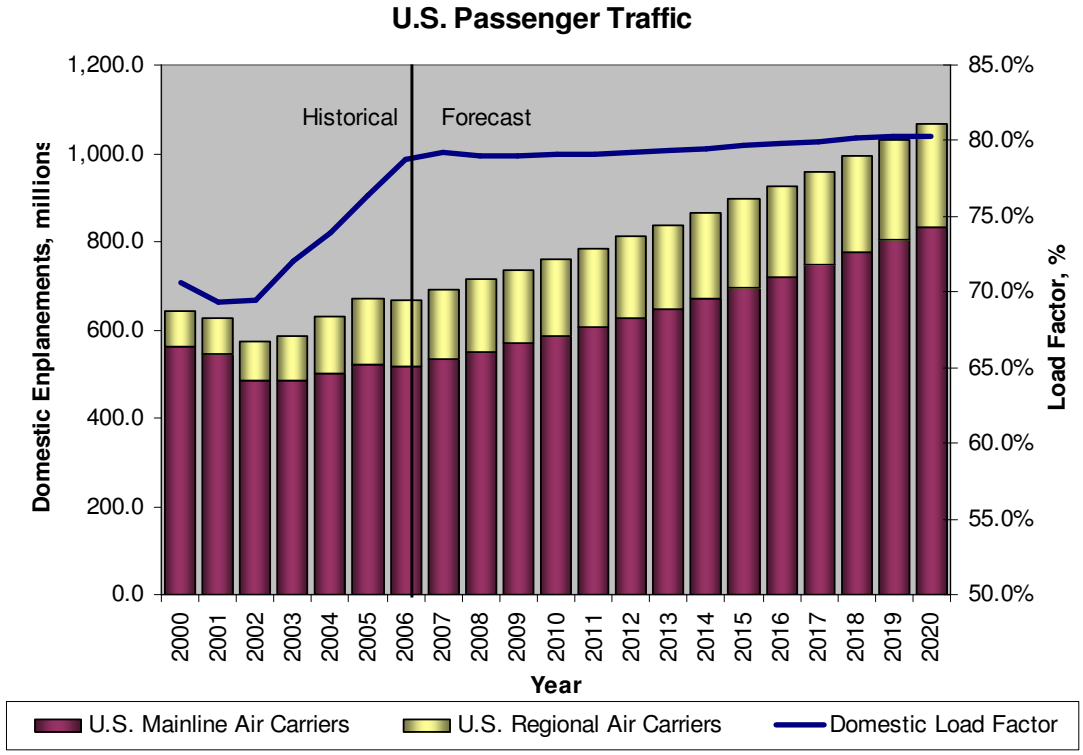
The U.S. commercial aviation industry consists of 33 mainline air carriers that use large passenger jets (over 90 seats) and 81 regional carriers that use smaller piston, turboprop, and regional jet aircraft (up to 90 seats) to provide connecting passengers to the larger carriers.

Mainline and regional carriers provide both domestic and international passenger service between the U.S. and foreign destinations, although regional carrier international service is confined to border markets in Canada, Mexico, and the Caribbean. Three distinct trends have occurred over the past five years that have helped shape today's U.S. commercial air carrier industry: (1) major restructuring and downsizing among the mainline network carriers; (2) rapid growth among low-cost carriers, particularly in nontraditional long-distance transcontinental markets; and (3) exceptional growth among regional carriers.

Since 2000, total domestic capacity has increased by only 1.9 percent (1.9%). Network carriers have reduced their domestic capacity by 20.6 (20.6%) percent, while low-cost carriers have increased capacity by fifty percent (57%) and regional carriers have increased capacity by a whopping 141.3 percent (141.3%). As a result, network carriers' share of domestic capacity has fallen from 76.7 percent (76.7%) in 2000 to 59.8 percent (59.8%) in 2006 while their share of Revenue Passenger Miles (RPMs) has fallen from 77.7 to 61.3 percent (77.7% to 61.3%). The combined domestic enplanements of the low-cost carriers and regionals have increased 65.7 percent (65.7%) since 2000, to 319.0 million in 2006.

Total domestic enplanements are projected to increase from 667.7 million in 2006 to 1.07 billion in 2020, as seen in **Figure 3.1**.

Figure 3.1 U.S. Passenger Traffic



Source: FAA Aerospace Forecasts, 2007-2020

The passenger load factor is the ratio of the number of arriving-and-departing passengers to the number of arriving-and-departing seats. Commercial carrier domestic load factor increased 2.3 points in 2006 to 78.7 percent (78.7%). The increase in load factor was heavily weighted by the results of the network carriers whose load factor grew 2.3 points to a record 80.6 percent (80.6%). Domestic carrier load factor achieved an all-time high of 78.7 percent (78.7%) in 2006, an increase of 2.3 points over 2005 as both mainline (79.3 percent (79.3%), up 2.1 points) and regional (74.1 percent (74.1%), up 4.2 points) carriers achieved all-time highs. New distribution methods, especially the increased use of the Internet by consumers and the compression of the spread between the highest and lowest fares have led to this result. In 2007, domestic load factor is expected to increase 0.5 points to 79.2 percent (79.2%) with increases for both mainline and regional carriers. After 2007, load factor is projected to increase at an average of 0.1 points a year, reaching 80.3 percent (80.3%) in 2020.

While mainline carriers have been reducing the size of aircraft flown domestically, regional carriers have been increasing the size of their aircraft. The most visible example of this trend is the wave of 70-90 seat regional jet aircraft that are entering the fleet with the continuing relaxation of airline scope clauses. Regional carriers are better able to support operations of their mainline partners when they can provide capacity that complements market demand. It is projected that the number of 50-seat regional jets in service will continue to fall while the number of the larger 70- and 90-seat regional jets in the fleet is projected to increase. The turboprop/piston fleet is expected to decline slightly through 2020. The average seating capacity of the regional fleet is expected to increase, from 50.0 seats in 2006 to 50.8 seats in 2007 and 59.0 seats in 2020. The changing aircraft fleet mix is narrowing the gap between the size and aircraft types operated by the mainline and regional carriers.

Passenger trip length is also forecast to increase after 2007. In 2006, domestic passenger trip length increased by a substantial margin of 9.6 miles to 871.4 miles with gains recorded by both mainline and regional carriers. Mainline carrier trip lengths are increasing primarily because shorter length routes are continuing to be transferred to regional partner carriers and because of increased point-to-point service. Regional carrier trip lengths increase because the introduction and use of the larger 70- and 90-seat regional jets allow these carriers to service longer-haul markets.

Another key factor in predicting aviation activity relative to passenger demand is the level of connecting versus non-stop (origin-destination) traffic. In the aggregate, it appears that the number of direct flights by carriers (both network and low-cost) is increasing. However, as the current cycle of U.S. airline industry restructuring unfolds and hub structures change, the impact on local communities and airport activity levels can fluctuate significantly.

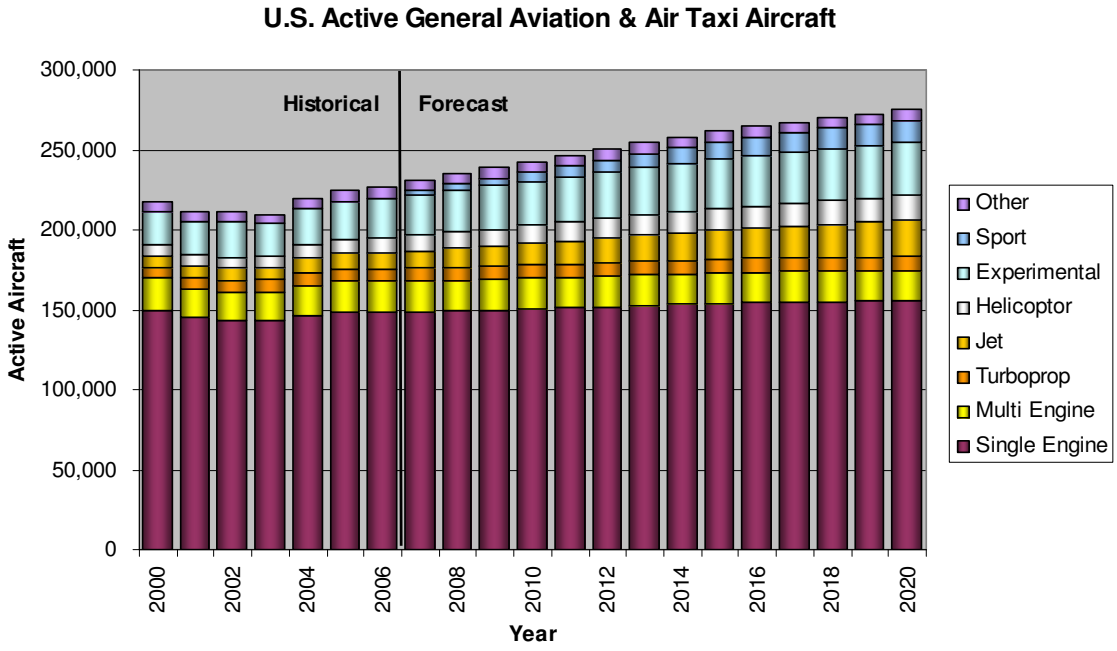
3.2.b General Aviation

As the demand for business jets has grown over the past several years, the FAA projects that business use of general aviation aircraft will expand at a more rapid pace than that for personal/sport use. The business/corporate side of general aviation should continue to benefit

from a growing market for new microjets. In addition, corporate safety/security concerns for corporate staff, combined with increased processing times at some U.S. airports have made fractional, corporate, and on-demand charter flights practical alternatives to travel on commercial flights.

General aviation is expected to receive a boost from the certification of Very Light Jets (VLJs). These relatively inexpensive twin-engine microjets may redefine "on-demand" air taxi service. Next year, it is projected that 350 microjets will join the fleet, with that figure growing to 400-500 per year through 2020. The active general aviation fleet is projected to increase at an average annual rate of 1.4 percent (1.4%), growing from an estimated 226,422 in 2006 to 274,914 aircraft in 2020. The more expensive and sophisticated turbine-powered fleet (including rotorcraft) is projected to grow at an average of 3.6 percent (3.6%) a year over the 14-year forecast period with the turbine jet fleet increasing at 6.0 percent (6.0%) per year.

Figure 3.2 U.S. Active General Aviation & Air Taxi Aircraft



Source: FAA Aerospace Forecasts, 2007-2020

The number of piston-powered aircraft (including rotorcraft) is projected to increase from 170,967 in 2006 to 181,750 in 2020, an average increase of 0.4 percent (0.4%) yearly. Although piston rotorcraft are projected to increase rapidly (5.7 percent (5.7%) per year), they are a relatively small component of this segment of general aviation aircraft. Single-engine and multi-engine fixed-wing piston aircraft, which are much more numerous, are projected to grow at much slower rates (0.3 and 0.2 percent (0.3% and 0.2%) respectively), leading to the low growth of the piston-powered fleet. In addition, it is assumed that relatively inexpensive microjets and new light sport aircraft could erode the replacement market for traditional piston aircraft at the high and low ends of the market respectively.

3.3 Forecasting Approach

There are a number of different forecasting techniques available for use in the projection of aviation activity, ranging from subjective judgment to sophisticated mathematical modeling. Due to the fact that a large number of variables affect a facility plan, it is important that each variable be considered in the context of its use in the plan. For variables that significantly affect the nature and extent of facilities, redundancy has been achieved through the utilization of several forecasting techniques to minimize the uncertainty associated with the range of the forecast variable.

The analysis includes the assessment of historical trends on aviation activity data at the local, regional, and national level. Aviation activity statistics on such items as passenger enplanements, aircraft operations, and based aircraft are collected, reviewed, and analyzed. Similarly, socioeconomic factors such as population and income are analyzed for the effect they may have on aviation growth. The comparison of relationships among these various indicators provides the initial step in the development of realistic forecasts of aviation demand.

The following general methodologies were used in projecting various components of aviation demand at the Airport.

Time Series Methodology. Historical trend lines and linear extrapolation are some of the most widely used methods of forecasting. These techniques utilize time-series types of data and are most useful for a pattern of demand that demonstrates a historical relationship with time. In utilizing this technique, an assumption is made that the same factors that have influenced demand will continue to affect future demand. While this is a rather broad assumption, it often provides a reliable benchmark for comparing the results of other analyses. Linear extrapolation established a linear trend by fitting a straight line using the least squares method to known historical data. Historic trend lines, as utilized in these analyses, examine historic compounded annual growth rates and extrapolate future data values by assuming a similar compounded annual growth rate in the future.

Market Share Methodology. Market share, ratio, or top-down models, are utilized to scale large-scale aviation activity down to a local level. Inherent to the use of such a method is the demonstration that the proportion of the large-scale activity that can be assigned to the local level is a regular and predictable quantity. This method has been used extensively in the aviation industry for aviation demand forecasting at the local level. Its most common use is in the determination of the share of total national traffic activity that will be captured by a particular region, or airport. Historical data is examined to determine the ratio of local airport traffic to total national traffic. From outside data sources—in this case the FAA—projected levels of national activity are determined and then proportioned to the airport based upon the observed and projected trends.

Socioeconomic Methodology. Socioeconomic or correlation analysis examines the direct relationship between two or more sets of historical data. In this case, socioeconomic analyses have been performed, relating historical aviation activity to historical population levels within the airport region. Based upon the observed and projected correlation between historical aviation activity and the socioeconomic data sets, future aviation activity projections are developed based upon the projected socioeconomic data sets. In this case, historical and projected levels of socioeconomic factors such as population and per capita income were obtained from Woods & Poole Economics, Inc. (W&P), an independent firm that specializes in long-term economic and demographic projections. This forecasting methodology is subject to how accurately an airport's activity reflects local demographic makeup.

3.4 Aviation Demand Projections

Aviation demand projections of enplanements, based aircraft, and aircraft operations were prepared for each of the 96 airports in the study. **Appendix F** contains the results of this effort for each airport, categorized by air carrier, NPIAS general aviation, and non-NPIAS general aviation. The following sections summarize the findings for enplanements, based aircraft, and aircraft operations, respectively.

3.4.a Enplanements

Commercial service within the state of Oregon is currently provided at eight airports after the recent reintroduction of air service at Salem's McNary Field. The air carrier airports within the state are currently:

- Eugene — Mahlon Sweet Field
- Klamath Falls — Klamath Falls Airport
- Medford — Rogue Valley International – Medford Airport
- North Bend — Southwest Oregon Regional Airport at North Bend
- Pendleton — Eastern Oregon Regional Airport at Pendleton
- Portland — Portland International Airport
- Redmond — Redmond Municipal – Roberts Field
- Salem — McNary Field

For the purposes of this study, it is assumed that commercial airline service in Oregon will continue to be provided by these eight airports. Eastern Oregon Regional Airport at Pendleton has very limited service at this time and is supported through the U.S. Department of Transportation Essential Air Service (EAS) program. For the purposes of this assessment, it has been assumed that air carrier service will continue at this airport through the planning period.

In general, projections of enplanements at the commercial service airports were interpolated and summarized from recent airport master plan forecasts where available. Where recent master plan forecasts were not available or where the airport master plan forecasts were not tracking well with recent historical data, projections were obtained from the FAA's Terminal Area Forecast

(TAF) system. In the case of Salem-McNary Field, estimated enplanements for the first year of service were developed and projections developed as a market share of U.S. domestic enplanements, which are projected to have a 2.73 percent (2.73%) compound annual growth rate.

Table 3.3 summarizes the results of the enplanement projections for the state's airports.

Figure 3.3 Passenger Enplanements

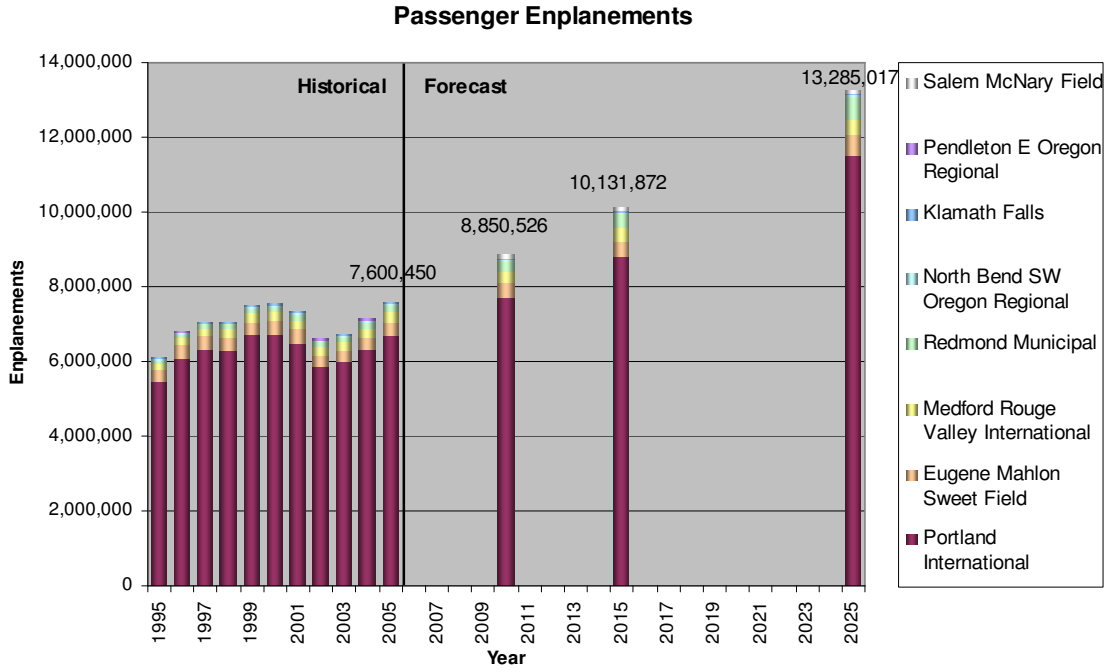


Table 3.3 Enplanement Projections

AIRPORT	*2005*	*2010*	*2015*	*2025*
Portland International	6,711,454	7,701,413	8,804,964	11,525,107
Eugene Mahlon Sweet Field	362,410	402,350	439,049	546,522
Rogue Valley International - Medford	281,600	311,897	348,553	435,319
Redmond Municipal	174,008	278,400	354,800	537,400
Southwest Oregon Regional	35,235	45,000	57,500	82,500
Klamath Falls	28,912	36,640	40,331	47,765
Pendleton Eastern Oregon Regional	6,851	6,945	7,211	7,773
Salem McNary Field	0	67,881	79,465	102,631
Total	*7,600,470*	*8,850,526*	*10,131,872*	*13,285,017*

Source: Airport Master Forecasts, FAA Terminal Area Forecast System, Mead & Hunt, Inc.

Commercial enplanements for the state are projected to increase from 7.6 million in 2005 to nearly 13.3 million by the year 2025, representing a compound annual growth rate of 2.83 percent (2.83%). Enplanements within the state are anticipated to remain dominated by those at Portland International Airport.

3.5 Based Aircraft Projections

Nationally, the enactment of the General Aviation Revitalization Act of 1994 signaled a significant change in the general aviation industry. Since 1994, unit shipments of general aviation aircraft have showed significant increases. Nationally, the active general aviation fleet is projected to increase at an average annual rate of 1.4 percent (1.4%), growing from an estimated 226,422 in 2006 to 274,914 aircraft in 2020. The more expensive and sophisticated turbine-powered fleet (including rotorcraft) is projected to grow at an average of 3.6 percent (3.6%) a year over the 14-year forecast period with the turbine jet fleet increasing at six percent (6.0%) per year. The increased sale of jet aircraft reflects largely the rapidly growing fractional ownership programs and the importance of business aviation to many of the nation's companies.

The number of current (2005) based aircraft at each airport was obtained from various sources including FAA 5010 forms, the FAA Terminal Area Forecast (TAF) system, Oregon Department of Aviation (ODA) data, airport manager surveys, and site visit estimations. In general, FAA TAF data served as the basis for the air carrier and NPIAS general aviation airports. ODA data, airport manager interviews, and site visits served as the basis for the non-NPIAS general aviation airports.

The FAA projects that the number of active aircraft in the US will increase at 1.29 percent (1.29%) and the number of based aircraft in the state is projected to roughly equal that at 1.23 percent (1.23%). Based aircraft in the state are projected to increase from 4,875 to 6,225 by the year 2025 as shown in **Table 3.4**.

Figure 3.4 Based Aircraft Projections

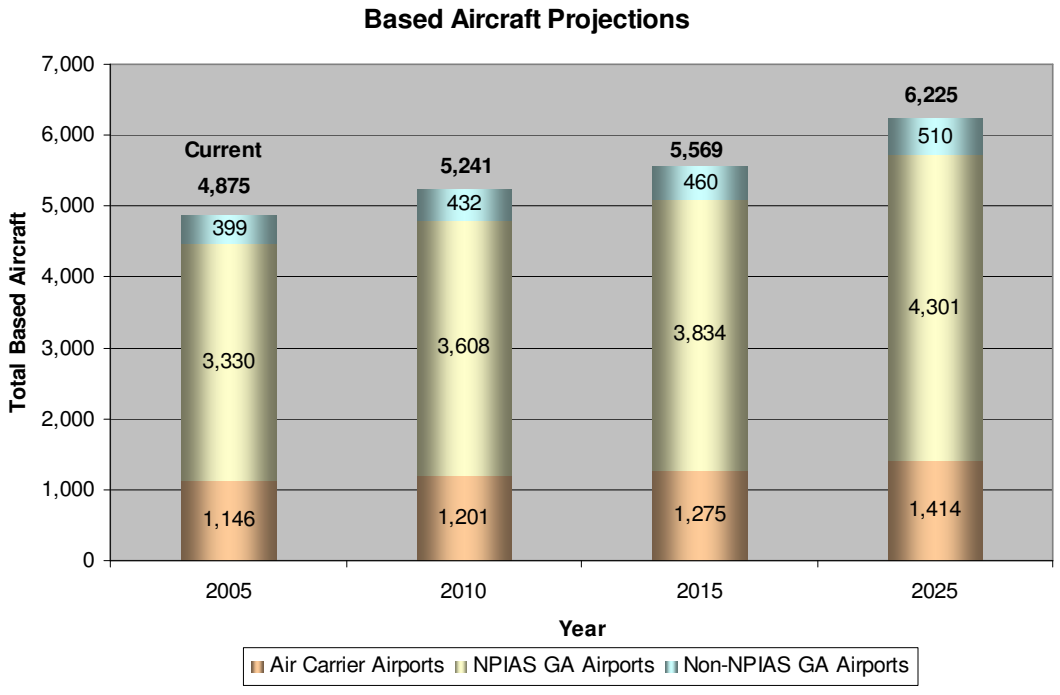


Table 3.4 Based Aircraft Projections

	2005	*2010*	*2015*	*2025*
Air Carrier Airports				
Based Aircraft	1,146	1,201	1,275	1,414
Airports	8	8	8	8
Avg. Based Aircraft/Airport	143.3	150.1	159.4	176.8
NPIAS GA Airports				
Based Aircraft	3,330	3,608	3,834	4,301
Airports	49	49	49	49
Avg. Based Aircraft/Airport	68.0	73.6	78.2	87.8
Non-NPIAS GA Airports				
Based Aircraft	399	432	460	510
Airports	39	39	39	39
Avg. Based Aircraft/Airport	10.2	11.1	11.8	13.1
Statewide Total				
Based Aircraft	4,875	5,241	5,569	6,225
Airports	96	96	96	96
Avg. Based Aircraft/Airport	50.8	54.6	58.0	64.8

Source: Airport Master Forecasts, FAA Terminal Area Forecast System, Mead & Hunt, Inc.

Projections of a future general aviation fleet mix at each airport were derived from current airport master plan projections where available for air carrier airports and by applying national FAA projections regarding trends in aircraft types to historical trends in based aircraft fleet mix at the airports for the non-air carrier airports. **Table 3.5** contains a summary of based aircraft fleet mix projections.

Figure 3.5 Projected Based Aircraft Fleet Mix

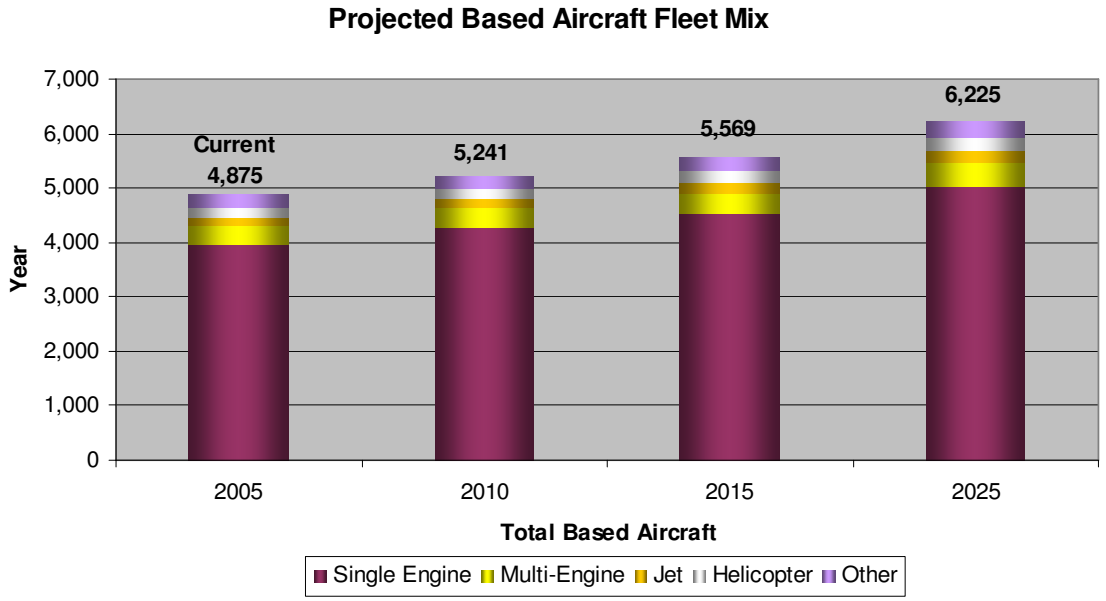


Table 3.5 Based Aircraft Fleet Mix Projections

Year	*Single Engine*	*Multi-Engine*	*Jet*	*Helicopter*	*Other*	*Total*
2005	3,973	344	157	169	232	4,875
2010	4,285	371	155	188	243	5,241
2015	4,517	401	188	201	262	5,569
2025	5,021	462	214	230	299	6,225

3.6 Aircraft Operations Projections

Projections of aircraft operations were developed for each of the 96 airports in the study group. Projections for the air carriers, NPIAS general aviation airports, and non-NPIAS general aviation airports were each developed a little differently as summarized below.

For the air carrier airports, in general, projections of operations were interpolated and summarized from recent airport master plan forecasts where available. Where recent master plan forecasts were not available or where the airport master plan forecasts were not tracking well with recent historical data, projections were obtained from the FAA's Terminal Area Forecast system.

For the NPIAS general aviation airports historical aircraft operations data was generally obtained from the FAA Terminal Area Forecast system and independent projections were developed. These projections were reviewed and approved by FAA's Airports District Office for use in this study.

For the non-NPIAS general aviation airports, there was typically very little if any historical operational data available. For these airports, estimates of current and projected aircraft operations were prepared. For the NPIAS general aviation airports it was found that there is on average around 350 aircraft operations per based aircraft. Therefore, for the non-NPIAS general aviation airports current and projected operational totals were estimated assuming that each airport has 125 annual operations plus 350 operations per based aircraft.

Table 3.6 summarizes the results of the aircraft operations projections for the state's airports.

Figure 3.6 Aircraft Operations

Table 3.6 Aircraft Operations Projections

Year	*Air Carrier*	*General Aviation*	*Military*	*Total*
2005	354,348	1,620,282	39,345	2,013,975
2010	384,780	1,777,297	39,804	2,201,881
2015	424,034	1,917,541	44,164	2,385,739
2025	521,133	2,216,213	51,204	2,788,549

3.7 Summary of Aviation Demand Projections

Table 3.7 summarizes the aviation demand projections for the public use airports included within this study effort.

Table 3.7 Summary of Projections

		Aircraft Operations				
Year	*Enplanements*	*Air Carrier*	*General Aviation*	*Military*	*Total*	*Based Aircraft*
2005	*7,600,470*	354,348	1,620,282	39,345	2,013,975	4,875
2010	*8,850,526*	384,780	1,777,297	39,804	2,201,881	5,241
2015	*10,131,872*	424,034	1,917,541	44,164	2,385,739	5,569
2025	*13,285,017*	521,133	2,216,213	51,204	2,788,549	6,225