



Evansville Regional Airport

Working Paper #3

Airport Master Plan Update

Forecast of Aviation Activity

October 2024

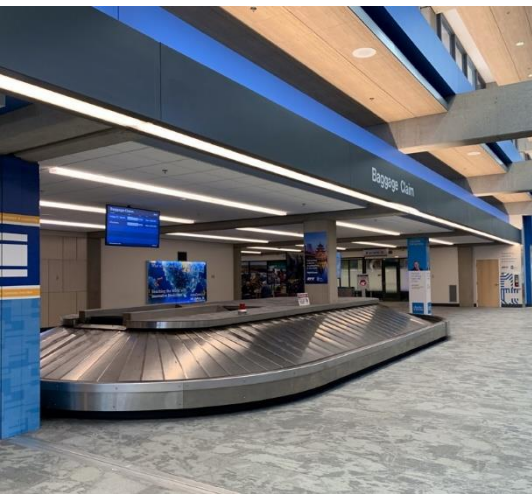


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3 FORECASTS OF AVIATION ACTIVITY

This Chapter of the Airport Master Plan Update ('MPU' or 'Study') presents the comprehensive forecast of aviation activity and demand at Evansville Regional Airport ('EVV' or 'the Airport') over the 20-year planning horizon (2023 – 2043). The forecast consists of projections for all categories of activity at the Airport, including passenger enplanements, air carrier operations and fleet mix, general aviation operations, based aircraft, cargo operations, military operations, and peak activity levels.

The forecasts of aviation activity provide the Evansville-Vanderburgh Airport Authority District ('EVAAD', 'Airport Authority', or 'Authority') with guidance to determine facility sizing and capacity recommendations, both airside and landside, that directly impact future development at the Airport. The forecasts will also facilitate the long-term strategic planning and development plans depicted on the updated Airport Layout Plan (ALP).

The developed forecasts account for the impacts due to COVID-19 ('COVID' or 'the pandemic') and incorporate industry trends and recent activity levels at EVV. The resulting preferred forecast will be submitted to the Federal Aviation Administration (FAA) for approval.

It is important to note that the historical and projected activity levels herein represent calendar year data (January through December), while the FAA's Terminal Area Forecast (TAF) is organized according to FAA fiscal year (October through September).

3.1 FORECAST CATEGORIES

Aviation demand forecasts are prepared for a variety of aviation categories, which are determined based on the type and level of activity expected at an airport over the planning horizon. These categories vary in relevance depending on the size and category of an airport and the basic objectives of a specific master plan.

As previously discussed, this Study evaluated and projected commercial activity (enplanements, operations, and fleet mix), general aviation activity (operations and based aircraft), cargo activity (belly cargo and all cargo), and military activity. A description of each category is provided below.

- ✈ Commercial Enplanements – A revenue-paying passenger boarding an aircraft at a given airport.
- ✈ Commercial Operations – Operations performed by aircraft designed to have a seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation. These operations include scheduled air carriers and regional partners (including all 50-seat regional jet operations), as well as U.S. and foreign flagged carriers.
- ✈ Commercial Fleet Mix – The grouping of aircraft performing commercial operations at the airport. This also includes 50-seat regional jets.
- ✈ General Aviation Based Aircraft – Aircraft that spend more than six months of the year at a given airport and that have an agreement with the airport or a tenant for storage, is operational and can perform takeoffs and landings, and have a current valid FAA airworthiness certificate.

- ✈ General Aviation Operations – Includes all segments of the aviation industry except commercial air carriers/regional/commuter service, scheduled cargo, and military operations.
- ✈ Military Operations – Activity performed by the United States military.
- ✈ Air Cargo – Comprised of freight, express, and airmail.

3.2 IMPACTS OF COVID-19 ON THE AVIATION INDUSTRY AND EVV

3.2.1 COVID-19 Impacts on Commercial Aviation

In March 2020, COVID-19 (commonly referred to as Coronavirus or ‘COVID’) began impacting the aviation industry and air travel. The impacts of COVID on the aviation system have been split in terms of types of users.

With this, it was important to analyze and become familiar with industry trends, as well as historical activity trends at EVV prior to 2020, to properly evaluate the level of impact COVID-19 has had on the Airport’s activity. These figures also assisted in determining later recovery efforts. Based on these analyses, recent activity trends were compared to both previous activity levels at EVV and the wider aviation industry, which were then integrated into the forecasts accordingly.

Industry Impacts

Commercial activity levels (especially passenger levels) in the United States were impacted more heavily than other users, such as cargo and general aviation (GA). The Transportation Security Administration (TSA) has been tracking national passenger throughput activity for 2019 through 2023 and comparing the activity levels side-by-side¹, as seen below in **Table 3-1**. Further analysis of this data for 2019 and 2020 indicated an approximate 62.0 percent decrease in national throughput passengers; however, activity trends in 2021, 2022, and 2023 were positive. Month-over-month data from January through December 2020 and 2021 indicated approximately an 81.6 percent increase in passenger throughput, followed by approximately a 30.6 percent increase from 2021 to 2022. When analyzing month-over-month data from January through December for 2022 and 2023, national passenger throughput increased approximately 13.4 percent. When analyzing month-over-month data from January through December for 2023, national passenger throughput activity was approximately 2.2 percent higher than 2019 activity levels.

As airlines experienced a decrease in passenger activity and fewer service routes being flown, several airlines opted to transition to larger airframes. This allowed for more passengers to be flown during each flight, which substantially decreased costs due to fewer operations. Recently, several airlines have begun reinstating routes that were temporarily put on hold.

¹ Transportation Security Administration. “TSA Checkpoint Throughput Numbers (Current Year Versus Prior Year(s)/Same Weekday).” <https://www.tsa.gov/travel/passenger-volumes>. Accessed 12 August 2024.

Table 3-1 – TSA: Total Customer Throughput (National)

Month	2019	2020	2021	2022	2023	% Difference			
						2019 vs. 2020	2020 vs. 2021	2021 vs. 2022	2022 vs. 2023
January	58,603,981	61,172,421	22,721,686	45,783,116	60,906,882	4.4%	-62.9%	101.5%	33.0%
February	57,913,402	60,522,370	25,118,522	49,144,051	58,361,130	4.5%	-58.5%	95.6%	18.8%
March	73,181,158	29,422,753	39,398,580	64,555,781	71,919,462	-59.8%	33.9%	63.9%	11.4%
April	70,111,486	3,373,279	41,645,632	63,738,430	70,216,926	-95.2%	1134.6%	53.0%	10.2%
May	74,588,923	7,615,190	50,192,147	67,303,973	74,561,756	-89.8%	559.1%	34.1%	10.8%
June	74,139,974	14,947,640	55,589,300	69,239,145	77,156,198	-79.8%	271.9%	24.6%	11.4%
July	79,931,926	20,858,398	63,279,389	68,044,615	79,847,051	-73.9%	203.4%	7.5%	17.3%
August	73,646,197	21,293,376	56,710,858	67,343,384	75,366,022	-71.1%	166.3%	18.7%	11.9%
September	67,578,986	22,107,158	51,636,312	63,580,597	70,213,668	-67.3%	133.6%	23.1%	10.4%
October	71,984,802	25,705,632	57,143,187	68,031,983	75,729,083	-64.3%	122.3%	19.1%	11.3%
November	68,259,608	25,143,396	57,312,090	64,371,135	71,707,878	-63.2%	127.9%	12.3%	11.4%
December	70,374,968	26,977,997	58,820,299	65,648,031	72,562,140	-61.7%	118.0%	11.6%	10.5%
Total	840,315,411	319,139,610	579,568,002	756,784,241	858,548,196	-62.0%	81.6%	30.6%	13.4%

Source: Transportation Security Administration, CHA, 2023.

Impact at EVV

As shown in **Table 3-2**, upward trends in passenger enplanements are also being experienced at EVV. Enplanements increased by approximately 57.4 percent in 2021 and were higher month-over-month in 2022 compared to 2021 activity levels from January through April; however, EVV began experiencing a decrease in month-over-month enplanements as a result of changes in service. United Airlines ceased operations at EVV, while American Airlines and Delta Air Lines discontinued service to O’Hare International Airport (ORD) and Detroit Metropolitan Wayne County Airport (DTW), respectively, which can be partially linked to a decrease in load factors and demand as a result of COVID-19.

Enplanements in 2023 increased by 8.2 percent compared to 2022, while also surpassing 2021 activity levels. Enplanements in 2023 also exceeded the FAA 2023 TAF’s projected enplanements for 2023. Based on conversations with EVAAD, and in line with upcoming airline service schedules and recent trends, enplanements are expected to continuously increase.

As shown in **Table 3-3**, commercial operations at EVV were also negatively impacted by COVID-19, with operations decreasing by approximately 34.3 percent in 2020 when compared to activity in 2019. As previously discussed, the decrease in operations in 2022 was a direct result of airlines temporarily cutting back services; however, activity increased in 2023.

In 2023, EVV began capturing additional seasonal Allegiant traffic to Orlando Sanford International Airport (SFB) that is no longer provided at Owensboro-Daviess County Regional Airport (OWB), Delta added an additional flight to Hartsfield-Jackson Atlanta International Airport (ATL), and American increased frequency to Charlotte Douglas International Airport (CLT) and Dallas Fort Worth International Airport (DFW). In April 2024, EVAAD announced that direct flights between EVV and Chicago O’Hare would return on September 4, 2024, offered by American Airlines. Lastly, beginning on May 27, 2024, Breeze Airways will begin to offer service from EVV twice a week to Orlando International Airport (MCO).

Table 3-2 – COVID 19: Impact on Enplanements at EVV

Month	2019	2020	2021	2022	2023	% Difference			
						2019 vs. 2020	2020 vs. 2021	2021 vs. 2022	2022 Vs. 2023
January	16,106	17,734	6,879	10,880	11,082	10.1%	-61.2%	58.2%	1.9%
February	16,369	16,993	6,892	10,852	10,323	3.8%	-59.4%	57.5%	-4.9%
March	20,622	9,386	9,740	11,878	12,823	-54.5%	3.8%	22.0%	8.0%
April	18,662	597	10,757	12,905	12,801	-96.8%	1701.8%	20.0%	-0.8%
May	23,626	2,818	15,476	14,693	14,530	-88.1%	449.2%	-5.1%	-1.1%
June	23,881	5,621	17,955	15,655	16,415	-76.5%	219.4%	-12.8%	4.9%
July	22,881	8,835	19,045	14,699	16,175	-61.4%	115.6%	-22.8%	10.0%
August	20,242	7,505	16,886	12,641	13,762	-62.9%	125.0%	-25.1%	8.9%
September	20,119	8,394	15,576	12,481	14,499	-58.3%	85.6%	-19.9%	16.2%
October	22,781	10,364	17,021	14,032	16,385	-54.5%	64.2%	-17.6%	16.8%
November	18,530	8,275	14,385	11,051	13,807	-55.3%	73.8%	-23.2%	24.9%
December	19,680	8,403	14,549	11,551	13,331	-57.3%	73.1%	-20.6%	15.4%
Total	243,499	104,925	165,161	153,318	165,933	-56.9%	57.4%	-7.2%	8.2%

Source: Bureau of Transportation Statistics (T-100 Data), FAA Operations Network (OPSNET), CHA, 2024.

Table 3-3 – COVID 19: Impact on Commercial Operations at EVV

Year	Commercial Operations	% Difference
2019	10,887	-
2020	7,152	-34.3%
2021	7,872	10.1%
2022	5,276	-33.0%
2023	5,973	13.2%

Source: Bureau of Transportation Statistics (T-100 Data), FAA Operations Network (OPSNET), CHA, 2024.

3.2.2 COVID-19 Impacts on General Aviation

GA users were not impacted by the COVID-19 pandemic to the same extent of commercial operations. While travel and route restrictions were placed on the commercial industry, route restrictions were not placed on civil aviation. However, business and travel restrictions did have an impact on itinerant GA travel, though recreational flying has largely been stable throughout the pandemic. In addition, during 2020, GA pilots began assisting with COVID-19 relief efforts by aiding in delivery of personal protective equipment to medical facilities.

Industry Impacts

As shown in **Figure 3-1**, GA Aircraft Shipment Reports, published by the General Aviation Manufacturers Association (GAMA)², aircraft shipments in the United States declined from 2,658 aircraft to 2,408 aircraft in 2020. In 2021, aircraft shipments improved by approximately 9.9 percent with 2,646 aircraft shipments. Shipments increased again in 2022 to 2,799 aircraft, followed by an increase of 2.2 percent in 2023. The GA Aircraft Shipment data shows shipment levels are currently exceeding 2019 shipments and are trending upward.

Impact at EVV

Similar to the national GA industry, GA activity at EVV was not as heavily impacted as commercial activity.

Based on data collected via the FAA Operations Network (OPSNET) and from EVAAD, and as shown in **Figure 3-4**, GA operations experienced a decrease of approximately 17.5 percent from 2019 to 2020.

Figure 3-1 – GA Aircraft Shipments

<u>Aircraft Shipments & Billings: Comparison of Last Three Years</u>						
<u>AIRPLANE SHIPMENTS</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>% CH. 22-23</u>
Piston Airplanes (*)	1,324	1,321	1,409	1,505	1,682	+11.8%
Turboprop Airplanes	525	443	527	582	638	+9.6%
Business Jets	809	644	710	712	730	+2.5%
AIRPLANE SHIPMENTS	2,658	2,408	2,646	2,799	3,050	+9.0%
<u>AIRPLANE BILLINGS</u>	<u>\$23.5B</u>	<u>\$20.0B</u>	<u>\$21.6B</u>	<u>\$22.9B</u>	<u>\$23.4B</u>	<u>+2.2%</u>
<u>HELICOPTER SHIPMENTS</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>% CH. 22-23</u>
Piston Helicopters	179	142	181	194	209	+7.7%
Turbine Helicopters (**)	698	567	679	782	811	+9.9%
HELICOPTER SHIPMENTS	877	709	860	932	1,020	+9.4%
<u>HELICOPTER BILLINGS</u>	<u>\$3.8B</u>	<u>\$3.4B</u>	<u>\$4.2B</u>	<u>\$4.5B</u>	<u>\$4.9B</u>	<u>+9.0%</u>

Source: General Aviation Manufacturers Association.

Although experiencing a decrease in operations at the beginning of the pandemic, GA activity increased in 2021 by approximately 16.8 percent. From 2021 to 2022, GA operations increased by approximately 10.8 percent, surpassing activity prior to the pandemic. In 2023, GA operations increased again, by approximately 7.3 percent. The trends regarding GA activity levels at EVV are further discussed in **Section 3.8**.

3.3 HISTORICAL AVIATION ACTIVITY LEVELS

3.3.1 Historical Enplanements

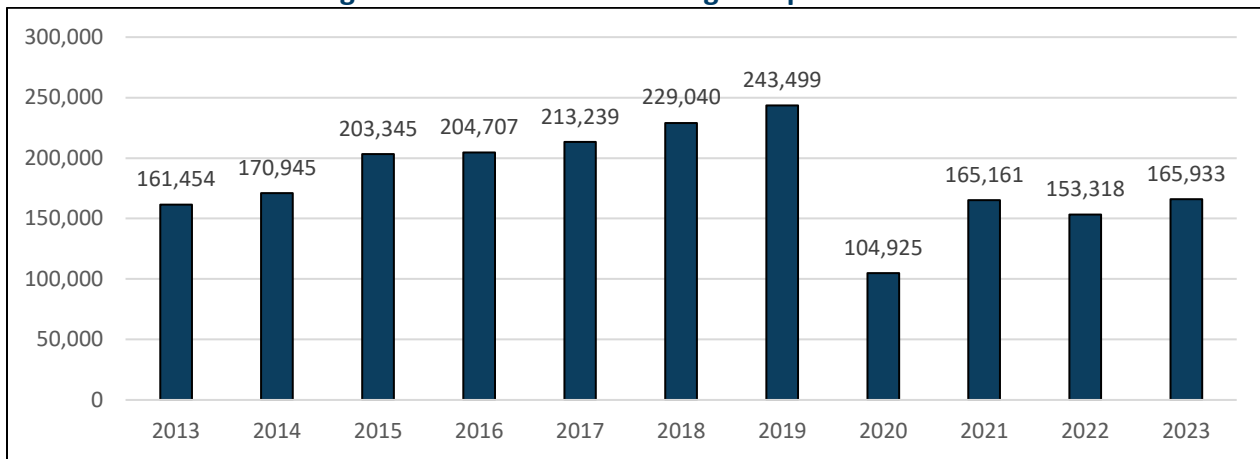
From 2013 to 2023, and as shown in **Figure 3-2**, enplanements at EVV fluctuated alongside changes in airline schedules. In 2019, EVV experienced a record high number of passenger enplanements at 243,499. As was the case with the commercial service airports as a whole in the US, EVV experienced a drastic decrease in passenger enplanements in 2020 as a direct impact of COVID-19, which resulted in extreme changes in destinations offered by airlines. From 2019 to

² General Aviation Manufacturers Association. "Aircraft Shipments & Billings: Comparison of Last Three Full Years." <https://gama.aero/facts-and-statistics/quarterly-shipments-and-billings/>. Accessed 22 May 2024.

2020, enplanements at EVV dropped from 243,499 to 104,925 enplanements, or by approximately 56.9 percent, as a result of loss in destinations offered and frequencies.

EVV caters to both the business and leisure market. As discussed in the FAA Aerospace Forecast (2024-2044), leisure traffic has led the recovery, followed by business travel building in 2022. This is evident at EVV. In 2021, passenger enplanements at EVV increased to 165,161; however, as previously discussed, United Airlines ceased operations at EVV, while American Airlines and Delta Air Lines temporarily discontinued service to ORD and DTW, respectively. These changes in services resulted in a decrease in enplanements in 2022; however, these activity levels have met and exceeded the depleted operations counts, increasing from 153,318 in 2022 to 165,933 enplanements in 2023. The increase in enplanements can be directly related to increases in frequencies by airlines serving EVV. As previously discussed, Delta increased frequency to ATL, while American increased frequencies to CLT and DFW.

Figure 3-2 – Historical Passenger Enplanements

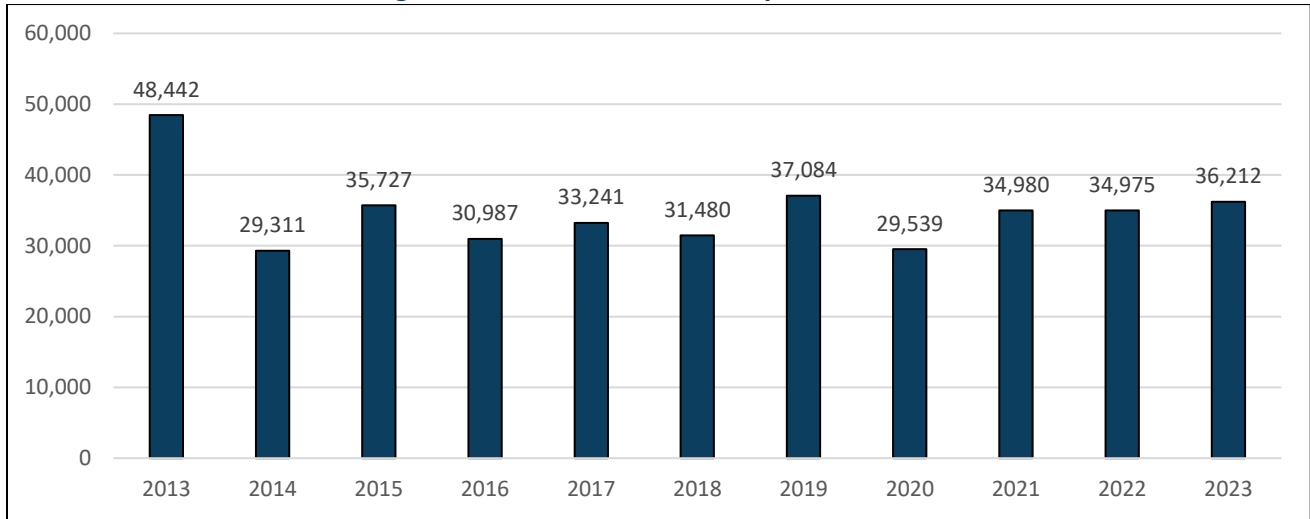


Source: Bureau of Transportation Statistics (T-100 Data), CHA, 2024.

3.3.2 Historical Operations

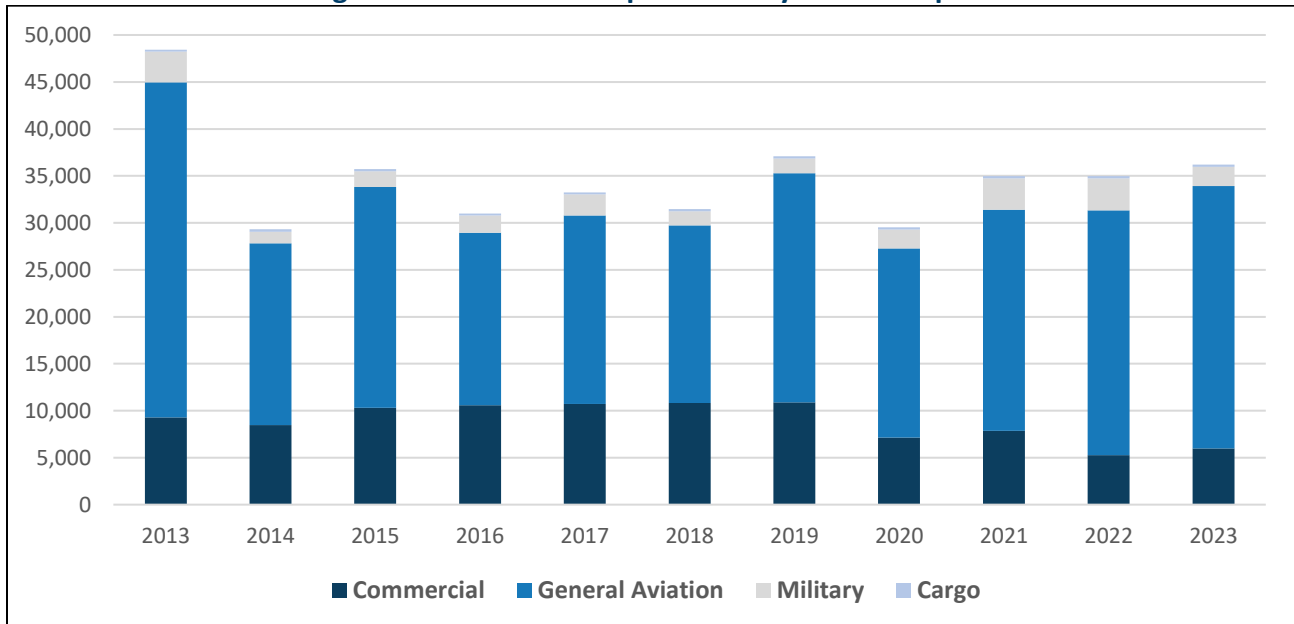
As shown in **Figure 3-3**, operations experienced a decline from 2013 to 2014 due to loss in service from Allegiant Air; however, service via Allegiant Air was reinstated in 2016. Until 2020, operations at EVV were relatively stable. With commercial and GA, activity each decreasing in 2020, total operations at EVV decreased by approximately 20.3 percent. In 2021, activity started increasing, with operations increasing by approximately 18.4 percent before stabilizing in 2022 and an additional 3.5 percent into 2023. Total operations by user (i.e., commercial, general aviation, cargo, and military) are depicted in **Figure 3-4**.

Figure 3-3 – Historical Total Operations



Source: Bureau of Transportation Statistics (T-100 Data), FAA Operations Network (OPSNET), CHA, 2024.

Figure 3-4 – Historical Operations by User Group



Source: Bureau of Transportation Statistics (T-100 Data), FAA Operations Network (OPSNET), CHA, 2024.

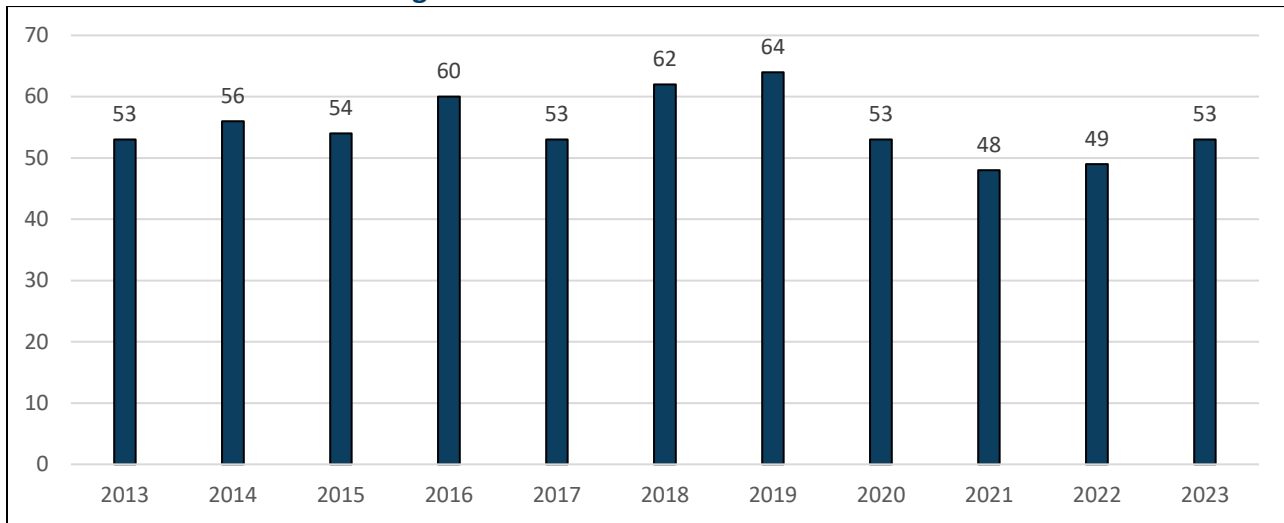
3.3.3 Historical Based Aircraft

Historical based aircraft at EVV have fluctuated over the last 10 years. These fluctuations may be attributed to increases in costs for fuel, hangar rent, insurance, and FBO fees.

The number of based aircraft at EVV slowly decreased from 2019 to 2022 but increased in 2023, as seen in **Figure 3-5**.

As of 2023, EVV has 53 based aircraft, which consisted of 38 single-engine aircraft, 8 multi-engine aircraft, 6 jets, and 1 helicopter.

Figure 3-5 – Historical Based Aircraft



Source: FAA 2023 TAF, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

The Itinerant and Local operations via OPSNET are shown in **Table 3-4**.

Table 3-4 – FAA Historical GA Operations (Itinerant Vs. Local)

Year	Itinerant Operations	Local Operations	Total GA Operations
2013	13,237	22,421	35,658
2014	11,652	7,707	19,359
2015	12,107	11,380	23,487
2016	12,425	5,953	18,378
2017	13,206	6,863	20,069
2018	13,095	5,802	18,897
2019	14,888	9,525	24,413
2020	12,679	7,461	20,140
2021	15,521	7,996	23,517
2022	15,617	10,433	26,050
2023	16,720	11,238	27,958

Source: FAA Operations Network (OPSNET), CHA, 2024.

3.4 FACTORS INFLUENCING ACTIVITY AT EVV

Several external factors were included in the evaluation of passenger activity at the Airport:

- ✈ Socioeconomic growth in the Evansville, IN-KY Metropolitan Statistical Area (population, employment, etc.)
- ✈ Significant investments by the Airport Authority to renovate and improve the terminal facility to accommodate long-term passenger growth.
- ✈ Recent and upcoming additional air service (i.e., increase in service frequency, new service, reinstated routes, etc.)

3.5 FORECAST DATA SOURCES & INFORMATION

Information factored into both planning and forecasting efforts included aviation operational trends and anticipated changes in aircraft fleet mix at EVV. The data and assumptions used to define the baseline conditions and future trends were derived from multiple sources, including:

- ✈️ FAA 2023 Terminal Area Forecast (TAF)³ – TAF activity estimates are derived by the FAA from national estimates of aviation activity. These estimates are then assigned to individual airports based upon multiple market and forecast factors. The FAA looks at local and national economic conditions, as well as trends within the aviation industry, to develop each forecast.
- ✈️ FAA Traffic Flow Management System Counts (TFMSC) – The FAA’s TFMSC contains air traffic activity data and fleet mix data, specifically for aircraft that file flight plans.
- ✈️ FAA Operations Network (OPSNET) – This data system is maintained by the FAA and provides operation counts at towered airports within the National Airspace System.
- ✈️ Flightradar24 – This data site was analyzed to evaluate airline schedules and recent activity occurring at EVV.
- ✈️ Bureau of Transportation Statistics (Air Carriers: T-100) – The Bureau of Transportation Statistics (BTS), part of the Department of Transportation (DOT), provided statistical data relating to commercial aviation, multimodal freight activity, and transportation economics. The T-100 data contains market data reported by U.S. carriers, including the air carrier, flight origin and destination, equipment type and seat information, and number of enplaned passengers.
- ✈️ FAA Aerospace Forecast (FY 2024-2044) – This forecast provided an overview of aviation industry trends and expected growth for the commercial passenger air carrier and general aviation activity segments. National growth rates of enplanements, operations, and fleet mixes are provided over a 20-year forecast horizon. For the purposes of forecast development, the FAA Aerospace Forecasts were used as comparisons for the basis of determining the growth of the general aviation fleet. This forecast also provided insight into future air cargo growth trends on a national and international level.
- ✈️ Airbus Global Market Forecast 2023 & Boeing World Air Cargo Forecast 2022 – These forecasts provide insight into future commercial cargo fleet growth and anticipated fleet mix of both domestic and foreign airlines. These insights were used to assist in developing and confirming the validity of future EVV cargo carrier operations and projected volume assumptions.
- ✈️ Woods & Poole Economics, Inc. – Woods & Poole Economics, Inc. is an independent firm that specializes in developing long-term economic and demographic projections, utilizing more than 900 economic and demographic variables. The database includes every state, Metropolitan Statistical Area (MSA), and county in the U.S. For the purposes of this Study, data contained within the 2022 State Profiles for Indiana and Kentucky were utilized, which contained historical data through 2020 and projections from 2021 to 2060.

³ Note, the ‘FAA 2022 TAF’ was published in February 2023 and represents activity at EVV through 2021, with activity beyond 2021 representing the FAA’s activity projections.

- ✈ United States Census Bureau – This government agency is the leading provider in the U.S. in terms of quality data regarding the United States population and economy. U.S. Census data was incorporated into the socioeconomic analyses conducted as part of this Study.
- ✈ United States Bureau of Economic Analysis – This U.S. government agency provides data regarding the nation’s economy and was used in this Study as an additional source when analyzing employment data.
- ✈ United States Bureau of Labor Statistics – This United States government agency provides data regarding labor economics and statistics as part of the U.S. Federal Financial System. During this Study, this data was used as an additional source when analyzing personal income per capita.
- ✈ MotionInfo– MotionInfo [Aircraft Tracking] uses advanced technology to analyze ADS-B data, tracking and reporting activity in real time for commercial, cargo, and general aviation activity. For the EVV forecast, this data source was used to evaluate runway usage by aircraft type.

To supplement and provide background regarding the data received from the sources listed above, stakeholder and tenant interviews were held as part of the Master Plan process. These interviews were conducted with EVAAD, Airport Management, the Fixed-Base Operator (FBO), and various tenants. These representatives provided insight on recent passenger, operations, and based aircraft activity levels, as well as insight regarding plans for future growth and were included to adequately represent the goals and planning of the airport and customer facility needs.

3.6 SOCIOECONOMIC OVERVIEW

Socioeconomic factors (i.e., population, employment, and personal income per capita) present within the airport’s catchment area, in combination with other factors such as proximity to other airports and potential for passenger leakage, can have an impact on the growth prospects of an airport. The socioeconomic data discussed herein was applied and analyzed when applying the various forecast methodologies, thus, accounting for the potential impacts of such leakage and market activity.

An airport’s catchment area is defined as the locale in which an airport captures the majority of its users. To determine the catchment area, an evaluation using socioeconomic factors was conducted to identify which airports the local area population are most likely to use based on proximity to other airports in the region⁴, with respect given to drive-time and demographics.

Table 3-5 – EVV Catchment Area

Indiana Counties	
Crawford	Orange
Daviess	Perry
Dubois	Pike
Gibson	Posey
Knox	Spencer
Lawrence	Vanderburgh
Martin	Warrick
Kentucky Counties	
Breckinridge	McLean
Daviess	Muhlenberg
Hancock	Ohio
Henderson	Union
Hopkins	Webster
Illinois Counties	
Gallatin	White
Hardin	

Source: CHA, 2024

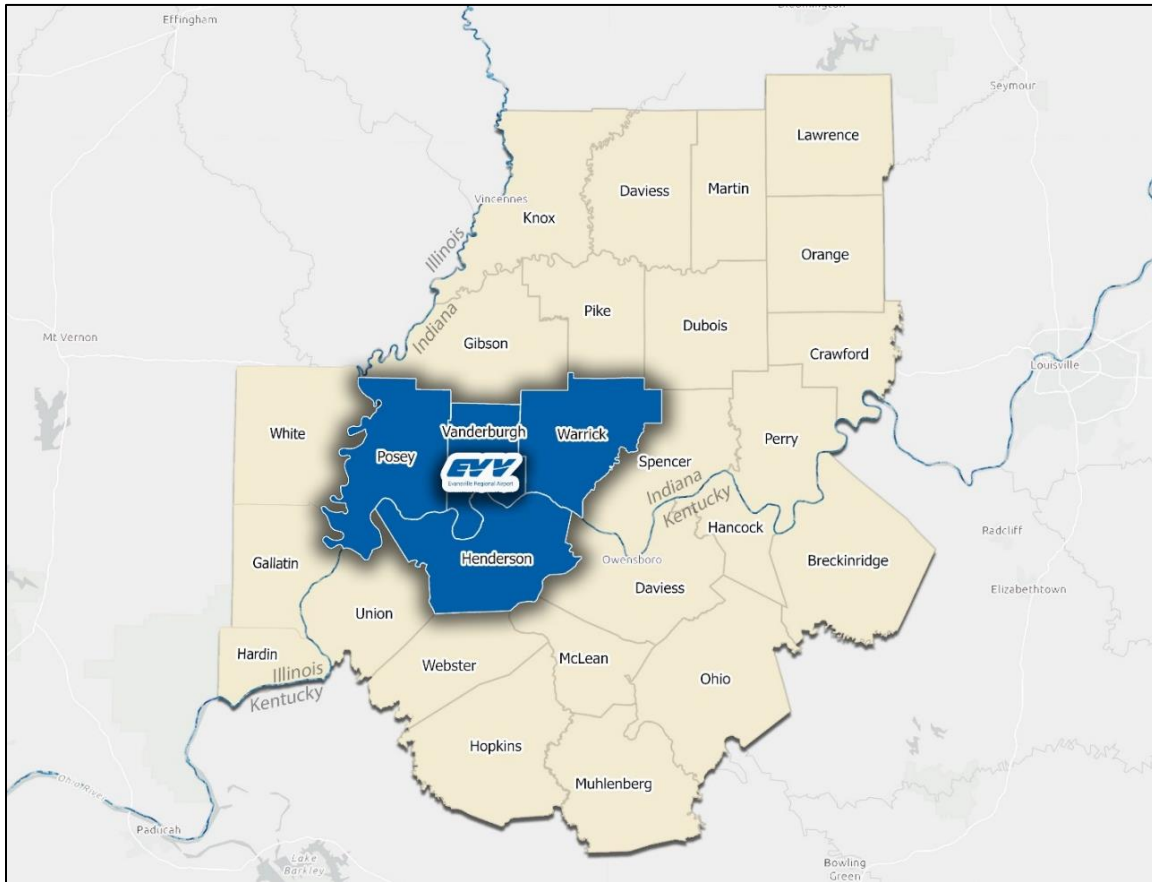
⁴ Refer to Chapter 1, *Inventory*, Section 1.2.2 – Location and Service Area

As shown in **Table 3-5**, the catchment area for EVV consists of the multiple counties within Indiana (IN), Kentucky (KY), and Illinois (IL). Socioeconomic factors were also analyzed for the Evansville-IN, KY Metropolitan Statistical Area (MSA)⁵, State of Indiana, and the United States.

Note, according to the United States Census Bureau, a MSA is “that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core.”⁶

The catchment area and MSA are depicted in **Figure 3-6**.

Figure 3-6 – EVV Catchment Area & MSA



Note 1: The MSA is a smaller subset of the overall catchment area.

Note 2: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky.

Source: CHA, 2024.

COVID-19 Disclaimer

Woods and Poole Economics continues to analyze the effects of COVID-19 on the economy and the impacts on the provided projections. Per Woods and Poole’s State Profiles for Indiana and Kentucky, “Despite a significant 2020 and 2021 short-term impact, COVID-19 itself does not

⁵ Per Woods & Poole Economics, Inc., the Evansville, IN-KY consists of the following counties: Posey (IN), Vanderburgh (IN), Warrick (IN), and Henderson (KY).

⁶ United States Census Bureau. “Metropolitan Statistical Area - About.” <https://www.census.gov/programs-surveys/metro-micro/about.html>. Accessed 20 July 2023.

appear to have made a quantifiable long-term economic impact that would affect U.S. economic growth beyond 2023 and through 2060.”

3.6.1 Population

From 2013 through 2023, population within the EVV catchment area experienced growth in 3 of the 10 years; however, population declined by approximately 0.3 percent overall. During the last 10 years, the population within the Evansville MSA decreased by 0.2 percent in 2017 and by 0.1 percent in 2018 and in 2022; however, the MSA still experienced an overall growth of approximately 0.4 percent overall. The State of Indiana and the United States each experienced steady growth year-over-year. The population within EVV catchment area, Evansville MSA, State of Indiana, and the United States are each projected to steadily increase throughout the forecast horizon.

In 2023, the EVV catchment area had a population of approximately 887,455, while the Evansville MSA had a population of approximately 315,182 (or approximately 4.6 percent of the State’s population). The compound annual growth rate (CAGR) from 2013 to 2023 for the EVV catchment area was -0.03 percent, while the Evansville MSA had a CAGR of approximately 0.04 percent. Both the catchment area and MSA had CAGRs that were below the CAGR for the State (0.4 percent) and the United States (0.6 percent).

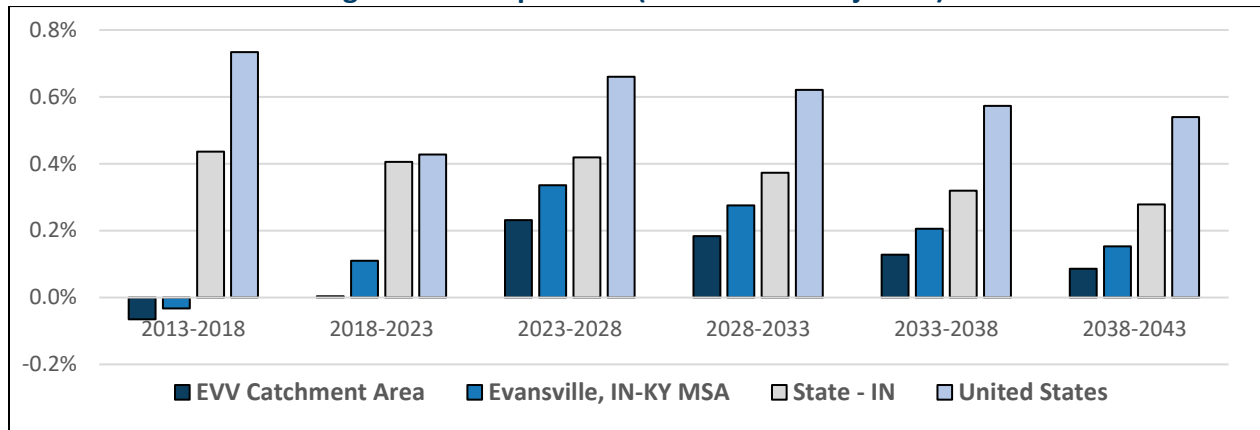
The population within the EVV catchment area and Evansville MSA have a projected CAGR of approximately 0.2 percent, while the State of Indiana has a slightly higher CAGR of approximately 0.3 percent. The projected CAGR for the United States is projected to remain static at approximately 0.6 percent. The lesser growth rate of the catchment area and MSA when compared to the State indicates that the Airport is dependent upon more than just resident and seasonal/leisure travelers for passenger activity growth and relies on passenger leakage from nearby airports, such as Owensboro-Daviess County Regional Airport (OWB). These trends are depicted in **Table 3-6** and **Figure 3-7**.

Table 3-6 – Population (Historical & Projected)

Year	EVV Catchment Area	CAGR	Evansville, IN-KY MSA	CAGR	State - IN	CAGR	United States	CAGR
Historical								
2013	890,226	-	313,967	-	6,580,730	-	316,668,273	-
2018	887,310	0.07%	313,452	-0.03%	6,725,559	0.44%	328,460,126	0.73%
2023	887,455	0.0%	315,182	0.1%	6,863,141	0.4%	335,546,979	0.4%
CAGR 2013-2023	-	-0.03%	-	0.04%	-	0.4%	-	0.6%
Projected								
2028	897,766	0.2%	320,513	0.3%	7,008,155	0.4%	346,778,028	0.7%
2033	906,035	0.2%	324,946	0.3%	7,139,826	0.4%	357,682,296	0.6%
2038	911,853	0.1%	328,295	0.2%	7,254,473	0.3%	368,056,838	0.6%
2043	915,781	0.1%	330,811	0.2%	7,355,990	0.3%	378,098,355	0.5%
CAGR 2023-2043	-	0.2%	-	0.2%	-	0.3%	-	0.6%
Growth 2023-2043	-	3.2%	-	5.0%	-	7.2%	-	12.7%

Note 1: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky. Note 2: Compound Annual Growth Rate (CAGR); Metropolitan Statistical Area (MSA)

Source: United States Census Bureau, Woods & Poole Economics, Inc., CHA, 2024.

Figure 3-7 – Population (Historical & Projected)


Note: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky.

Source: United States Census Bureau, Woods & Poole Economics, Inc., CHA, 2024.

3.6.2 Employment

Despite a decrease in jobs from 2020, the number of jobs increased in 2021 by approximately 1.7 percent. The number of jobs in 2023 (510,251) have exceeded the pre-COVID number of jobs available in 2019 (501,544 jobs).

Like the EVV catchment area, the Evansville MSA, the State of Indiana, and United States experienced a decrease in jobs in 2020, followed by increases in 2021 and again in 2022 and 2023. The number of jobs prior to COVID-19 (2019) and from 2021 to 2023 were as follows:

- ✈ EVV Catchment Area
 - 2019 (501,554); 2021 (483,701 jobs); 2023 (510,251 jobs)
- ✈ Evansville, IN-KY MSA
 - 2019 (194,825 jobs); 2021 (190,727 jobs); 2023 (197,863 jobs)
- ✈ Indiana
 - 2019 (3,970,063 jobs); 2021 (3,950,186 jobs); 2023 (4,112,582 jobs)
- ✈ United States
 - 2019 (201,648,179 jobs); 2021 (201,142,587 jobs); 2023 (211,873,718 jobs)

As depicted in **Table 3-7**, the number of jobs within the EVV catchment area, Evansville MSA, Indiana, and United States are each expected to steadily increase throughout the forecast horizon.

Table 3-7 – Employment (Historical & Projected)

Year	EVV Catchment Area	CAGR	Evansville, IN-KY MSA	CAGR	State - IN	CAGR	United States	CAGR
Historical								
2013	491,164	-	186,855	-	3,684,127	-	182,325,097	-
2018	503,473	0.50%	195,558	0.91%	3,963,441	1.47%	200,281,224	1.90%
2023	510,251	0.3%	197,863	0.2%	4,112,582	0.7%	211,873,718	1.1%
CAGR 2013-2023	-	0.4%	-	0.6%	-	1.1%	-	1.5%
Projected								
2028	528,965	0.7%	204,434	0.7%	4,326,113	1.0%	226,839,613	1.4%
2033	542,445	0.5%	208,568	0.4%	4,507,838	0.8%	240,399,757	1.2%

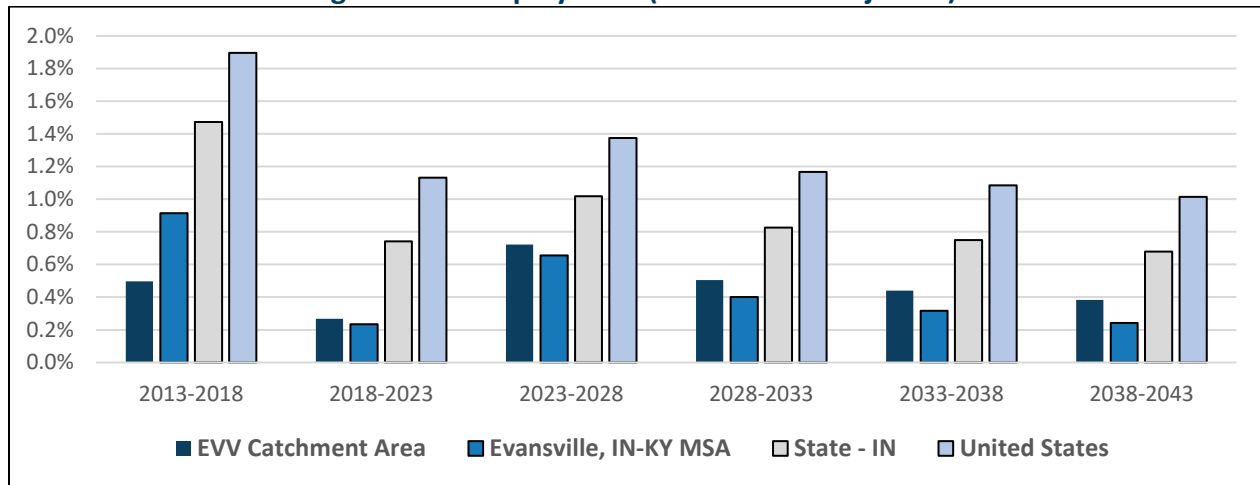
Year	EVV Catchment Area	CAGR	Evansville, IN-KY MSA	CAGR	State - IN	CAGR	United States	CAGR
2038	554,502	0.4%	211,899	0.3%	4,679,211	0.7%	253,729,528	1.1%
2043	565,224	0.4%	214,481	0.2%	4,840,427	0.7%	266,858,234	1.0%
CAGR 2023-2043	-	0.5%	-	0.4%	-	0.8%	-	1.2%
Growth 2023-2043	-	10.8%	-	8.4%	-	17.7%	-	26.0%

Note 1: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky.

Note 2: Compound Annual Growth Rate (CAGR); Metropolitan Statistical Area (MSA)

Source: United States Bureau of Economic Analysis, Woods & Poole Economics, Inc., CHA, 2024.

Figure 3-8 – Employment (Historical & Projected)



Note: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky.

Source: United States Bureau of Economic Analysis, Woods & Poole Economics, Inc., CHA, 2024.

3.6.3 Personal Income Per Capita

Despite experiencing a decrease in jobs from 2020 to 2021, personal income per capita within the EVV catchment area, Evansville MSA, the State of Indiana, and United States increased consistently through 2023. In 2023, the EVV catchment area had an average personal income per capita of approximately \$52,861, which was lower than that of the MSA, the State of Indiana, or United States. The Evansville MSA had a personal income per capita of approximately \$61,497, which was similar to that of the State of Indiana (approximately \$60,661), but approximately 14.0 percent less than the United States (\$70,727).

The EVV catchment area and Evansville MSA are projected to grow by approximately 4.6 percent annually throughout the forecast horizon, which is slightly lower than that of the State of Indiana (4.7 percent) and United States (4.7 percent). See **Table 3-8** and **Figure 3-9**.

Table 3-8 – Personal Income Per Capita (Historical & Projected)

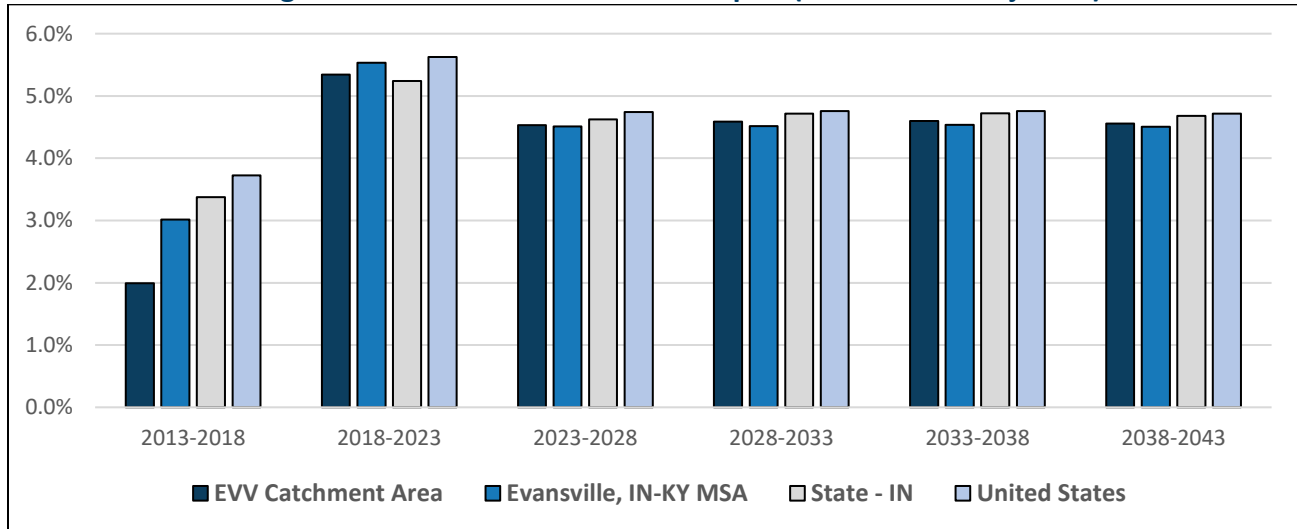
Year	EVV Catchment Area	CAGR	Evansville, IN-KY MSA	CAGR	State - IN	CAGR	United States	CAGR
Historical								
2013	36,914	-	40,487	-	39,768	-	44,808	-
2018	40,746	2.00%	46,975	3.02%	46,946	3.37%	53,800	3.73%
2023	52,861	5.3%	61,497	5.5%	60,611	5.2%	70,727	5.6%
CAGR 2013-2023	-	3.7%	-	4.3%	-	4.3%	-	4.7%

Year	EVV Catchment Area	CAGR	Evansville, IN-KY MSA	CAGR	State - IN	CAGR	United States	CAGR
Projected								
2028	65,968	4.5%	76,681	4.5%	75,981	4.6%	89,167	4.7%
2033	82,558	4.6%	95,620	4.5%	95,662	4.7%	112,491	4.8%
2038	103,375	4.6%	119,378	4.5%	120,482	4.7%	141,923	4.8%
2043	129,169	4.6%	148,788	4.5%	151,425	4.7%	178,678	4.7%
CAGR 2023-2043	-	4.6%	-	4.5%	-	4.7%	-	4.7%
Growth 2023-2043	-	144.4%	-	141.9%	-	149.8%	-	152.6%

Note 1: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky. Note 2: Compound Annual Growth Rate (CAGR); Metropolitan Statistical Area (MSA). Note 3: Values in dollars (\$).

Source: United States Bureau of Labor Statistics, Woods & Poole Economics, Inc., CHA, 2024.

Figure 3-9 – Personal Income Per Capita (Historical & Projected)



Note: The catchment area includes counties within Indiana, Kentucky, and Illinois. The MSA includes counties within Indiana and Kentucky.

Source: United States Bureau of Labor Statistics, Woods & Poole Economics, Inc., CHA, 2024.

3.7 COMMERCIAL ACTIVITY FORECASTS

Enplanements are the primary measure of a commercial service airport’s passenger activity and are a key factor for terminal building and parking facility requirements. In addition to being an important trend tracking tool for airport management, an airport’s reported annual enplanements are also used by the FAA to calculate Airport Improvement Program (AIP) passenger entitlement funding through an apportionment formula. For the purposes of this Study, forecasted enplanements serve as the basis for both the Airport’s facility requirements and financial projections.

The process followed for each methodology is further described in **Appendix F**.

3.7.1 Commercial Enplanements Forecast

Several forecast methodologies and statistical analyses were performed to provide a range of potential passenger activity levels at EVV after recovery. From these projections, a recommended forecast was developed that represents the most reasonable projection of future activity based

on historical data and current trends in passenger activity. Each of the methodologies that were analyzed, along with the accompanying enplanement forecasts, are described in the subsequent sections.

Note, additional methodologies that were performed to provide a wider range of forecast scenarios and to further analyze the impacts of COVID-19, but were not shortlisted or chosen as the recommended, can be found in **Appendix G**.

Historical Trend Scenario

A historical trend forecast is a straightforward time-series model that relies on extrapolating historical growth, specific to the Airport, into the future. Examining historical growth rates and projecting them forward provides a picture of growth, assuming the market area and the commercial passenger airline industry reflect past trends throughout the forecast period.

A 10-year (2013 to 2023) historical trend was evaluated, with a historical CAGR of approximately 0.3 percent. The 10-year analysis produced a forecast that is too conservative, as this scenario does not anticipate that EVV will recover to pre-COVID activity levels during the forecast horizon.

The historical trend scenarios were not chosen to represent the recommended forecast.

Table 3-9 – Historical Trend Scenarios (Enplanements)

Year	10-Year Historical Trend
2023	165,933
2028	168,219
2033	170,536
2038	172,886
2043	175,267
CAGR 2023-2043	0.3%
Growth 2023-2043	5.6%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAF, Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Regression Scenarios

The regression-based scenarios examined passenger activity to determine if a causal relationship exists between the passenger activity levels and the socioeconomic conditions prevalent during that period. Several different regression analyses were performed for each of the pre-determined periods. The socioeconomic factors that were analyzed included population, employment, and personal income per capita. The output of a regression analysis is the ‘coefficient of determination,’ or R²-value, which ranges from 0 to 1.0.

The following regression analyses were conducted:

- ✈ Population-Based Regression: R²-value = 0.00
- ✈ Employment-Based Regression: R²-value = 0.33
- ✈ Income-Based Regression: R²-value = 0.17
- ✈ Population-Income-Based Regression: R²-value = 0.39
- ✈ Employment-Income-Based Regression: R²-value = 0.63

✈ Population-Employment-Income-Based Regression: R²-value = 0.74

The recent decline in enplanement activity can be closely attributed to regional and national economic impacts (i.e., COVID-19). Based on these factors and fluctuations in Airport activity, it is evident that there may be a poor correlation between the 10-year relatively stable socioeconomic history in the Study area and the Airport. As such, the regression analysis was not chosen to represent the recommended forecast. The results of this scenario are summarized in **Table 3-10**.

Table 3-10 – Regression Scenarios (Enplanements)

Year	Population-Based	Employment-Based	Income-Based	Population-Income-Based	Employment-Income-Based	Population-Employment-Income-Based
2023	165,933	165,933	165,933	165,933	165,933	165,933
2028	197,111	276,993	116,978	-151,968	207,312	-5,585
2033	209,031	318,645	69,181	-417,428	193,810	-187,713
2038	217,418	355,898	9,207	-669,152	159,035	-370,563
2043	223,080	389,026	-65,107	-922,488	100,464	-566,644
CAGR 2023-2043	1.5%	4.4%	-	-	-2.5%	-
Growth 2023-2043	34.4%	134.4%	-139.2%	-655.9%	-39.5%	-441.5%

Note: Compound Annual Growth Rate (CAGR).

Source: Bureau of Transportation Statistics (BTS) T-100 data, United States Census Bureau, Bureau of Economic Analysis, Bureau of Labor Statistics, Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Market Share Scenarios

In a market share forecast, the dependent variables of the item being forecast (i.e., airport specific operations or enplanements) are compared to independent variables of a larger aggregate (i.e., region, state, or national operations or enplanements). For example, EVV has an identified enplanement level within each year. When this level is compared to a total of a larger whole (national enplanements), a percentage (or market share) can be determined. This analysis has shown that growth in an airport’s market can be correlated to aviation activity on a larger scale. Through a direct comparison of various levels of enplanement projections versus EVV market are growth rates, the forecasts can be adjusted to reflect differing larger scale markets to local growth trends. See **Table 3-11**.

Adjusted Static Regional Market Share

This methodology correlated EVV activity to activity in the region. Airports within the regional area that historically have had passenger enplanements were identified, including: EVV, Indianapolis International Airport (IND), Owensboro-Daviess County Regional Airport (OWB), Barkley Regional Airport (PAH), Louisville International Airport (SDF), Nashville International Airport (BNA), and St. Louis Lambert International Airport (STL).

An evaluation of the 10-year market share projections for enplanements at EVV on a regional level identified that over the 10-year period, the EVV market of enplanements decreased from 1.0 percent in 2013 to 0.7 percent in 2023. As such, this scenario assumed that EVV will recapture a larger share of the regional market share.

This scenario was believed to be too conservative in nature, as enplanements would not recover to 2019 levels (243,499 enplanements) until 2037. With the Airport actively regaining activity,

and as evidenced by the increase in enplanements from 2022 to 2023 by approximately 8.2 percent, it is anticipated that the Airport will recover to pre-COVID activity levels prior to 2037.

Average National Market Share

This methodology used the aggregate, national level forecast of commercial enplanements identified in the FAA 2023 TAF to derive forecasts for the Airport based on market share. This forecast assumed that EVV will maintain a level market share based on its 10-year average, or static market share, of commercial enplanements (0.02 percent) relative to national projections throughout the planning period.

The average national market share was not chosen to represent the recommended forecast. While growth over the 20-year planning horizon is realistic, it anticipates enplanements fully recovering in 2024. While this may occur, it is anticipated that recovery may be a slightly further out, while still anticipated to occur in the short-term.

Average State Market Share

While similar to the average national market share methodology, this forecast utilized state (Indiana) projections derived from the FAA 2023 TAF and airport-reported enplanement levels as the basis for determining market share. This forecast assumed that EVV will maintain its 10-year average (3.9 percent) relative to the state market throughout the forecast horizon. The average state market share, which included smoothing, was considered to be a relatively conservative range of potential commercial activity based on market conditions within the state, with growth steadily occurring throughout the forecast horizon and activity recovering in 2032; therefore, for the purposes of this forecast, this scenario was chosen to represent the recommended forecast for EVV.

Table 3-11 – Market Share Scenarios (Enplanements)

Year	Adjusted Static Regional Market Share	Average National Market Share	Average State Market Share
2023	165,933	165,933	165,933
2028	201,653	265,725	213,263
2033	224,136	294,852	260,593
2038	248,337	326,008	307,923
2043	275,175	359,818	355,244
CAGR 2023-2043	2.6%	3.9%	3.9%
Growth 2023-2043	65.8%	116.8%	114.1%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAFs, Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Alternate Enplanements Forecasts

To further provide a range of potential passenger activity levels, low-growth and high-growth scenarios were chosen to represent alternate commercial enplanements forecasts. These forecasts represent growth below (low-growth) and beyond (high-growth) the recommended enplanements forecast, with the recommended forecast representing medium-growth. These forecast scenarios will serve as the basis for future facility planning when examining facility requirements.

Low-Growth

The FAA 2023 TAF was chosen to represent the low-growth commercial enplanements forecast.

High-Growth

In addition to the recommended enplanements forecast (average state market share), an air service enplanements forecast was developed. This forecast built upon the recommended forecast to address accelerated levels of enplanement growth and represents the high-growth forecast scenario.

The assumptions that were incorporated into this forecast were derived based on interviews that were conducted with airport management staff and airport stakeholders, an analysis of top domestic markets, and industry trends. Note, these assumptions are only potential ‘scenarios’ of future activity and do not represent actual activity that may be witnessed; however, a high growth scenario was necessary to inform the Facility Requirements and Demand Capacity chapter to ensure the Airport has a plan to capture demand that may exceed the recommended forecast. Given the size of EVV, new destinations, frequency, and/or new airport entrants could have a significant impact on the enplanements witnessed at the Airport.

The assumptions built into this forecast were as follows:

- ✈ Assumption #1: Beginning in 2024, an airline currently operating at EVV will increase frequency to an existing destination by one time daily via an E175 (76 seats), beginning with a load factor of 70 percent and increasing incrementally to 80 percent over the course of the forecast horizon.
- ✈ Assumption #2: Beginning in 2025, an airline currently operating at EVV will expand service to include daily service to a new destination to the west via a CRJ-900 (76 seats), beginning with a load factor of 75 percent and increasing incrementally to 80 percent over the course of the forecast horizon.
- ✈ Assumption #3: Beginning in 2026, an airline currently operating at EVV will increase frequency to an existing destination by one time daily via a CRJ-900 (76 seats), beginning with a load factor of 75 percent and increasing incrementally to 80 percent over the course of the forecast horizon.
- ✈ Assumption #4: Beginning in 2025, an airline currently operating at EVV will expand service to include less than daily service to a new destination, servicing the leisure market, via an A319 (156 seats), operating with a load factor of 70 percent and increasing incrementally to 80 percent over during the forecast period.
- ✈ Assumption #5: Beginning in 2027, a new airline will begin service at EVV via a CRJ-200 (50 seats), operating two daily departure flights at a 75 percent load factor, with the load factor projected to increase incrementally to 80 percent by 2042.
- ✈ Assumption #6: Beginning in 2032, the airline from Assumption #2 will expand service to include a new destination via a CRJ-200 (50 seats), operating two daily departure flights at a 75 percent load factor, with the load factor projected to increase incrementally to 80 percent by the end of the forecast horizon.

A summary of the recommended and alternate forecasts is presented in **Table 3-12**.

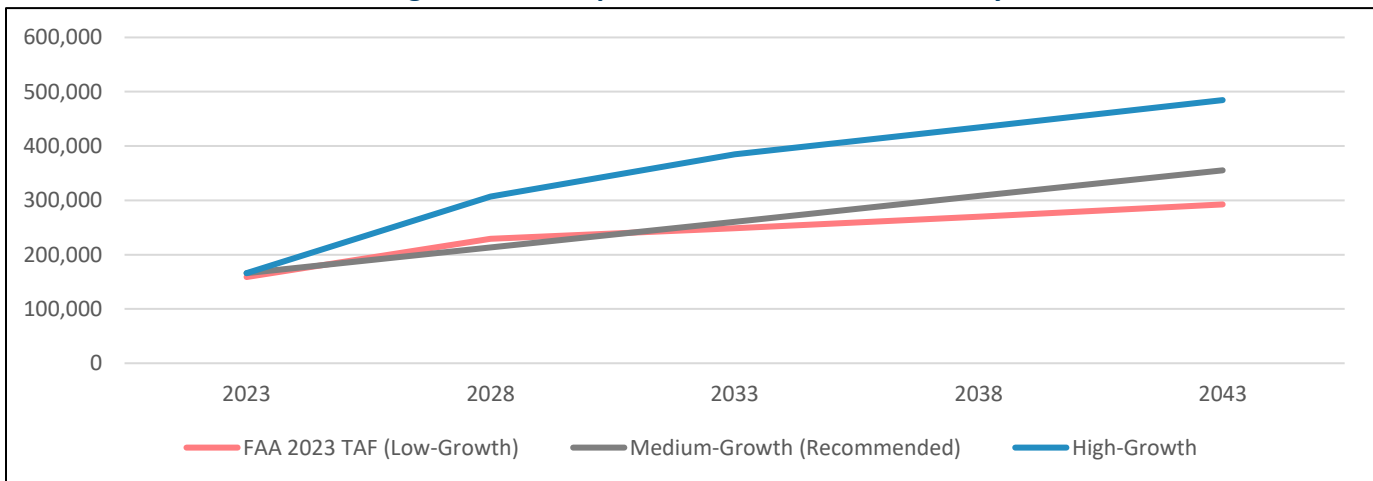
Table 3-12 – Enplanements Forecast Summary

Year	Low-Growth	Medium-Growth [Recommended]	High-Growth
2023	158,739	165,933	165,933
2028	229,309	213,263	306,839
2033	248,716	260,593	384,561
2038	269,635	307,923	434,219
2043	292,489	355,244	484,596
CAGR 2023-2043	3.1%	3.9%	5.5%
Growth 2023-2043	84.3%	114.1%	192.0%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAFs, Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Figure 3-10 – Enplanements Forecast Summary



Source: FAA 2023 TAFs, Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.7.2 Commercial Operations Forecast

In addition to projecting passenger enplanements, a commercial operations forecast was developed to further determine the facility sizing requirements necessary to adequately accommodate the Airport’s current and future activity demand. Commercial aircraft operations influence the requirements for the passenger terminal and airside infrastructure.

Load factors (LF) were also taken into consideration when determining future departure seats, as well as industry trends regarding changes in fleet mix and anticipated activity occurring during the recovery period. For the purposes of this forecast, it was assumed that arrival seats would equal departure seats. To project commercial operations, total annual seats (departure and arrival seats) available by aircraft type were divided by the average number of seats for each aircraft. The recommended commercial operations forecast **Table 3-13**.

Table 3-13 – Commercial Operations Forecasts

Year	Recommended Enplanements	Load Factors	Departure Seats	Total Seats	Commercial Operations
2023	165,933	77.1%	215,096	428,998	5,973
2028	213,263	77.9%	273,914	547,828	7,158
2033	260,593	78.6%	331,662	663,324	8,459
2038	307,923	79.3%	388,370	776,740	9,905
2043	355,244	80.0%	444,055	888,110	11,325
CAGR 2023-2043	3.9%	-	3.7%	3.7%	3.3%
Growth 2023-2043	114.1%	-	106.4%	107.0%	89.6%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

The average passengers per departure and average seats per departure are depicted in **Table 3-14**.

Table 3-14 – Commercial Related Projections

Year	Average Passengers Per Departure	Average Seats Per Departure
2023	55	72
2028	60	77
2033	62	78
2038	62	78
2043	63	78
CAGR 2023-2043	0.7%	0.4%
Growth 2023-2043	14.5%	8.3%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.7.3 Commercial Fleet Mix

The commercial aircraft fleet mix projections are a function of the scheduled commercial passenger air carriers that operate or are expected to operate at the Airport during the forecast period. Industry trends (i.e., aircraft acquisitions, aircraft phase-outs, retirements, route demand, etc.) and forecasted enplanement levels influence a carrier’s aircraft type and level of operations. This data was coupled with the projected commercial air carrier operations to determine the number of annual departures by aircraft category to the greatest extent practical. The operational fleet mix forecast provided within this section serves as a practical planning tool for developing airside and terminal development initiatives.

In **Table 3-15**, the Airport’s projected commercial fleet mix operations are presented by aircraft with the relevant Aircraft Approach Category (AAC) and Airplane Design Group (ADG). A summary by AAC and ADG for the commercial fleet mix is provided in **Appendix E**.

Table 3-15 – Commercial Fleet Mix

AAC	ADG	Aircraft	2023	2028	2033	2038	2043
C	III	Boeing 717-200	98	0	0	0	0
D	III	Boeing 737-800	25	40	49	57	65
C	III	Boeing 737-400	2	0	0	0	0
D	II	Canadair RJ-200ER /RJ-440	2	0	0	0	0

AAC	ADG	Aircraft	2023	2028	2033	2038	2043
C	II	Canadair RJ-700	309	394	477	559	639
D	III	Canadair CRJ 900	1,570	2,001	2,423	2,837	3,244
C	III	Embraer ERJ-175	1,616	2,055	2,489	2,914	3,332
C	II	Embraer-145	2,063	751	0	0	0
C	III	Embraer-Emb-170	30	1,482	2,494	2,921	3,340
C	III	Airbus Industrie A320-100/200	213	271	328	384	439
C	III	Airbus Industrie A319	41	53	65	76	87
C	III	Airbus Industrie A321/Lr	4	5	6	7	8
C	III	Airbus A220	0	106	128	150	171
Total			5,973	7,158	8,459	9,905	11,325

*Details by user can be found via BTS data.

Source: FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.8 GENERAL AVIATION FORECASTS

General aviation (GA) includes all segments of the aviation industry except commercial air carriers/regional/commuter service, scheduled cargo, and military operations. GA represents the largest percentage of civil aircraft in the U.S. and accounts for most operations handled by towered and non-towered airports. GA activities include flight training, sightseeing, recreational, aerial photography, law enforcement, medical flights, as well as business, corporate, and personal travel via air taxi charter operations. General aviation aircraft encompass a broad range of types: from single-engine piston aircraft to large corporate jets, as well as helicopters, gliders, and home-built/kit aircraft.

General aviation operations are further categorized as either itinerant or local operations. Local operations are those performed by aircraft that remain in the local traffic pattern or within a 20-mile radius of the tower. Local operations are commonly associated with training activity and flight instruction, while also including touch-and-go operations. Itinerant operations are arrivals or departures, other than local operations, performed by either based or transient aircraft that do not remain in the airport traffic pattern or within a 20-mile radius.

3.8.1 Based Aircraft Forecast

The FAA provides multiple methodologies to be used to forecast GA based aircraft. To determine the most reasonable scenario for EVV, it was necessary to compare and eliminate those forecasts that did not support the key factors and variables that comprise the specific direction of the Airport and its market. This section provides the methodologies that were analyzed for the development of the forecast of GA based aircraft at EVV. The process followed for each methodology is further described in **Appendix F**. Additional methodologies that were performed but not shortlisted or chosen as the recommended forecast can be found in **Appendix G**.

As previously stated in **Section 3.3.3**, in 2023 EVV had 53 based aircraft.

FAA Aerospace Forecast Analysis

In the FAA Aerospace Forecast methodology, annual fleet mix growth projections—provided in the FAA Aerospace Forecasts (FY 2024-2044)—were used to project the number of based aircraft throughout the forecast period. This methodology assumed that EVV GA based aircraft will grow at the FAA projected national rate and maintain their respective share of fleet and operations throughout the forecast period, as shown in **Table 3-16**. The FAA Aerospace Forecast indicates

that piston aircraft (single- and multi-engine) will steadily decrease, while jet aircraft and helicopters are projected to increase presence at airports.

Based aircraft at EVV are primarily comprised of piston aircraft, with jets and helicopters representing the smallest groupings. Founded on these national projected trends, and as shown in **Table 3-17**, single-engine aircraft at EVV would decrease by approximately 5.3 percent, while jet aircraft would increase by approximately 66.7 percent. When applying national trends, multi-engine aircraft and helicopters at EVV would remain static throughout the forecast horizon.

While EVV may experience a slight shift in based aircraft mix as jets replace piston aircraft, it is not likely that the shift away from single-engine aircraft will be as aggressive as indicated using this methodology. The Airport has a waitlist for hangar facilities and anticipates retaining the single-engine aircraft currently based at EVV rather than experiencing a decrease in single-engine aircraft; therefore, this scenario was not chosen to represent future based aircraft at EVV.

Table 3-16 – FAA Aerospace National GA Fleet Growth Rates

Period	Single-Engine	Mutli-Engine	Turboprop	Jet	Helicopter
CAGR 2023-2028	-0.4%	-0.5%	0.6%	2.9%	1.8%
CAGR 2028-2033	-0.3%	-0.4%	0.8%	2.8%	1.8%
CAGR 2033-2038	-0.2%	-0.3%	1.1%	2.5%	1.7%
CAGR 2038-2043	-0.1%	-0.1%	1.4%	2.2%	1.5%

Source: FAA Aerospace Forecast (FY 2024-2044), CHA, 2024.

Table 3-17 – FAA Aerospace Forecast Analysis (EVV GA Based Aircraft)

Period	Single-Engine	Mutli-Engine	Turboprop	Jet	Helicopter	Total
2023	38	8	0	6	1	53
2028	37	8	0	7	1	53
2033	37	8	0	8	1	54
2038	36	8	0	9	1	54
2043	36	8	0	10	1	55
CAGR 2023-2043	-0.3%	0.0%	0.0%	2.6%	0.0%	0.2%
Growth 2023-2043	-5.3%	0.0%	0.0%	66.7%	0.0%	3.8%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA Aerospace Forecast (FY 2024-2044), Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Historical Trend Scenario

A 10-year (2013 to 2023) historical trend of based aircraft counts was evaluated, with historical CAGRs of approximately 0.0 percent, respectively. The 10-year analyses produced a static forecast, assuming that EVV will only retain the existing 53 based aircraft. The Airport currently has a waitlist of aircraft operators wanting to base their aircraft at EVV. Based on activity trends at EVV and with the construction of the new GA terminal and planned hangar construction to accommodate those users on the waitlist, it is unlikely that the number of based aircraft will steadily decrease or remain static; therefore, the historical trend scenarios were not chosen to represent the recommended forecast.

Table 3-18 – Historical Trend Scenarios (GA Based Aircraft)

Year	10-Year Historical Trend
2023	53
2028	53
2033	53
2038	53
2043	53
CAGR 2023-2043	0.0%
Growth 2023-2043	0.0%

Source: Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Market Share Scenarios

In the market share forecast, the based aircraft counts at EVV were compared to independent variables of a larger aggregate (i.e., region, national, and state). See **Table 3-19**.

Static Regional Market Share

This methodology correlated EVV activity to activity in the region. Airports within a one-hour drive time from EVV were identified, including: OWB, Henderson City-County Airport (EHR), and Huntingburg Regional Airport (HNB).

In 2023, EVV captured approximately 30.6 percent of the based aircraft market in the region. This scenario assumed that EVV will retain its share in the regional market area. This scenario was believed to be too aggressive in nature and was not chosen to represent the recommended based aircraft forecast.

Average National Market Share

This methodology used the aggregate, national level forecast of based aircraft identified in the FAA 2023 TAF to derive forecasts for the Airport based on market share. This forecast assumed that EVV will maintain a level market share based on its 10-year average, or static market share, of based aircraft (0.03 percent) relative to national projections throughout the planning period.

The average national market share was not chosen to represent the recommended forecast. While growth over the 20-year planning horizon is realistic, the national market share is too broad.

Average State Market Share

While similar to the average national market share methodology, this forecast utilized state (Indiana) projections derived from the FAA 2023 TAF and airport-reported based aircraft counts as the basis for determining market share. This forecast assumed that EVV will maintain its 10-year average (1.8 percent) relative to the state market throughout the forecast horizon. The average state market share was considered to be a relatively conservative range of potential based aircraft activity based on market conditions within the state, with growth occurring steadily throughout the forecast horizon; therefore, for the purposes of this forecast, this scenario was chosen to represent the recommended forecast for EVV’s GA based aircraft.

Table 3-19 – Market Share Scenarios (GA Based Aircraft)

Year	Static Regional Market Share	Average National Market Share	Average State Market Share
2023	53	53	53
2028	58	56	57
2033	64	59	60
2038	70	61	62
2043	77	64	65
CAGR 2023-2043	1.9%	0.9%	1.0%
Growth 2023-2043	45.3%	20.8%	22.6%

Source: Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Based Aircraft by Type

The future breakdown of aircraft by type were assumed to reflect historical trends experienced at EVV, while also considering aircraft on the waitlist for the Airport and being cognizant of national trends in jet aircraft growth, as shown in **Table 3-20**.

Table 3-20 – Recommended GA Based Aircraft Forecast (By Aircraft Type)

Year	Single-Engine	Multi-Engine	Jet	Helicopter	Total
2023	38	8	6	1	53
2028	40	9	7	1	57
2033	42	9	8	1	60
2038	43	9	9	1	62
2043	44	10	10	1	65
CAGR 2023-2043	0.7%	1.1%	2.6%	0.0%	1.0%
Growth 2023-2043	15.8%	25.0%	66.7%	0.0%	22.6%

Note: Compound Annual Growth Rate (CAGR).

Source: Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.8.2 General Aviation Operations Forecast

Like commercial operations forecasts and GA based aircraft forecasts, more than one methodology exists that could be used to forecast GA operations. To determine the most plausible and reasonable scenario for EVV, it was necessary to compare and eliminate those forecasts that did not support the key factors and variables that comprise the specific operational environment at the Airport. The process followed for each methodology is further described in **Appendix F**. Additional methodologies that were performed can be found in **Appendix G**.

Historical Trend Scenario

The historical growth scenario was a time trend analysis that utilized the Airport’s historical activity as a metric to provide future growth projections. For the purposes of this forecast, data from 2013 through 2023 was analyzed.

From 2013 through 2023, EVV experienced fluctuations in GA operations, ranging between a high of 35,658 operations in 2013 and a low of 18,378 operations in 2016. From 2013 to 2023, itinerant GA operations had a CAGR of approximately 2.4 percent, while local GA operations had a CAGR of approximately -6.7 percent. Together, total GA operations had a CAGR of approximately -2.4 percent. The 10-year historical CAGRs were applied to 2023 actual operations, with the historical CAGR for both itinerant and local operations applied throughout the forecast horizon.

This analysis resulted in growth in GA operations by approximately 5.5 percent overall. When looking at the results for projected itinerant and local operations in this scenario, the itinerant operations were projected to increase by approximately 59.5 percent, while local operations were projected to decrease by approximately 74.9 percent.

While operations may fluctuate slightly in the future, it is not realistic that local operations will decline by 74.9 percent during the forecast horizon. Historically, local operations have made up approximately 39.9 percent of GA activity, whereas this scenario projects local operations only making up approximately 9.6 percent of GA activity at the end of the forecast period. In addition, activity from 2018 through 2023 (*with the exception of 2020 due to COVID-19*) continuously grew, with activity in 2022 and 2023 surpassing 2018 and 2019 activity levels. Due to the fluctuations in historical GA operations, it cannot be assumed that operations will reflect past trends; therefore, this scenario was not chosen to represent the preferred GA operations forecast at EVV.

Table 3-21 – Historical Trend Scenario (GA Operations)

Year	Itinerant	Local	Total
2023	16,720	11,238	27,958
2028	18,791	7,956	26,748
2033	21,119	5,633	26,752
2038	23,736	3,988	27,724
2043	26,677	2,823	29,500
CAGR 2023-2043	2.4%	-6.7%	0.3%
Growth 2023-2043	59.5%	-74.9%	5.5%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA Operations Network (OPSNET), Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Market Share Scenarios

In the market share forecast, GA operations at EVV were compared to independent variables of a larger aggregate (i.e., national, state, and region).

Static National Market Share

This methodology used the aggregate, national level forecast of GA operations identified in the FAA 2023 TAF to derive forecasts for the Airport based on market share. In 2023, EVV captured approximately 0.1 percent of national GA itinerant operations and 0.03 percent of national GA local operations. This scenario assumed that EVV will retain its share of activity in the market area. While the forecast may be realistic, this scenario was not chosen to represent the recommended GA operations forecast due to the broad nature of this forecast methodology

Static State Market Share

While similar to the static national market share methodology, this forecast utilized state (Indiana) projections derived from the FAA 2023 TAF and airport-reported levels as the basis for determining market share. In 2023, EVV captured approximately 3.3 percent of the state's GA itinerant operations and 1.9 percent of state's GA local operations. This scenario assumed that EVV will retain its share of activity in the market area. While the forecast may be realistic, this scenario was not chosen to represent the recommended GA operations forecast.

Adjusted Static Regional Market Share

This methodology correlated EVV activity to activity in the region. Airports within a one-hour drive time from EVV were identified, including: OWB, HER, and HNB.

An evaluation of the 10-year market share projections for GA operations at EVV on a regional level identified that in 2023 EVV captured approximately 27.6 percent of the market area. As such, this scenario assumed that EVV will recapture a larger share of the regional market share.

This scenario is conservative in nature and produced a forecast similar to those when analyzing the national and state market shares; however, the regional market share took regional trends and demand into consideration. Thus, the adjusted static regional market share was chosen to represent the recommended GA operations forecast.

Table 3-22 – Market Share Scenarios (GA Operations)

Year	Static National Market Share	Static State Market Share	Adjusted Static Regional Market Share
2023	27,958	27,958	27,958
2028	29,300	29,714	28,121
2033	29,820	30,390	28,283
2038	30,378	31,130	28,453
2043	30,978	31,946	28,629
CAGR 2023-2043	0.5%	0.7%	0.1%
Growth 2023-2043	10.8%	14.3%	2.4%

Source: Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

As shown in **Table 3-23**, projected GA operations were further broken down and categorized as either itinerant or local. To project the percent split in activity, future operations were projected to retain the average historical split: approximately 60.1 percent itinerant and 39.9 percent local.

Table 3-23 – Recommended GA Operations Forecast (Itinerant Vs. Local)

Year	Itinerant	Local	Total
2023	16,720	11,238	27,958
2028	16,817	11,304	28,121
2033	16,914	11,369	28,283
2038	17,016	11,437	28,453
2043	17,121	11,508	28,629
CAGR 2023-2043	0.1%	0.1%	0.1%
Growth 2023-2043	2.4%	2.4%	2.4%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA Operations Network (OPSNET), Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.9 MILITARY ACTIVITY FORECAST

Military operations have fluctuated over the last decade; however, unlike other types of operations, historical trends in military activity levels are not representative of future activity. Rather, military operations are a function of military decisions, national security priorities, and budget pressures; therefore, military operations are not projected in the same manner as other types of operations occurring at the Airport.

During the baseline year (2023), EVV had 2,036 military operations (1,307 itinerant and 729 local – Per FAA OPSNET data). For the purposes of this forecast, projected military operations are assumed to remain static at the baseline year levels throughout the forecast horizon.

Similar to military operations, the standard methodologies used for determining general aviation-based aircraft cannot be applied when determining military based aircraft, thus military based aircraft are assumed to remain static.

Currently, the military does not have any based aircraft stationed at EVV; therefore, it was assumed that EVV will not have military based aircraft during the forecast period.

3.10 AIR CARGO FORECASTS

Air cargo traffic is comprised of freight, express, and airmail. Air cargo is typically transported via three different methods: commercial air carrier “belly cargo”, dedicated commercial cargo carriers (integrators), or all-cargo charter services.

Air cargo activity and demand is cyclical in nature and fluctuates based on national and global economic trends. Factors that affect air cargo growth are fuel price volatility, yields, and globalization.

Federal Express (FedEx), which is an integrated carrier, currently provides cargo services between EVV and Indianapolis International Airport (IND) via a Cessna 208 Caravan. In 2023, FedEx provided an average of four operations per week, or 190-195 operations. The Airport also receives larger cargo charter operations and unscheduled cargo services on an annual basis, including just-in-time products from Mexico. EVAAD anticipates continued unscheduled cargo service, which is dependent on local production and supply chains.

Historical cargo operations are presented in **Table 3-24** and **Table 3-25**. Historical cargo volume is presented in **Table 3-26**.

Table 3-24 – Historical Cargo Operations

Year	Integrators	Other All-Cargo	Total Cargo Operations
2013	197	15	212
2014	199	50	249
2015	197	33	230
2016	194	15	209
2017	198	10	208
2018	196	66	262
2019	203	38	241
2020	204	33	237
2021	197	37	234
2022	195	29	224
2023	190	55	245

Source: Bureau of Transportation Statistics (BTS) T-100 data, CHA, 2024.

Table 3-25 – Historical Cargo Fleet Mix

Aircraft	Cargo Operations										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Beechcraft Beach 18 C-185	0	0	0	0	0	0	1	1	0	0	0
Boeing 727-200/231A	0	2	2	2	3	12	16	4	13	2	20
Boeing 737-300	0	16	2	0	0	3	1	2	1	0	0
Boeing 737-400	0	0	0	0	0	6	0	0	0	1	0
Boeing 757-200	0	0	0	0	0	0	2	0	0	0	0
Canadair RJ-200ER /RJ-440	0	0	0	0	0	0	2	0	3	2	4
Cessna 208 Caravan	197	199	197	194	198	196	200	203	197	195	190
Convair CV-340/440	0	0	0	0	2	0	0	0	0	0	0
Convair CV-580	4	12	4	0	0	0	0	0	0	0	0
Dassault-Breguet Mystere-Falcon	8	2	7	3	0	4	11	4	2	4	0
Embraer EMB-120 Brasilia	0	0	0	0	0	0	0	2	0	0	0
Lockheed L100-30/L-382E	0	0	0	0	0	0	0	0	0	0	2
McDonnell Douglas DC9 Super 80/MD81/82/83/88	0	0	0	0	1	9	0	8	3	2	9
McDonnell Douglas DC-9-15F	1	16	10	6	4	21	5	11	11	10	20
McDonnell Douglas DC-9-30	2	2	8	4	0	11	3	2	4	8	0
Total	212	249	230	209	208	262	241	237	234	224	245

Source: Bureau of Transportation Statistics (BTS) T-100 data, CHA, 2024.

Table 3-26 – Historical Cargo Volume (In Tons)

Year	Integrators	Other All-Cargo	Belly Cargo	Total Cargo Weight
2013	50	19	6	79
2014	61	149	7	75
2015	60	51	20	217
2016	57	38	16	132
2017	64	52	11	111
2018	73	297	10	127
2019	83	47	4	379
2020	67	49	2	134
2021	71	183	4	118
2022	71	49	8	258
2023	61	175	3	128

Source: Bureau of Transportation Statistics (BTS) T-100 data, CHA, 2024.

3.10.1 Air Cargo Operations and Volume Forecasts

The forecasts for cargo operations and volume were based on research and findings by industry experts, such as those found in the FAA Aerospace Forecast (FY 2024-2044), the Boeing World Air Cargo Forecast (2022), and the Airbus Global Market Forecast (2023).

For this Study, cargo operations and volume of freight were assumed to grow simultaneously at equal rates. Cargo operations and volume were each forecasted dependently using the annual growth rates set forth in the previously discussed reports, as follows:

- ✈️ FAA Aerospace Forecast Scenarios
 - 2024: 4.3 percent
 - 2025-2043: 3.0 percent
- ✈️ Boeing World Air Cargo Forecast Scenarios
 - 2023-2032: 4.3 percent
 - 2032-2043: 3.1 percent
- ✈️ Airbus Global Market Forecast Scenarios
 - 2023-2043: 2.1 percent

Air cargo activity and demand is cyclical in nature and fluctuates based on national and global economic trends. Factors that affect air cargo growth are fuel price volatility, movement of real yields, and globalization. The sources above take these factors into consideration and look at the air cargo industry as a whole; therefore, this information was evaluated when analyzing projected cargo activity at EVV.

The process followed for each methodology is further described in **Appendix F**.

Cargo Operations Forecast Scenarios

The cargo operations forecast scenarios are summarized as follows:

Table 3-27 – FAA Aerospace Forecast Scenario (Cargo Operations)

Year	Integrators	Other All-Cargo	Total Cargo Operations
2023	190	55	245
2028	223	65	288

Year	Integrators	Other All-Cargo	Total Cargo Operations
2023	259	75	334
2038	300	87	387
2043	347	101	448
CAGR 2023-2043	3.1%	3.1%	3.1%
Growth 2023-2043	82.6%	83.6%	82.9%

Source: Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044, CHA, 2024.

Table 3-28 – Boeing World Air Cargo Forecast Scenario (Cargo Operations)

Year	Integrators	Other All-Cargo	Total Cargo Operations
2023	190	55	245
2028	235	68	303
2033	286	83	369
2038	333	96	429
2043	388	112	500
CAGR 2023-2043	3.6%	3.6%	3.6%
Growth 2023-2043	104.2%	103.6%	104.1%

Source: Bureau of Transportation Statistics (BTS) T-100 data, Boeing World Air Cargo Forecast (2022), CHA, 2024.

Table 3-29 – Airbus Global Market Forecast Scenario (Cargo Operations)

Year	Integrators	Other All-Cargo	Total Cargo Operations
2023	190	55	245
2028	211	61	272
2033	234	68	302
2038	260	75	335
2043	288	83	371
CAGR 2023-2043	2.1%	2.1%	2.1%
Growth 2023-2043	51.6%	50.9%	51.4%

Source: Bureau of Transportation Statistics (BTS) T-100 data, Airbus Global Market Forecast (2023), CHA, 2024.

Cargo Volume Forecast Scenarios

The cargo volume forecast scenarios are summarized as follows:

Table 3-30 – FAA Aerospace Forecast Scenario (Cargo Volume)

Year	Integrators (Tons)	Other All-Cargo (Tons)	Belly Cargo (Tons)	Total Cargo Volume (Tons)
2023	61	175	3	239
2028	72	205	4	281
2033	84	238	4	326
2038	97	276	5	378
2043	112	320	6	438
CAGR 2023-2043	3.1%	3.1%	3.5%	3.1%
Growth 2023-2043	83.6%	82.9%	100.0%	83.3%

Source: Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), CHA, 2024.

Table 3-31 – Boeing World Air Cargo Forecast Scenario (Cargo Volume)

Year	Integrators (Tons)	Other All-Cargo (Tons)	Belly Cargo (Tons)	Total Cargo Volume (Tons)
2023	61	175	3	239
2028	76	216	4	296
2033	93	263	5	361
2038	108	307	6	421
2043	126	357	7	490
CAGR 2023-2043	3.7%	3.6%	4.3%	3.7%
Growth 2023-2043	106.6%	104.0%	133.3%	105.0%

Source: Bureau of Transportation Statistics (BTS) T-100 data, Boeing World Air Cargo Forecast (2022), CHA, 2024.

Table 3-32 – Airbus Global Market Forecast Scenario (Cargo Volume)

Year	Integrators (Tons)	Other All-Cargo (Tons)	Belly Cargo (Tons)	Total Cargo Volume (Tons)
2023	61	175	3	239
2028	68	194	4	266
2033	76	215	4	295
2038	84	239	4	327
2043	93	265	5	363
CAGR 2023-2043	2.1%	2.1%	2.6%	2.1%
Growth 2023-2043	52.5%	51.4%	66.7%	51.9%

Source: Bureau of Transportation Statistics (BTS) T-100 data, Airbus Global Market Forecast (2023), CHA, 2024.

Summary of Recommended Cargo Forecasts

The recommended cargo forecasts (shown in **Table 3-33** and **Table 3-34**) are the average of the industry trend scenarios, which will be referred to as the Average Industry Trend scenario. This scenario took the CAGR that were projected in the FAA Aerospace Forecast scenario (3.1 percent), Boeing World Air Cargo Forecast scenario (3.7 percent), and Airbus Global Market Forecast scenario (2.1 percent) and assumed the average of the CAGRs (approximately 2.9 percent) throughout the forecast horizon.

Table 3-33 – Average Industry Trend Forecast Scenario (Cargo Operations)

Year	Integrators	Other All-Cargo	Total Cargo Operations
2023	190	55	245
2028	220	64	284
2033	254	73	327
2038	293	85	378
2043	339	98	437
CAGR 2023-2043	2.9%	2.9%	2.9%
Growth 2023-2043	78.4%	78.2%	78.4%

Source: Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2023), CHA, 2024.

Table 3-34 – Average Industry Trend Forecast Scenario (Cargo Volume)

Year	Integrators (Tons)	Other All-Cargo (Tons)	Belly Cargo (Tons)	Total Cargo Volume (Tons)
2023	61	175	3	239
2028	71	202	4	277
2033	82	233	5	320
2038	95	270	5	370
2043	110	312	6	428
CAGR 2023-2043	3.0%	2.9%	3.5%	3.0%
Growth 2023-2043	80.3%	78.3%	100.0%	79.1%

Source: Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2023), CHA, 2024.

3.10.2 Cargo Fleet Mix

The cargo aircraft fleet mix in 2023 was provided via Bureau of Transportation Statistics T-100 data. When analyzing the projected fleet mix, cargo operations were assumed to retain their approximated percent share of total operations experienced in 2023, as the trend in aircraft used by cargo carriers at EVV has been relevantly consistent over the past 5 to 10 years (see **Table 3-25**). The operational fleet mix forecast provided within this section serves as a practical planning tool for developing airside development initiatives.

In **Table 3-35**, the Airport’s projected cargo fleet mix operations are presented by aircraft with the relevant AAC and ADG. A summary by AAC and ADG for the cargo fleet mix is provided in **Appendix E**.

Table 3-35 – Cargo Fleet Mix

AAC	ADG	Aircraft	2023	2028	2033	2038	2043
A	II	Cessna 208 Caravan	190	221	253	293	338
B	IV	Lockheed L100-30/L-382E	2	2	3	3	4
D	II	Canadair RJ-200ER /RJ-440	4	5	5	6	7
C	III	McDonnell Douglas DC-9-15F	20	23	27	31	36
C	III	McDonnell Douglas DC9 Super 80/MD81/82/83/88	9	10	12	14	16
C	III	Boeing 727-200/231A	20	23	27	31	36
Total			245	284	327	378	437

*Details by user can be found via BTS data.

Source: Bureau of Transportation Statistics (BTS) T-100 data, CHA, 2024.

3.11 RECOMMENDED FORECAST SUMMARY

The following tables present a summary of the recommended aviation activity forecast for air carrier (enplanements and operations), GA (operations and based aircraft), military, and air cargo (operations and volume) as detailed in the previous sections. The recommended forecasts will be used as the basis for future planning for the Airport. **Table 3-36** presents the complete summary of the recommended forecast.

Table 3-36 – Recommended Forecast Summary

Year	Enplanements	Operations					Based Aircraft	Cargo Volume (Tons)
		Commercial	General Aviation	Military	Cargo	Total		
2023	165,933	5,973	27,958	2,036	245	36,212	53	239
2028	213,263	7,158	28,121	2,036	284	37,599	57	277
2033	260,593	8,459	28,283	2,036	327	39,105	60	320
2038	307,923	9,905	28,453	2,036	378	40,772	62	370
2043	355,244	11,325	28,629	2,036	437	42,427	65	428
CAGR 2023-2043	3.9%	3.3%	0.1%	0.0%	2.9%	0.8%	1.0%	3.0%
Growth 2023-2043	114.1%	89.6%	2.4%	0.0%	78.4%	17.2%	22.6%	79.1%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2023), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Per FAA requirements in AC 150/5070-6B, *Airport Master Plans*, for Master Plan forecasts to be approved, the forecast should be within 10 percent of the TAF in 5 years and within 15 percent of the TAF in 10 years. Table 3-37 details the recommended forecast of enplanements, commercial operations, and total operations (all activity types) in comparison to the FAA 2023 TAF.

In 5-years (2028), enplanements are projected to be approximately 7.0 percent below the FAA 2023 TAF projections, which is within the acceptable range of 10 percent. As portrayed in **Table 3-37**, activity at the Airport is recovering at a rate consistent with the TAF, with enplanements recovering in 2032.

Commercial operations are projected to be 36.8 percent and 30.0 percent below the FAA TAF in the 5-year and 10-year periods, respectively, which are outside the FAA’s acceptable ranges. The recommended commercial operations forecast took into consideration airlines transitioning from smaller, regional 50-seat aircraft to larger narrowbody aircraft. While still seeing an increase in operations, the recommended forecast anticipates growth in commercial operations of approximately 4.1 percent, whereas the TAF projects approximately a 30.1 percent increase followed by a 5.8 percent decrease in 2025 and a decrease of 0.6 percent in 2026 before stabilizing in 2027; however, as reflected in the recommended forecast, steady growth is anticipated throughout the forecast horizon.

In 5-years, total operations are projected to be 1.5 percent below the TAF and 0.3 percent over the TAF in 10-years, both of which are within the acceptable range.

Table 3-37 – FAA Appendix C: Comparing Airport Planning and TAF Forecasts

Specified Base Year: 2023	Year*	Master Plan Forecast (MPF)	FAA 2023 TAF	MPF/FAA 2023 TAF (% Difference)
Passenger Enplanements				
Base Yr.	2023	165,933	158,739	4.5%
Base Yr. + 5 Yrs.	2028	213,263	229,309	-7.0%
Base Yr. + 10 Yrs.	2033	260,593	248,716	4.8%
Base Yr. + 15 Yrs.	2038	307,923	269,635	14.2%
Commercial Operations				
Base Yr.	2023	5,973	9,036	-33.9%
Base Yr. + 5 Yrs.	2028	7,158	11,324	-36.8%
Base Yr. + 10 Yrs.	2033	8,459	12,078	-30.0%
Base Yr. + 15 Yrs.	2038	9,905	12,857	-23.0%

Specified Base Year: 2023	Year*	Master Plan Forecast (MPF)	FAA 2023 TAF	MPF/FAA 2023 TAF (% Difference)
Total Operations				
Base Yr.	2023	36,212	35,771	1.2%
Base Yr. + 5 Yrs.	2028	37,599	38,155	-1.5%
Base Yr. + 10 Yrs.	2033	39,105	39,006	0.3%
Base Yr. + 15 Yrs.	2038	40,772	39,882	2.2%

Note 1: Master Plan Forecast data depicts calendar years, while the FAA TAF depicts fiscal year data. Master Plan Forecast data in 2023 represents actual activity levels, while TAF data in 2023 is projected.

Note 2: The FAA TAF commercial operations consist of air carrier and air taxi operations.

Source: FAA 2023 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2023-2043), Boeing World Air Cargo Forecast (2023), Airbus Global Market Forecast (2023), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

The full recommended enplanements, alternate enplanements, and operations forecasts can be found in **Appendix A**. In accordance with FAA requirements, a summary of forecasted levels and growth rates, as well as operations factors, is included in **Appendix B**.

3.12 PEAK ACTIVITY LEVELS

Airports experience peaks in total operations and enplanements that drive demand for various areas of airport infrastructure. To properly plan, size, and design passenger terminal facilities, an understanding of peak month-average day (PMAD) and peak hour is necessary. The peak month, PMAD, and peak month-peak hour forecasts are key elements in defining the future facility requirements needed to accommodate above average levels of utilization (or peak activity).

The peak month is the calendar month of the year when the highest level of enplanements and operations typically occur. Peak month-average day is simply the total operations or passengers divided by the number of days in the peak month. To provide the necessary metrics for the demand/capacity analysis, PMAD was projected for the following:

- ✈ Enplanements and Total Passengers
- ✈ Commercial Operations
- ✈ Total Airport Operations (All Users)

To determine peak hour during the PMAD, FAA Traffic Flow Management System Counts (TFMSC) hourly data, FAA Operations Network (OPSNET) data, and airline schedules were examined. For the purpose of this Study, the 15 minutes prior and 15 minutes following the peak hour were included to represent the likely demand placed on the terminal facility. This additional 30 minutes is known as the surge factor, which accounts for passengers arriving at the Airport early for their flight and for schedule slippage and delays.

Each peak element was evaluated separately:

- ✈ Peak enplanements and total passengers - direct impact on terminal (e.g., ticketing, security screening, and baggage claim) and landside (e.g., access roads and parking) facilities
- ✈ Peak commercial air carrier operations - define the demand for airside facilities (gates and ramp)
- ✈ Peak hour airport operations - determine runway capacity and airfield needs

Terminal facilities are generally designed to accommodate enplanements on the average day during the peak month, rather than the absolute peak level of activity. A review of historical enplanements and operations (2013 through 2023) at EVV was performed to identify the peak month for commercial activity.

3.12.1 Peak Enplanements and Total Passengers

When developing the forecast, the peak month for total passengers and enplanements (June) was determined by examining monthly passengers and enplanements statistics provided by the Bureau of Transportation Statistics T-100 data. To determine the PMAD, peak month activity levels were divided by the number of days in the peak month of June (30).

Scheduling data indicated projections of approximately 164 enplanements in the peak hour (3:30 pm to 5:00 pm) and approximately 222 passengers in the peak hour (3:30 pm to 5:00 pm).

For the purposes of this Study, the percent of the PMAD passenger and enplanement activity levels occurring within the peak hour were assumed to remain static throughout the forecast horizon. The peak passengers forecast is illustrated below in **Table 3-38**Table 3-38, while the peak enplanements forecast is shown in **Table 3-39**Table 3-39.

Table 3-38 – Peak Passengers

Year	Passengers	Peak Month Percent	Peak Month Passengers	PMAD Percent	Peak Month Average Day	Peak Hour Percent	Peak Hour
2023	332,271	9.9%	33,035	3.2%	1,066	20.8%	222
2028	426,526	9.9%	42,406	3.2%	1,368	20.8%	285
2033	521,186	9.9%	51,817	3.2%	1,672	20.8%	348
2038	615,846	9.9%	61,229	3.2%	1,975	20.8%	411
2043	710,488	9.9%	70,638	3.2%	2,279	20.8%	475

Source: Bureau of Transportation Statistics (BTS) T-100 data, Flightradar24, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Table 3-39 – Peak Enplanements

Year	Enplanements	Peak Month Percent	Peak Month En-planements	PMAD Percent	Peak Month Average Day	Peak Hour Percent	Peak Hour
2023	165,933	9.9%	16,415	3.3%	547	30.0%	164
2028	213,263	9.9%	21,097	3.3%	703	30.0%	211
2033	260,593	9.9%	25,779	3.3%	859	30.0%	258
2038	307,923	9.9%	30,461	3.3%	1,015	30.0%	304
2043	355,244	9.9%	35,143	3.3%	1,171	30.0%	351

Source: Bureau of Transportation Statistics (BTS) T-100 data, Flightradar24, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.12.2 Peak Commercial Operations

In 2023, peak commercial operations at EVV occurred in June. To estimate the PMAD, peak month commercial operations (565) was divided by the number of days in the peak month of June (30). The percent share of peak month and PMAD commercial operations was assumed to remain static throughout the forecast horizon, or at 9.6 percent and 3.3 percent, respectively.

To determine the average number of commercial operations occurring during the peak hour, scheduling data was analyzed. In a peak hour, EVV experiences approximately four (4) commercial operations, with the peak hour occurring from 10:45 am to 12:15 pm and again from 3:30 pm to 5:00 pm in the month of October. For the purposes of this forecast, it was assumed

that future peak hour commercial operations will consist of approximately 21.9 percent of the PMAD activity.

The peak commercial operations forecast is presented in **Table 3-40**.

Table 3-40 – Peak Commercial Operations

Year	Annual Commercial Operations	Peak Month Percent	Peak Month Operations	PMAD Percent	Peak Month Average Day	Peak Hour Percent	Peak Hour
2023	5,973	9.5%	565	3.2%	18	21.9%	4
2028	7,158	9.5%	677	3.2%	22	21.9%	5
2033	8,459	9.5%	800	3.2%	26	21.9%	6
2038	9,905	9.5%	937	3.2%	30	21.9%	7
2043	11,325	9.5%	1,071	3.2%	35	21.9%	8

Source: FAA Traffic Flow Management System Counts (TFMSC), FAA Operations Network (OPSNET), Flightradar24, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.12.3 Peak Airport Operations (All Users)

Although peak commercial operations in 2023 occurred in June, peak total operations (combined air carrier, general aviation, military, and cargo) occurred in August. To estimate the PMAD, peak month operations (3,802) was divided by the number of days in the peak month of August (31).

In August 2023, EVV experienced approximately eight (8) airport operations during the Airport’s peak hour for total operations, which occurred on numerous occasions anywhere from 8:00 am to 4:00 pm. The peak operation forecast is illustrated below in **Table 3-41**.

Table 3-41 – Peak Operations (All Users)

Year	Annual Airport Operations	Peak Month Percent	Peak Month Airport Operations	PMAD Percent	Peak Month Average Day	Peak Hour Percent	Peak Hour
2023	36,212	10.5%	3,802	3.3%	127	6.1%	8
2028	37,599	10.5%	3,948	3.3%	132	6.1%	8
2033	39,105	10.5%	4,106	3.3%	137	6.1%	8
2038	40,772	10.5%	4,281	3.3%	143	6.1%	9
2043	42,427	10.5%	4,455	3.3%	148	6.1%	9

Source: FAA Operations Network (OPSNET), Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

3.13 CRITICAL AIRCRAFT AND RUNWAY DESIGN CODE

The foundation of facility planning and design of federally obligated airports are based on the specifications and dimensional requirements of the critical aircraft, making the critical aircraft an important component of the airport planning process. Per FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, the critical aircraft is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use⁷ of the airport.

The FAA classifies runways by Runway Design Codes (RDC) based on their existing and planned operational capabilities. The RDC is used for planning and design only and does not limit the aircraft that may be able to operate safely on the airport.

⁷ Regular use is defined as an aircraft or grouping of aircraft with more than 500 annual operations, including both itinerant and local operations, but excluding touch-and-go operations.

RDC is an airport designation that represents the AAC and ADG of the aircraft or grouping of aircraft that the airfield is intended to accommodate on a regular basis (at least 500 annual operations), as well as the runway’s visibility component [expressed as runway visual range (RVR)]. The visibility component is found on the Airport’s instrument approach chart, with the visibility component being representative of the runway’s lowest published visibility.

Table 3-42 – Airport Design: FAA’s Aircraft Category Classifications

Category	Approach Speed	
A	Approach speed less than 91 knots	
B	Approach speed 91 knots or more but less than 121 knots	
C	Approach speed 121 knots or more but less than 141 knots	
D	Approach speed 141 knots or more but less than 166 knots	
E	Approach speed 166 knots or more	

Group	Tail Heigh (and/or)	Wingspan
I	< 20’	< 49’
II	20’ - < 30’	49’ - < 79’
III	30’ - < 45’	79’ - < 118’
IV	45’ - < 60’	118’ - < 171’
V	60’ - < 66’	171’ - < 214’
VI	66’ - < 80’	214’ - < 262’

Source: FAA AC 150/5300-13B, CHA, 2024.

3.13.1 Existing Critical Aircraft and Runway Design Code (RDC)

To identify the current critical aircraft for EVV, FAA Traffic Flow Management System (TFMSC), Bureau of Transportation Statistics, and MotionInfo operational data was evaluated to identify trends by ACC category and ADG grouping.

Analyzing ADS-B Data

Aircraft Categorization

When evaluating the aircraft usage by runway at EVV, observations were made regarding discrepancies in the ADS-B data. It is important to note that the CL-600-2B19 aircraft identified in the ADS-B data is representative of the CRJ-100-200 aircraft, while the CL-600-2D24 aircraft is representative of the CRJ-900 aircraft.

When examining the ADS-B data provided by MotionData, there were several inconsistencies with FAA aircraft characteristics (e.g., Airplane Design Group and Aircraft Approach Category) where airplane models were not categorized correctly. For example, in the ADS-B data, Airplane Model CL-600-2D24 is categorized as C-II when in fact that model is a Canadair CRJ900 which, per FAA Aircraft Characteristics Database is categorized as D-III. See **Table 3-43** and **Table 3-44**.

Table 3-43 – Changes to Aircraft Classification

Source	ADS-B Data (MotionInfo)	AAC	ADG
ADS-B Data (MotionInfo)	CL-600-2B19	C	II
	CL-600-2D24	C	II
FAA Aircraft Characteristic Database	CRJ-100-200	D	II
	CRJ 900	D	III

Source: CHA, 2024.

Table 3-44 – FAA Characteristics Database

Model_FAA	AAC	ADG	TDG	Approach Speed (knot)	Wingspan (ft) Without winglets sharklets	Tail Height at OEW ft
canadair CRJ-100	D	II	1B	141	69.6	20.7
canadair CRJ-200	D	II	1B	141	68.7	20.8
canadair CRJ-900	D	III	2B	141	81.5	24.1

Source: FAA Characteristic Database.

https://www.faa.gov/airports/engineering/aircraft_char_database/data

There were 1,305 instances where the CRJ-900 (CL-600-2D24) was miscategorized as C-II within the ADS-B data. This also occurs with the CRJ100/200 (which is D-II), which occurred in 10 instances. See **Figure 3-11**. Per discussions with FAA, these instances were corrected in the raw data to form a more consistent data set with FAA standards.

Figure 3-11 – Examples of Miscategorized ADS-B Data

UTC	Local Time	ICAO Hex	Operation	Op ID	Runway	Registration	Callsgn	AC Type	Engine Ty	Manufacturer	Model	Owner Name	AAC	ADG
2023/11/01 18:55:54	2023/11/01 13:55:54	a8fa9b	DEPARTURE	1.69886E+17		N678RS	VTE942	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	MODA AVIATION LLC	C	II
2023/11/01 13:29:52	2023/11/01 8:29:52	a8fa9b	ARRIVAL	1.69886E+17	22	N678RS		Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	MODA AVIATION LLC	C	II
2023/09/27 19:00:16	2023/05/12 14:58:19	a8fa9b	DEPARTURE	1.69584E+17		N678RS	VTE678	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	MODA AVIATION LLC	C	II
2023/09/27 16:20:26	2023/09/27 11:20:26	a8fa9b	ARRIVAL	1.69583E+17	22	N678RS		Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	MODA AVIATION LLC	C	II
2023/06/30 11:11:33	2023/06/30 6:11:33	ab0d9b	DEPARTURE	1.68812E+17	04	N811FL	TSU811	Jet	Turbo-fan	CANADAIR	CL-600-2B19	GULF & CARIBBEAN CARGO INC		
2023/06/30 10:18:27	2023/06/30 6:18:27	ab0d9b	ARRIVAL	1.68812E+17	04	N811FL	TSU811	Jet	Turbo-fan	CANADAIR	CL-600-2B19	GULF & CARIBBEAN CARGO INC		
2023/03/24 7:56:09	2023/03/24 2:56:09	ab8418	DEPARTURE	1.67964E+17	04	N841FL	TSU841	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	GULF & CARIBBEAN CARGO INC	C	II
2023/03/24 6:16:01	2023/03/24 1:16:01	ab8418	ARRIVAL	1.67964E+17	04	N841FL	TSU841	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	GULF & CARIBBEAN CARGO INC	C	II
2023/04/02 13:56:14	2023/04/02 8:56:14	ac533c	DEPARTURE	1.68044E+17	22	N8933B	EDV5540	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	DELTA AIR LINES INC	C	II
2023/04/02 13:02:18	2023/04/02 8:02:18	ac533c	ARRIVAL	1.68044E+17	22	N8933B		Jet	Turbo-fan	BOMBARDIER INC	CL-600-2B19	DELTA AIR LINES INC	C	II

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
UTC	Local Time	ICAO Hex	Operation	Op ID	Runway	Registration	Callsgn	AC Type	Engine Type	Manufacturer	Model	Owner Name	AAC	ADG
2023/08/18 21:30:39	2023/08/18 16:30:39	a07f60	DEPARTURE	1.69239E+17	04	N131EV	EDV5110	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/05/18 14:35:46	2023/05/18 9:35:46	a08317	DEPARTURE	1.68442E+17	04	N132EV	EDV5087	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/05/12 19:58:19	2023/05/12 14:58:19	a086ce	DEPARTURE	1.68392E+17		N133EV	EDV4689	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/07/21 0:44:12	2023/07/20 19:44:12	a08a85	DEPARTURE	1.6899E+17		N134EV	EDV5110	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/07/31 11:07:28	2023/07/31 6:07:28	a08e3c	DEPARTURE	1.6908E+17	04	N135EV	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/05 19:12:25	2023/08/05 14:12:25	a091f3	ARRIVAL	1.69126E+17		N136EV	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/09/03 11:12:27	2023/09/03 6:12:27	a095aa	DEPARTURE	1.69374E+17	04	N137EV	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/06/23 22:09:42	2023/06/23 17:09:42	a09961	DEPARTURE	1.68756E+17	04	N138EV	EDV5110	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/05/14 19:58:46	2023/05/14 14:58:46	a0ba4e	DEPARTURE	1.68409E+17	22	N146PQ	EDV4689	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/07/10 11:11:24	2023/07/10 6:11:24	a0be05	DEPARTURE	1.68899E+17	22	N147PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/22 21:28:12	2023/08/22 16:28:12	a06e98	DEPARTURE	1.69274E+17		N153PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/10/15 15:01:30	2023/10/15 10:01:30	a0fa70	DEPARTURE	1.69738E+17	04	N162PQ	SKW3974	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/12/09 12:10:37	2023/12/09 6:10:37	a11a81	DEPARTURE	1.70212E+17		N170PQ	SKW4150	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/09/02 11:21:30	2023/09/02 6:21:30	a130cb	DEPARTURE	1.69865E+17	04	N176PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/06/10 11:23:33	2023/06/10 6:23:33	a14502	DEPARTURE	1.6864E+17	04	N181GJ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/24 11:23:58	2023/08/24 6:23:58	a148b9	DEPARTURE	1.69288E+17	04	N182GJ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/02/15 12:08:20	2023/02/15 6:08:20	a14c70	DEPARTURE	1.67646E+17	22	N183GJ		Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/26 11:33:20	2023/08/26 6:33:20	a15027	DEPARTURE	1.69305E+17	22	N184GJ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/06/26 0:44:32	2023/06/25 19:44:32	a1584a	DEPARTURE	1.68774E+17		N186PQ	EDV5110	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/14 11:22:52	2023/08/14 6:22:52	a15b4c	DEPARTURE	1.69201E+17	04	N187PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/12/19 12:14:09	2023/12/19 6:14:09	a15c01	DEPARTURE	1.70247E+17	04	N187PQ	SLW3745	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/05/29 20:17:48	2023/05/29 15:17:48	a17c12	DEPARTURE	1.68539E+17	04	N195PQ	EDV4689	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/19 20:05:41	2023/08/19 15:05:41	a18380	DEPARTURE	1.69248E+17	22	N197PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/09/02 20:05:58	2023/09/02 15:05:58	a19357	DEPARTURE	1.69369E+17	22	N200PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/01/26 13:12:30	2023/01/26 7:12:30	a234c0	DEPARTURE	1.67474E+17	22	N241LR	ASH5756	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	MESA AIRLINES INC	C	II
2023/01/12 13:24:06	2023/01/12 7:24:06	a2439c	DEPARTURE	1.67353E+17	22	N245LR	ASH5756	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	MESA AIRLINES INC	C	II
2023/01/24 21:18:20	2023/01/24 15:18:20	a24b0a	DEPARTURE	1.6746E+17	22	N247LR	ASH5745	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	MESA AIRLINES INC	C	II
2023/01/29 13:16:02	2023/01/29 7:16:02	a25278	DEPARTURE	1.675E+17	22	N249LR	ASH5756	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	MESA AIRLINES INC	C	II
2023/07/12 11:15:01	2023/07/12 6:15:01	a2fa9e	DEPARTURE	1.68916E+17	04	N272PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/31 13:09:03	2023/08/31 6:09:03	a2c93f	DEPARTURE	1.69348E+17	04	N279PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/04/21 13:24:14	2023/04/21 8:24:14	a2fe3c	DEPARTURE	1.68208E+17	04	N292PQ	EDV4694	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/04/15 2:00:18	2023/04/14 21:00:18	a301f3	ARRIVAL	1.68152E+17	22	N293PQ	EDV4690	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/06/10 20:15:26	2023/06/10 15:15:26	a305aa	DEPARTURE	1.68643E+17	22	N294PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/04/16 20:11:41	2023/04/16 15:11:41	a30961	DEPARTURE	1.68168E+17	22	N295PQ	EDV4689	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/01 21:38:02	2023/08/01 16:38:02	a30d18	DEPARTURE	1.69093E+17	04	N296PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/07 11:09:14	2023/08/07 6:09:14	a310cf	DEPARTURE	1.69141E+17	22	N297PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/04 21:37:40	2023/08/04 16:37:40	a31486	DEPARTURE	1.69119E+17	04	N298PQ	EDV5110	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/13 22:09:15	2023/08/13 17:09:15	a3188d	DEPARTURE	1.69196E+17		N299PQ	EDV5110	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/17 11:09:02	2023/08/17 6:09:02	a320a6	DEPARTURE	1.69227E+17		N300PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/09/04 11:03:58	2023/09/04 6:03:58	a3245d	DEPARTURE	1.69838E+17	22	N301PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/04/22 21:05:25	2023/04/22 16:05:25	a32814	DEPARTURE	1.6822E+17	04	N302PQ	EDV4689	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	BANK OF UTAH TRUSTEE	C	II
2023/08/30 11:33:52	2023/08/30 6:33:52	a32bc8	DEPARTURE	1.6934E+17	04	N303PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/02/10 2:12:51	2023/02/09 20:12:51	a32f82	DEPARTURE	1.676E+17		N304PQ	EDV5151	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/07/24 16:54:10	2023/07/24 11:54:10	a33339	DEPARTURE	1.69022E+17		N305PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/09/03 20:18:18	2023/09/03 15:18:18	a336f0	DEPARTURE	1.69377E+17		N306PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/10 11:32:48	2023/08/10 6:32:48	a33aa7	DEPARTURE	1.69167E+17	04	N307PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/25 11:08:00	2023/08/25 6:08:00	a33e5e	DEPARTURE	1.69296E+17	22	N308PQ	EDV5413	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/08/28 17:01:01	2023/08/28 12:01:01	a34215	DEPARTURE	1.69324E+17		N309PQ	EDV5512	Jet	Turbo-fan	BOMBARDIER INC	CL-600-2D24	DELTA AIR LINES INC	C	II
2023/05/02 11:13:29	2023/05/02 6:13:29	a34625	DEPARTURE	1.68303E+17	22									

data consisted of 21,292 ADS-B operations (4,880 commercial, 13,362 general aviation, 1,885 military, and 1,165 civilian/military helicopters), with only 10,569 operations having a runway end identified. Before analyzing the operations without a runway end designated, the data was further populated to ensure that all operations included the appropriate AAC and ADG assignment. Those operations that were performed by civilian, business helicopters, or were military operations were identified accordingly. See **Table 3-45**.

Once ADG and AAC data was populated, a methodology was applied to make an educated assumption as to which runway was most likely utilized by the 10,569 operations without an identified runway. This methodology involved understanding the percent runway use of the available data by aircraft (e.g., Airbus A320-214 operated on Runway 4-22 on 103 operations and Runway 18-36 for 3 operations), and then setting up a table listing all aircraft identified in the ADS-B data and identifying the number of operations that each aircraft performed by runway: Runway 4-22, Runway 18-36, Runway 9-27, Unknown. See **Table 3-46**.

Table 3-45 – Known ADS-B Operations by Runway Use and by Aircraft

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Total
AERO COMMANDER	500-B	A	II	5	0	1	0	6
AERO COMMANDER	690A	B	I	1	0	2	0	3
AEROFAB INC	LAKE 250	A	I	1	0	1	0	2
AGUSTA SPA	F.260D	A	I	3	0	1	0	4
AIR TRACTOR INC	AT-802A	A	II	52	4	19	0	75
AIR TRACTOR INC	AT-802A	A	II	103	12	27	0	142
AIRBUS	A319-111	C	III	6	21	1	0	28
AIRBUS	A319-112	C	III	1	8	0	0	9
AIRBUS	A320-214	C	III	61	103	3	0	167
AIRBUS	A320-214	C	III	2	6	0	0	8
AIRBUS INDUSTRIE	A320-214	C	III	1	9	0	0	10
AIRBUS INDUSTRIE	A321-211	C	III	0	8	0	0	8
AMERICAN	AA-5	A	I	60	7	17	0	84

Note: This table reflect a small sample of the data collected and examined. Refer to Appendix C for the full extent table.

Source: MotionData, CHA, 2024.

Table 3-46 – Known Frequency of Runway Use by Aircraft

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
AERO COMMANDER	500-B	A	II	0%	100%	0%
AERO COMMANDER	690A	B	I	0%	100%	0%
AEROFAB INC	LAKE 250	A	I	0%	100%	0%
AGUSTA SPA	F.260D	A	I	0%	100%	0%
AIR TRACTOR INC	AT-802A	A	II	17%	83%	0%
AIR TRACTOR INC	AT-802A	A	II	31%	69%	0%
AIRBUS	A319-111	C	III	95%	5%	0%
AIRBUS	A319-112	C	III	100%	0%	0%
AIRBUS	A320-214	C	III	97%	3%	0%
AIRBUS	A320-214	C	III	100%	0%	0%
AIRBUS INDUSTRIE	A320-214	C	III	100%	0%	0%
AIRBUS INDUSTRIE	A321-211	C	III	100%	0%	0%
AMERICAN	AA-5	A	I	29%	71%	0%

Note: This table reflect a small sample of the data collected and examined. Refer to Appendix C for the full extent table. Source: MotionData, CHA, 2024.

The percent splits listed in **Table 3-46** were applied to the operations with unknown runway designations by aircraft type identified in **Table 3-45** to appropriately split the unknown operations by runway, as shown in **Table 3-47**. For example, of the 84 operations performed by the American AA-5, 7 operations occurred on Runway 4-22, 17 operations occurred on Runway 18-36, and 60 operations did not have an assigned runway. Of the 24 known operations, approximately 29 percent occurred via Runway 4-22 and 71 percent occurred via Runway 18-36. These percent splits were then applied to the 60 operations without a runway designation, with 29 percent of these operations being assigned to Runway 4-22 and 71 percent being assigned to Runway 18-36; thus, approximately 25 of the American AA-5 operations occurred on Runway 4-22 and 60 occurred on Runway 18-36. See **Table 3-47**.

Table 3-47 – Operations Categorized by Runway Use and by Aircraft

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Total
AERO COMMANDER	500-B	A	II	0	6	0	6
AERO COMMANDER	690A	B	I	0	3	0	3
AEROFAB INC	LAKE 250	A	I	0	2	0	2
AGUSTA SPA	F.260D	A	I	0	4	0	4
AIR TRACTOR INC	AT-802A	A	II	13	62	0	75
AIR TRACTOR INC	AT-802A	A	II	44	98	0	142
AIRBUS	A319-111	C	III	27	1	0	28
AIRBUS	A319-112	C	III	9	0	0	9
AIRBUS	A320-214	C	III	162	5	0	167
AIRBUS	A320-214	C	III	8	0	0	8
AIRBUS INDUSTRIE	A320-214	C	III	10	0	0	10
AIRBUS INDUSTRIE	A321-211	C	III	8	0	0	8
AMERICAN	AA-5	A	I	25	60	0	84

Note: This table reflect a small sample of the data collected and examined. Refer to Appendix C for the full extent table.

Source: MotionData, CHA, 2024.

Runway Use Summary

Once the operations were appropriately broken down by runway use, an evaluation was performed to identify AAC and ADG by runway. Table 3-48 shows the breakdown of operations by runway (this represents a sample, the full ADS-B data is provided in **Appendix C**). **Table 3-49** summarizes the overall breakout of AAC and ADG by runway.

Table 3-48 – Breakout of AAC and ADG by Runway

AAC & ADG		Total Operations (All Runways)	Runway 4-22	Runway 18-36	Runway 9-27
Subtotal by AAC	A	8,874	35.5%	60.9%	3.6%
	B	3,664	45.2%	54.4%	0.4%
	C	4,330	91.0%	8.7%	0.3%
	D	1,374	97.3%	2.3%	0.4%
Subtotal by ADG	I	10,180	39.0%	57.8%	3.2%
	II	4,885	62.8%	36.7%	0.6%
	III	3,155	96.0%	3.8%	0.3%
	IV	22	81.8%	18.2%	0.0%
Military		1,885	-	-	-
Helicopter		1,165	-	-	-

Source: MotionData, CHA, 2024.

Table 3-49 – Operations by Runway

AAC & ADG		Operations By Runway
Runway 4-22: 10,083 Operations		
Subtotal by AAC	A	3,148
	B	1,657
	C	3,941
	D	1,337
Subtotal by ADG	I	3,970
	II	3,068
	III	3,027
	IV	18
Runway 18-36: 7,802 Operations		
Subtotal by AAC	A	5,402
	B	1,993
	C	375
	D	32
Subtotal by ADG	I	5,888
	II	1,790
	III	120
	IV	4
Runway 9-27: 357 Operations		
Subtotal by AAC	A	324
	B	15
	C	14
	D	5
Subtotal by ADG	I	323
	II	27
	III	8
	IV	0
Uncategorized		
Military		1,885
Helicopter		1,165

Source: MotionData, CHA, 2024.

A breakdown of aircraft use by runway and user group is provided in the **Appendix C**.

Runway 4-22 Analysis

A full list of aircraft operating on Runway 4-22 is provided by user group in **Appendix C**. As summarized in **Table 3-50**, 10,083 operations identified in the ADS-B data occurred on Runway 4-22. Of these, 1,337 operations were performed via AAC Category D aircraft, which are further broken down in **Table 3-51**. Thus, the runway had more than 500 annual operations for AAC Category D, as well as ADG III aircraft, justifying and supporting an existing critical aircraft grouping of D-III.

Table 3-50 – Summary of Operations Occurring on Runway 4-22

AAC & ADG		Operations By Runway	% Use On Runway
Subtotal by AAC	A	3,148	31.2%
	B	1,657	16.4%
	C	3,941	39.1%
	D	1,337	13.3%
	Total	10,083	-
Subtotal by ADG	I	3,970	39.4%
	II	3,068	30.4%
	III	3,027	30.0%
	IV	18	0.2%
	Total	10,083	-

Source: MotionData, CHA, 2024.

Table 3-51 – AAC Category D Operations Occurring on Runway 4-22

Manufacturer	Aircraft	AAC	ADG	Operations
BOEING	737-800	D	III	1
BOEING	737-8KN	D	III	2
BOEING	737-8F2	D	III	4
BOEING	737-82R	D	III	2
BOEING	737-8K5	D	III	5
BOEING	737-8JP	D	III	14
BOMBARDIER INC	CL-600-2B19	D	II	8
BOMBARDIER INC	CL-600-2D24	D	III	1,281
CANADAIR	CL-600-2B19	D	II	2
GULFSTREAM AEROSPACE	G-IV	D	II	9
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	2
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4
Total				1,337

Source: MotionData, CHA, 2024.

Runway 18-36 Analysis

As summarized in **Table 3-52**, 7,802 operations identified in the ADS-B data occurred on Runway 18-36. Of these, 1,993 operations were performed via AAC Category B aircraft. Thus, the runway had more than 500 annual operations for AAC Category B, as well as ADG II aircraft, justifying and supporting an existing critical aircraft grouping of B-II. A summary of B-II operations is summarized in **Table 3-53**.

Table 3-52 – Summary of Operations Occurring on Runway 18-36

AAC & ADG		Operations By Runway	% Use On Runway
Subtotal by AAC	A	5,402	69.2%
	B	1,993	25.5%
	C	375	4.8%
	D	32	0.4%
	Total	7,802	-
Subtotal by ADG	I	5,888	75.5%
	II	1,790	22.9%
	III	120	1.5%
	IV	4	0.1%
	Total	7,802	-

Source: MotionData, CHA, 2024.

Table 3-53 – Category B-II Commercial Operations Occurring on Runway 18-36

Manufacturer	Aircraft	AAC	ADG	Operations
BEECH	A200	B	II	1
BEECH	400A	B	II	3
BEECH	B300	B	II	3
BEECH	1900D	B	II	4
BEECH	F90	B	II	4
BEECH	E-90	B	II	5
BEECH	C90	B	II	9
BEECH	300	B	II	23
BEECH	C90A	B	II	26
BEECH	200	B	II	32
BEECH	B200	B	II	65
BEECHCRAFT CORP	B300	B	II	14
CESSNA	550	B	II	2
CESSNA	A185F	B	II	2
CESSNA	441	B	II	5
CESSNA	525C	B	II	13
CESSNA	560	B	II	32
CESSNA	550	B	II	41
CESSNA	560XL	B	II	46
CESSNA	525A	B	II	50
CESSNA	680	B	II	93
CESSNA	525A	B	II	12
CESSNA	560XL	B	II	12
DASSAULT	FALCON 900 EX	B	II	2
DASSAULT	FALCON 20 F	B	II	5
DASSAULT	FALCON 2000EX	B	II	6
DASSAULT	MYSTERE FALCON 50EX	B	II	1
DASSAULT AVIATION	FALCON 900EX	B	II	2
DASSAULT AVIATION	FALCON 2000	B	II	5
DASSAULT AVIATION	FALCON 2000EX	B	II	6
DASSAULT AVIATION	FALCON 2000	B	II	4
DASSAULT/SUD	FAN JET FALCON SER D	B	II	1
DASSAULT/SUD	FAN JET FALCON	B	II	3
DASSAULT/SUD	FAN JET FALCON SER F	B	II	4
DASSAULT-BREGUET	FALCON 50	B	II	1

Manufacturer	Aircraft	AAC	ADG	Operations
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2
DASSAULT-BREGUET	MYSTERE FALCON 20-C5	B	II	6
DASSAULT-BREGUET	FALCON 20	B	II	13
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2
EMBRAER	EMB-110P1	B	II	2
EMBRAER	EMB-120ER	B	II	32
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-500	B	II	4
EMBRAER S A	EMB-505	B	II	56
EMBRAER SA	EMB-550	B	II	68
FAIRCHILD	SA227-DC	B	II	5
HAWKER BEECHCRAFT CORP	C90GTI	B	II	1
HAWKER BEECHCRAFT CORP	B200GT	B	II	3
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	5
HAWKER BEECHCRAFT CORP	4000	B	II	1
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	4
ISRAEL AIRCRAFT INDUSTRIES	1125 WESTWIND ASTRA	B	II	17
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	3
RAYTHEON AIRCRAFT COMPANY	C90A	B	II	8
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	10
RAYTHEON AIRCRAFT COMPANY	B300	B	II	11
RAYTHEON AIRCRAFT COMPANY	B200	B	II	58
SWEARINGEN	SA227-AT	B	II	5
TEXTRON AVIATION INC	560XL	B	II	1
TEXTRON AVIATION INC	B200GT	B	II	2
TEXTRON AVIATION INC	EMB-500	B	II	2
TEXTRON AVIATION INC	680	B	II	3
TEXTRON AVIATION INC	B300	B	II	17
TEXTRON AVIATION INC	B300	B	II	2
UNKNOWN	550	B	II	1
UNKNOWN	EMB-550	B	II	2
UNKNOWN	FALCON 900EX	B	II	5
Total				881

Source: MotionData, CHA, 2024.

Runway 18-36 had 375 AAC Category C operations, 82 of which were via commercial operators. The number of AAC Category C operations is projected to continuously increase as fleet mixes continue to change and experience increases in commercial and cargo activity; therefore, the future critical aircraft grouping is projected to increase to C-II.

A breakout of the Category C and D commercial operations occurring on Runway 18-36 is provided in **Table 3-54**.

Table 3-54 – AAC Category C & D Commercial Operations Occurring on Runway 18-36

Manufacturer	Aircraft	AAC	ADG	Operations
AIRBUS	A319-111	C	III	1
AIRBUS	A320-214	C	III	5
BOEING	727-2M7	C	III	2
BOEING	727-2S2F	C	III	2
BOEING	717-200	C	III	2
BOEING	A75N1(PT17)	C	IV	4
BOMBARDIER INC	CL-600-2C10	C	II	7
BOMBARDIER INC	CL-600-2D24	D	III	21

Manufacturer	Aircraft	AAC	ADG	Operations
EMBRAER	ERJ 170-200 LR	C	III	3
EMBRAER	EMB-135LR	C	II	6
EMBRAER	EMB-135ER	C	II	14
EMBRAER	EMB-145LR	C	II	32
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	2
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	3
Total				103

Note: 82 AAC Category C Operations & 21 AAC Category D Operations = 103 Operations
 Source: MotionData, CHA, 2024.

Although commercial activity occurred on Runway 18-36, the commercial operations occurred predominately on Runway 4-22, with 4,760 operations or approximately 97.5 percent of the commercial operations. Runway 18-36 had 103 commercial operations, or approximately 2.1 percent of commercial activity. Only approximately 0.4 percent of commercial operations occurred on Runway 9-27. A breakdown of the commercial operations that occurred on Runway 18-36 are portrayed in **Table 3-55**.

Table 3-55 – Commercial Operations by Runway

Runway	Commercial Operations	Percent Split
Runway 4-22	4,760	97.5%
Runway 18-36	103	2.1%
Runway 9-27	18	0.4%
Total	4,880	-

Source: MotionData, CHA, 2024.

Potential Impacts Due to Wind

In addition to the actual operations, the operations with known runway assignments were compared to available wind data provided by the National Oceanic and Atmospheric Administration’s (NOAA) Integrated Surface Database via the FAA’s Airport Data and Information Portal (ADIP), as well as the wind data used in the development of the wind rose for EVV. As a general note and as evidenced in **Table 3-55**, it was clear that most of the time, commercial service aircraft utilized Runway 4-22 based on proximity to the terminal and prevailing winds from the westerly direction. **Appendix D** breaks down the All-Weather, IFR, and VFR wind data PRN which was gathered via ADIP.

As mentioned, wind was not a predominant factor as to which runway was utilized by these aircraft, as they were not often impacted. When analyzing the wind activity for EVV, wind coverage over 16 knots occurred approximately 1.5 percent of the time, thus impacting commercial activity levels. This closely coincides with the percentage of time that commercial operators utilized Runway 18-36 (2.1 percent). Therefore, the larger narrow body commercial aircraft and most of the commercial activity occurred on Runway 4-22 regardless of wind conditions. Some examples of aircraft making up the AAC Category C commercial operations that occurred on Runway 18-36 include the A319, A320, B727, B717, ERJ-170, EMB-135/145, while the CRJ-900 made up the AAC Category D aircraft.

As shown in **Table 3-56**, general aviation operations occurred predominately on Runway 18-36, with 7,699 operations or approximately 57.6 percent of the total GA operations. Runway 4-22 had 5,323 GA operations, or approximately 39.8 percent of GA activity. Only approximately 2.5

percent of GA operations occurred on Runway 9-27. Based on the wind analysis, Runway 4-22 has effective wind coverage 95+ percent of the time; however, GA aircraft are still utilizing Runway 18-36 which is not due to capacity but rather a preference by operators due to ease of taxing via Runway 18-36 to the GA area and a preference by air traffic controllers from an airfield efficiency perspective.

Table 3-56 – General Aviation Operations by Runway

Runway	General Aviation Operations	Percent Split
Runway 4-22	5,323	39.8%
Runway 18-36	7,699	57.6%
Runway 9-27	340	2.5%
Total	13,362	-

Source: MotionData, CHA, 2024.

Runway 9-27 Analysis

Runway 9-27 was identified as an A-I runway. Runway 9-27 serves GA users, with commercial and cargo activity occurring via Runway 4-22 and Runway 18-36. With a runway length of 3,497 feet, Runway 9-27 does not support the runway length and landing requirements for the commercial and cargo fleet mixes operating at EVV, which are detailed in **Appendix E**.

Table 3-57 – ADS-B Operations on Runway 9-27

AAC & ADG		ADS-B Operations
Subtotal by AAC	A	324
	B	15
	C	14
	D	5
Subtotal by ADG	I	322
	II	27
	III	8
	IV	0

Source: MotionData, CHA, 2024.

3.13.2 Future Critical Aircraft and Runway Design Code (RDC)

When projecting future aircraft groupings, it was assumed that operations would retain the percent makeup by user class (i.e., commercial, general aviation, military, and cargo) from 2023, with fleet mix adjustments made where necessary based on industry trends and airline schedules. As shown in **Table 3-58**, the future design aircraft grouping at EVV is projected to remain at D-III.

This grouping of D-III represents the projected grouping for Runway 4-22, thus retaining its current grouping and runway use. Runway utilization, as shown in **Table 3-45**, was projected by analyzing historical ADS-B data and applying percent use assumptions to the overall operations. Runway 18-36, which is currently a B-II, is projected to increase to C-II as fleet mixes continue to change and experience increases in commercial and cargo activity. Runway 9-27 is projected to remain A-I.

Table 3-58 – EVV Operations by AAC & ADG (Projected) – All Users

AAC & ADG		2028	2033	2038	2043
Subtotal by AAC	A	9,273	9,350	9,447	9,552
	B	16,011	16,100	16,192	16,286
	C	9,346	10,252	11,305	12,341
	D	2,215	2,648	3,071	3,490
Subtotal by ADG	I	12,184	12,238	12,307	12,378
	II	18,128	17,595	17,814	18,041
	III	6,490	8,473	9,850	11,205
	IV	43	44	44	45
Helicopter		754	755	757	758

Source: FAA TFMSC, Bureau of Transportation Statistics (BTS) T-100 data, CHA, 2024.

Table 3-59 – EVV Operations by AAC & ADG (Projected) – All Users (By Runway)

AAC & ADG		2028	2033	2038	2043
Runway 4-22					
Subtotal by AAC	A	3,159	3,185	3,218	3,254
	B	7,341	7,382	7,424	7,468
	C	8,515	9,341	10,300	11,244
	D	2,168	2,591	3,005	3,415
Subtotal by ADG	I	4,859	4,881	4,908	4,936
	II	11,829	11,481	11,624	11,772
	III	6,271	8,188	9,518	10,828
	IV	38	39	39	40
Runway 18-36					
Subtotal by AAC	A	5,785	5,833	5,893	5,959
	B	8,602	8,650	8,699	8,750
	C	800	878	968	1,057
	D	39	46	54	61
Subtotal by ADG	I	6,992	7,023	7,062	7,103
	II	6,201	6,018	6,093	6,171
	III	201	263	306	348
	IV	5	5	5	5
Runway 9-27					
Subtotal by AAC	A	330	333	336	340
	B	67	68	68	69
	C	30	33	37	40
	D	9	10	12	14
Subtotal by ADG	I	333	335	337	339
	II	98	95	96	98
	III	17	22	26	29
	IV	0	0	0	0
Helicopters					
Helicopters		754	755	757	758

Source: MotionInfo, CHA, 2024.

APPENDIX A – RECOMMENDED FORECAST

Table A-1 – Recommended Forecast (20-Years)

Year	Enplanements	Operations									Based Aircraft	Cargo Volume (Tons)
		Commercial	General Aviation			Military			Cargo	Total		
			Itinerant	Local	Total	Itinerant	Local	Total				
2023	165,933	5,276	15,617	10,433	26,050	1,792	1,633	3,425	245	36,212	53	239
2024	175,399	6,560	15,949	10,633	26,582	1,792	1,633	3,425	253	36,499	55	246
2025	184,865	7,904	16,268	10,845	27,113	1,792	1,633	3,425	259	36,785	55	253
2026	194,331	8,632	16,587	11,058	27,645	1,792	1,633	3,425	267	37,066	56	262
2027	203,797	8,643	16,906	11,271	28,177	1,792	1,633	3,425	275	37,337	56	269
2028	213,263	8,567	17,225	11,483	28,708	1,792	1,633	3,425	284	37,599	57	277
2029	222,729	8,540	17,544	11,696	29,240	1,792	1,633	3,425	291	37,854	57	285
2030	232,195	8,441	17,863	11,908	29,771	1,792	1,633	3,425	300	38,103	58	293
2031	241,661	8,343	18,182	12,121	30,303	1,792	1,633	3,425	308	38,435	58	302
2032	251,127	8,438	18,501	12,334	30,835	1,792	1,633	3,425	317	38,770	59	311
2033	260,593	8,533	18,820	12,546	31,366	1,792	1,633	3,425	327	39,105	60	320
2034	270,059	8,627	19,139	12,759	31,898	1,792	1,633	3,425	337	39,439	60	330
2035	279,525	8,726	19,458	12,972	32,430	1,792	1,633	3,425	347	39,775	61	339
2036	288,991	8,822	19,777	13,184	32,961	1,792	1,633	3,425	357	40,107	61	350
2037	298,457	8,920	20,096	13,397	33,493	1,792	1,633	3,425	367	40,439	62	360
2038	307,923	9,018	20,414	13,610	34,024	1,792	1,633	3,425	378	40,772	62	370
2039	317,389	9,116	20,734	13,822	34,556	1,792	1,633	3,425	389	41,103	63	382
2040	326,855	9,216	21,053	14,035	35,088	1,792	1,633	3,425	400	41,434	63	393
2041	336,321	9,315	21,371	14,248	35,619	1,792	1,633	3,425	412	41,765	64	404
2042	345,787	9,416	22,010	14,673	36,683	1,792	1,633	3,425	424	42,097	64	416
2043	355,244	9,572	22,328	14,886	37,214	1,792	1,633	3,425	437	42,427	65	428
CAGR 2023-2043	3.9%	3.0%	1.8%	1.8%	1.8%	0.0%	0.0%	0.0%	2.9%	0.8%	1.0%	3.0%
Growth 2023-2043	114.1%	81.4%	43.0%	42.7%	42.9%	0.0%	0.0%	0.0%	78.4%	17.2%	22.6%	79.1%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2022 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2023-2043), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2022), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Table A-2 – Alternate Enplanements Forecast (20-Years)

Year	Low-Growth	Medium-Growth [Recommended]	High-Growth
2023	158,739	165,933	165,933
2024	199,213	175,399	194,691
2025	215,134	184,865	229,193
2026	220,819	194,331	259,443
2027	225,095	203,797	296,609
2028	229,309	213,263	306,839
2029	233,194	222,729	316,705
2030	237,013	232,195	326,571
2031	240,884	241,661	336,073
2032	244,810	251,127	373,967
2033	248,716	260,593	384,561
2034	252,634	270,059	394,027
2035	256,724	279,525	403,893
2036	260,958	288,991	414,123
2037	265,314	298,457	424,717
2038	269,635	307,923	434,219
2039	274,058	317,389	444,813
2040	278,606	326,855	455,043
2041	283,125	336,321	465,273
2042	287,782	345,787	475,139
2043	292,489	355,244	484,596
CAGR 2023-2043	3.1%	3.9%	5.5%
Growth 2023-2043	84.3%	114.1%	192.0%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAFs, Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

APPENDIX B – FAA APPENDIX

Table B-1 – FAA Appendix B: Airport Planning Forecasts

Specified Base Year: 2023	Base Yr. Level	Base Yr. + 1 Yr.	Base Yr. + 5 Yrs.	Base Yr. + 10 Yrs.	Base Yr. + 15 Yrs.	Compound Annual Growth Rates			
						Base Yr. + 1 Yr.	Base Yr. + 5 Ysr.	Base Yr. + 10 Yrs.	Base Yr. + 15 Yrs.
Passenger Enplanements									
Air Carrier	165,933	175,399	213,263	260,593	307,923	5.7%	5.1%	4.6%	4.2%
Operations									
Itinerant									
Air carrier	5,973	6,218	7,158	8,459	9,905	4.1%	3.7%	3.5%	3.4%
General aviation	16,720	16,740	16,817	16,914	17,016	0.1%	0.1%	0.1%	0.1%
Military	1,307	1,307	1,307	1,307	1,307	0.0%	0.0%	0.0%	0.0%
Cargo	245	253	284	327	378	3.3%	3.0%	2.9%	2.9%
Local									
General aviation	11,238	11,252	11,304	11,369	11,437	0.1%	0.1%	0.1%	0.1%
Military	729	729	729	729	729	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	36,212	36,499	37,599	39,105	40,772	0.8%	0.8%	0.8%	0.8%
Peak Hour Operations	8	8	8	8	9	0.8%	0.8%	0.8%	0.8%
Cargo/mail (enplaned + deplaned tons)	239	246	277	320	370	2.93%	3.00%	2.96%	2.96%
Based Aircraft									
Single-Engine	38	40	40	42	43	4.85%	1.0%	1.0%	0.8%
Multi-Engine	8	8	9	9	9	0.00%	2.4%	1.2%	0.8%
Jet	6	6	7	8	9	2.59%	3.1%	2.9%	2.7%
Helicopter	1	1	1	1	1	0.00%	0.00%	0.00%	0.00%
TOTAL	53	55	57	60	62	3.8%	1.5%	1.2%	1.1%

B. Operational Factors					
	Base Yr. Level	Base Yr. + 1 Yr.	Base Yr. + 5 Yrs.	Base Yr. + 10 Yrs.	Base Yr. + 15 Yrs.
Average aircraft size (seats per departure) [Commercial]	72	73	77	78	78
Average enplaning load factor	77.1%	77.3%	77.9%	78.6%	79.3%

Source: FAA 2022 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2023-2043), Boeing World Air Cargo Forecast (2023), Airbus Global Market Forecast (2023), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

APPENDIX C – ADS-B DATA & CALCULATIONS

Table C-1 - Known ADS-B Operations by Runway Use and by Aircraft

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
AERO COMMANDER	500-B	A	II	5	0	1	0	6
AERO COMMANDER	690A	B	I	1	0	2	0	3
AEROFAB INC	LAKE 250	A	I	1	0	1	0	2
AGUSTA SPA	A109S	Helicopter	Helicopter	2	0	0	0	2
AGUSTA SPA	F.260D	A	I	3	0	1	0	4
AIR TRACTOR INC	AT-602	A	II	2	0	0	0	2
AIR TRACTOR INC	AT-802A	A	II	52	4	19	0	75
AIR TRACTOR INC	AT-802A	A	II	103	12	27	0	142
AIRBUS	A319-111	C	III	6	21	1	0	28
AIRBUS	A319-112	C	III	1	8	0	0	9
AIRBUS	A320-214	C	III	61	103	3	0	167
AIRBUS	A320-214	C	III	2	6	0	0	8
AIRBUS HELICOPTERS	EC 130 T2	Helicopter	Helicopter	101	1	3	0	105
AIRBUS HELICOPTERS	EC 130 T2	Helicopter	Helicopter	2	0	0	0	2
AIRBUS INDUSTRIE	A320-214	C	III	1	9	0	0	10
AIRBUS INDUSTRIE	A321-211	C	III	0	8	0	0	8
AMERICAN	AA-5	A	I	60	7	17	0	84
AMERICAN CHAMPION AIRCRAFT	7GCAA	Helicopter	Helicopter	3	1	0	0	4
AVIAT AIRCRAFT INC	A-1C-180	A	I	0	0	2	0	2
BEECH	1900D	B	II	3	1	2	0	6
BEECH	200	B	II	41	21	15	0	77
BEECH	300	B	II	11	9	16	1	37
BEECH	35	A	I	1	0	1	0	2
BEECH	35-C33A	A	I	1	0	1	0	2
BEECH	36	A	I	1	0	1	0	2
BEECH	400A	B	II	0	1	3	0	4
BEECH	45	C	I	3	0	0	0	3
BEECH	58	B	I	16	11	12	0	39
BEECH	58P	B	I	3	3	6	0	12
BEECH	65-A90	B	I	0	1	1	0	2
BEECH	76	A	I	1	1	0	0	2
BEECH	95	A	I	3	0	1	0	4
BEECH	95-A55	A	II	11	1	5	0	17
BEECH	95-B55 (T42A)	A	II	4	2	3	0	9
BEECH	95-C55	A	II	4	1	3	0	8
BEECH	99	B	I	1	2	1	0	4
BEECH	A200	B	II	0	1	1	0	2
BEECH	A36	A	I	32	6	23	3	64
BEECH	A36TC	A	I	2	0	0	0	2
BEECH	A65	A	I	0	0	1	1	2
BEECH	B200	B	II	42	41	44	3	130
BEECH	B300	B	II	1	0	2	0	3
BEECH	B-60	B	I	9	2	6	0	17
BEECH	C23	A	I	75	6	3	0	84
BEECH	C-45G	A	I	1	1	0	0	2
BEECH	C90	B	II	3	0	6	0	9

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
BEECH	C90A	B	II	15	6	15	0	36
BEECH	D18S	A	II	2	0	7	0	9
BEECH	E33A	A	I	3	0	1	0	4
BEECH	E-90	B	II	8	1	1	0	10
BEECH	F33A	A	I	13	1	8	1	23
BEECH	F90	B	II	0	3	4	0	7
BEECH	G33	A	I	0	2	0	0	2
BEECH	G35	A	I	1	0	0	1	2
BEECH	H35	A	I	1	0	0	1	2
BEECH	P35	A	I	2	1	1	0	4
BEECH	S35	A	I	7	0	0	0	7
BEECH	V35A	A	I	1	1	0	0	2
BEECH	V35B	A	I	10	2	7	0	19
BEECH	200	B	II	1	1	0	0	2
BEECH	400A	B	I	1	1	0	0	2
BEECH	A45	A	I	1	0	1	0	2
BEECHCRAFT CORP	B200GT	B	II	2	0	0	0	2
BEECHCRAFT CORP	B300	B	II	13	6	7	0	26
BEECHCRAFT CORP	C90GTI	B	II	2	0	0	0	2
BEECHCRAFT CORP	G36	A	I	1	1	1	0	3
BELL	206B	Helicopter	Helicopter	15	0	0	0	15
BELL	206-L4	Helicopter	Helicopter	4	0	0	0	4
BELL	222U	Helicopter	Helicopter	2	0	0	0	2
BELL	407	Helicopter	Helicopter	26	1	0	0	27
BELL	430	Helicopter	Helicopter	8	0	0	0	8
BELL	47G-2A-1	Helicopter	Helicopter	2	0	0	0	2
BELL HELICOPTER TEXTRON CANADA	206L-4	Helicopter	Helicopter	14	2	0	0	16
BELL HELICOPTER TEXTRON CANADA	407	Helicopter	Helicopter	260	1	6	2	269
BELL HELICOPTER TEXTRON CANADA	429	Helicopter	Helicopter	1	1	0	0	2
BELL TEXTRON CANADA LTD	407	Helicopter	Helicopter	4	2	3	0	9
BELLANCA	17-30A	A	I	7	0	3	0	10
BOEING	717-200	C	III	6	86	2	0	94
BOEING	727-223	C	III	0	2	0	0	2
BOEING	727-264	C	III	0	2	0	0	2
BOEING	727-2M7	C	III	2	3	1	0	6
BOEING	727-2S2F	C	III	1	1	1	0	3
BOEING	737-300	C	III	1	0	0	0	1
BOEING	737-401	C	III	1	1	0	0	2
BOEING	737-800	D	III	0	1	0	0	1
BOEING	737-8F2	D	III	0	4	0	0	4
BOEING	737-8KN	D	III	0	2	0	0	2
BOEING	757-223	C	IV	11	7	0	0	18
BOEING	A75N1(PT17)	C	IV	3	0	1	0	4
BOEING	ERJ 170-100 LR	C	III	1	3	0	0	4
BOEING	737-3TO	C	III	0	3	0	0	3
BOEING	737-82R	D	III	1	1	0	0	2
BOEING	737-8JP	D	III	3	11	0	1	15
BOEING	737-8K5	D	III	1	4	0	0	5

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
BOMBARDIER AEROSPACE INC	BD-100-1A10	C	II	2	0	0	0	2
BOMBARDIER INC	BD-100-1A10	C	II	21	14	18	0	53
BOMBARDIER INC	BD-100-1A10	C	II	0	1	1	0	2
BOMBARDIER INC	BD-700-1A10	B	III	6	3	2	0	11
BOMBARDIER INC	BD-700-1A11	B	III	0	0	2	0	2
BOMBARDIER INC	BD-700-2A12	B	III	1	1	0	0	2
BOMBARDIER INC	CL-600-2B16	C	II	3	5	5	0	13
BOMBARDIER INC	CL-600-2B16(CL-604)	C	II	1	1	2	0	4
BOMBARDIER INC	CL-600-2B19	D	II	2	6	0	0	8
BOMBARDIER INC	CL-600-2C10	C	II	80	176	5	1	262
BOMBARDIER INC	CL-600-2C11	C	II	0	1	0	0	1
BOMBARDIER INC	CL-600-2D24	D	III	323	964	16	3	1306
BOMBARDIER INC	BD-100-1A10	C	II	5	5	4	0	14
BOMBARDIER INC	CL-600-2B16	C	II	0	1	3	0	4
BRITISH AEROSPACE	BAE 125 SERIES 1000A	C	II	2	0	0	0	2
BRITISH AEROSPACE	CL-600-2B16	C	II	0	2	0	0	2
BRM AERO S R O	BRISTELL LSA	A	I	3	0	1	1	5
BRM AERO S R O	BRISTELL LSA	A	I	2	0	0	0	2
CALEB J TENNIS	VANS RV-10	A	I	2	0	0	0	2
CANADAIR	CL-600-2B19	D	II	0	2	0	0	2
CANADAIR LTD	CL-600-2B16	C	II	6	3	3	0	12
CESSNA	140	A	I	43	0	9	3	55
CESSNA	150J	A	I	2	0	0	0	2
CESSNA	150L	A	I	9	4	1	0	14
CESSNA	150M	A	I	2	0	0	0	2
CESSNA	152	A	I	19	1	14	0	34
CESSNA	170B	A	I	2	0	0	0	2
CESSNA	172	A	I	2	0	0	0	2
CESSNA	172B	A	I	19	1	4	0	24
CESSNA	172C	A	I	2	0	0	0	2
CESSNA	172D	A	I	4	0	0	0	4
CESSNA	172F	A	I	26	3	1	0	30
CESSNA	172G	A	I	11	0	6	0	17
CESSNA	172H	A	I	4	1	0	0	5
CESSNA	172K	A	I	2	0	0	0	2
CESSNA	172L	A	I	2	0	0	0	2
CESSNA	172M	A	I	47	2	5	0	54
CESSNA	172N	A	I	122	22	8	1	153
CESSNA	172P	A	I	100	8	22	0	130
CESSNA	172R	A	I	70	20	23	2	115
CESSNA	172RG	A	I	0	0	2	0	2
CESSNA	172S	A	I	159	22	22	4	207
CESSNA	177	A	I	1	1	1	1	4
CESSNA	177B	A	I	113	7	33	4	157
CESSNA	177RG	A	I	4	0	0	1	5
CESSNA	182	A	I	2	0	0	0	2
CESSNA	182D	A	I	2	0	0	0	2
CESSNA	182F	A	I	7	1	1	0	9

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
CESSNA	182K	A	I	1	0	1	0	2
CESSNA	182L	A	I	2	0	0	0	2
CESSNA	182M	A	I	4	1	1	0	6
CESSNA	182N	A	I	16	1	0	0	17
CESSNA	182P	A	I	11	0	1	0	12
CESSNA	182Q	A	I	31	7	5	1	44
CESSNA	182R	A	I	5	0	1	0	6
CESSNA	182S	A	I	8	1	3	0	12
CESSNA	182T	A	I	16	2	0	0	18
CESSNA	206H	A	I	6	0	1	0	7
CESSNA	208	A	II	2	1	3	0	6
CESSNA	208B	A	II	166	20	195	3	384
CESSNA	210-5(205)	A	I	2	0	0	0	2
CESSNA	210J	A	I	1	0	1	0	2
CESSNA	210L	A	I	3	1	3	0	7
CESSNA	210M	A	I	2	0	0	0	2
CESSNA	210N	A	I	14	2	3	0	19
CESSNA	310Q	A	I	12	1	4	0	17
CESSNA	310R	A	I	13	9	4	0	26
CESSNA	320E	A	I	2	0	2	0	4
CESSNA	337	A	I	2	0	1	0	3
CESSNA	340	B	I	2	1	1	0	4
CESSNA	340A	B	I	14	7	8	1	30
CESSNA	414	B	I	3	1	2	0	6
CESSNA	414A	B	I	11	3	2	0	16
CESSNA	421C	B	I	5	1	7	0	13
CESSNA	425	B	I	2	1	1	0	4
CESSNA	441	B	II	2	1	3	0	6
CESSNA	501	B	I	4	0	1	0	5
CESSNA	510	B	I	5	3	9	0	17
CESSNA	525	B	I	25	17	27	0	69
CESSNA	525A	B	II	18	16	37	0	71
CESSNA	525B	B	I	21	21	20	0	62
CESSNA	525C	B	II	4	5	10	0	19
CESSNA	550	B	II	24	16	26	0	66
CESSNA	550	B	II	0	2	2	0	4
CESSNA	560	B	II	15	17	23	0	55
CESSNA	560XL	B	II	35	40	31	0	106
CESSNA	560XL	B	II	1	0	0	0	1
CESSNA	650	C	II	4	7	5	0	16
CESSNA	680	B	II	48	42	64	1	155
CESSNA	750	C	II	14	22	17	0	53
CESSNA	A185F	B	II	1	0	1	0	2
CESSNA	BD-100-1A10	C	II	0	3	2	0	5
CESSNA	ERJ 170-200 LR	C	III	6	5	0	0	11
CESSNA	P206	A	I	0	0	1	0	1
CESSNA	P206E	A	I	14	1	6	0	21
CESSNA	P210N	A	I	0	0	3	1	4
CESSNA	R172K	A	I	3	2	0	0	5
CESSNA	R182	A	I	174	12	34	1	221

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
CESSNA	T182T	A	I	4	0	4	0	8
CESSNA	T206H	A	I	11	2	6	2	21
CESSNA	T210M	A	I	2	0	1	1	4
CESSNA	T210N	A	I	93	5	25	2	125
CESSNA	T210R	A	I	2	0	0	0	2
CESSNA	T240	A	I	0	1	1	0	2
CESSNA	T303	A	I	32	5	23	0	60
CESSNA	T310Q	A	I	2	0	0	0	2
CESSNA	T310R	A	I	1	1	0	0	2
CESSNA	TR182	A	I	8	1	1	0	10
CESSNA	TU206F	A	I	6	0	0	0	6
CESSNA	TU206G	A	I	3	1	2	0	6
CESSNA	U206G	Helicopter	Helicopter	1	3	0	0	4
CESSNA	177RG	A	I	7	0	1	0	8
CESSNA	510	B	I	4	0	2	0	6
CESSNA	525	B	I	0	1	0	0	1
CESSNA	525A	B	II	7	1	6	0	14
CESSNA	525B	B	I	5	3	2	0	10
CESSNA	560	B	II	2	0	0	0	2
CESSNA	560XL	B	II	7	0	5	0	12
CESSNA	650	C	II	0	2	2	0	4
CESSNA AIRCRAFT CO	560XLS	B	II	1	0	0	0	1
CHAMPION	7ECA	Helicopter	Helicopter	2	0	0	0	2
CHARLIE H ADAMS JR	SPORTSMAN GS-2	A	I	2	0	0	0	2
CIRRUS DESIGN CORP	SF50	B	I	16	5	5	0	26
CIRRUS DESIGN CORP	SF50	B	I	0	1	1	0	2
CIRRUS DESIGN CORP	SR20	A	I	135	15	53	0	203
CIRRUS DESIGN CORP	SR22	A	I	538	111	289	26	964
CIRRUS DESIGN CORP	SR22T	A	I	33	6	16	2	57
CIRRUS DESIGN CORP	SF50	B	I	7	4	8	0	19
CIRRUS DESIGN CORP	SR20	A	I	3	1	0	0	4
CIRRUS DESIGN CORP	SR22	A	I	5	1	6	0	12
CIRRUS DESIGN CORP	SR22T	A	I	17	4	5	0	26
COLUMBIA AIRCRAFT MFG	LC42-550FG	A	I	1	0	1	0	2
COMMANDER AIRCRAFT CO	114-B	A	I	1	2	1	0	4
COMPAGNIE DAHER	TBM 700	A	I	5	3	4	0	12
COMPAGNIE DAHER	TBM 700	A	I	1	0	1	0	2
COMPAGNIE DAHER	TBM 700	A	I	6	1	3	0	10
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	1	1	0	0	2
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	0	0	1	1	2
CUBCRAFTERS INC	CC11-160	A	I	1	1	0	0	2
DASSAULT	FALCON 20 F	B	II	2	1	3	0	6
DASSAULT	FALCON 2000EX	B	II	4	3	4	0	11
DASSAULT	FALCON 900 EX	B	II	0	1	2	0	3
DASSAULT	GULFSTREAM G280	C	II	1	1	0	0	2
DASSAULT	MYSTERE FALCON 50EX	B	II	0	1	1	0	2
DASSAULT AVIATION	FALCON 2000	B	II	4	1	2	0	7
DASSAULT AVIATION	FALCON 2000EX	B	II	5	0	1	0	6

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
DASSAULT AVIATION	FALCON 7X	B	III	4	1	0	0	5
DASSAULT AVIATION	FALCON 900EX	B	II	2	1	1	0	4
DASSAULT AVIATION	MYSTERE-FALCON 20-F5	B	II	0	4	0	0	4
DASSAULT AVIATION	FALCON 2000	B	II	3	1	2	0	6
DASSAULT AVIATION	FALCON 7X	B	III	0	2	0	0	2
DASSAULT/SUD	FAN JET FALCON	B	II	3	6	2	0	11
DASSAULT/SUD	FAN JET FALCON SER D	B	II	0	5	1	0	6
DASSAULT/SUD	FAN JET FALCON SER F	B	II	1	2	3	0	6
DASSAULT-BREGUET	FALCON 10	B	I	0	2	1	0	3
DASSAULT-BREGUET	FALCON 20	B	II	7	4	8	0	19
DASSAULT-BREGUET	FALCON 50	B	II	1	2	1	0	4
DASSAULT-BREGUET	MYSTERE FALCON 20-C5	B	II	0	4	6	0	10
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2	1	1	0	4
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	1	0	1	0	2
DEHAVILLAND	CARIBOU DHC-4A	MIL	MIL	1	0	1	0	2
DELACEY WILLIAM H	RV9A	A	I	6	0	0	0	6
DIAMOND AIRCRAFT IND GMBH	DA 42	A	I	0	2	0	0	2
DIAMOND AIRCRAFT IND GMBH	DA 42 NG	A	I	5	2	4	0	11
DIAMOND AIRCRAFT IND GMBH	DA 62	B	I	3	0	1	0	4
DIAMOND AIRCRAFT IND INC	DA 40	A	I	167	37	26	0	230
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	588	162	168	7	925
DIAMOND AIRCRAFT IND INC	DA 42	A	I	3	3	0	0	6
DIAMOND AIRCRAFT IND INC	DA 62	B	I	2	0	0	0	2
DIAMOND AIRCRAFT IND INC	DA20-C1	A	I	37	2	8	0	47
DIAMOND AIRCRAFT IND INC	DA 40	A	I	2	0	0	0	2
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	3	0	1	0	4
DIXON RICHARD L	RV-7	A	I	2	0	0	0	2
DOUGLAS	DC3C	B	III	8	1	1	0	10
DOUGLAS	DC-9-15F	C	III	3	4	0	0	7
EBERHART STEVEN A	RV-7A	A	I	19	1	2	0	22
ECLIPSE AEROSPACE INC	EA500	B	I	1	1	1	0	3
ECLIPSE AVIATION CORP	EA500	B	I	15	6	10	0	31
EMBRAER	EMB-110P1	B	II	2	2	1	0	5
EMBRAER	EMB-120ER	B	II	32	41	21	0	94
EMBRAER	EMB-135BJ	C	II	1	1	0	0	2
EMBRAER	EMB-135ER	C	II	6	7	10	0	23
EMBRAER	EMB-135LR	C	II	2	1	4	0	7
EMBRAER	EMB-145EP	C	II	0	2	0	0	2
EMBRAER	EMB-145LR	C	II	472	1190	23	7	1692
EMBRAER	ERJ 170-100 SE	C	III	0	2	0	0	2
EMBRAER	ERJ 170-100SU	C	III	4	3	0	0	7
EMBRAER	ERJ 170-200 LR	C	III	34	59	2	0	95
EMBRAER	ERJ 170-100 STD	C	III	2	4	0	0	6
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-500	B	II	2	0	2	0	4
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	84	58	95	0	237

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	36	51	50	0	137
EMBRAER S A	EMB-505	B	II	39	21	32	0	92
EMBRAER S A	EMB-545	B	I	4	8	4	0	16
EMBRAER S A	ERJ 170-200 LR	C	III	295	750	28	2	1075
EMBRAER S A	EMB-505	B	II	1	0	0	0	1
EMBRAER S A	EMB-545	B	I	65	53	62	0	180
EMBRAER S A	ERJ 170-100 LR	C	III	0	2	0	0	2
EMBRAER SA	EMB-550	B	II	38	35	46	0	119
EMBRAER-EMPRESA BRASILEIRA DE	EMB-500	B	I	14	8	6	0	28
EMPRESA BRASILEIRA DE AERO S A	ERJ 170-100 STD	C	III	1	1	0	0	2
ERSKINE JAMES L	RV6AS	A	I	0	0	2	0	2
EUROCOPTER	EC 130 B4	Helicopter	Helicopter	63	0	1	1	65
EUROCOPTER DEUTSCHLAND GMBH	EC 135 P2	Helicopter	Helicopter	94	4	3	3	104
EUROCOPTER DEUTSCHLAND GMBH	EC 135 P2+	Helicopter	Helicopter	227	9	24	6	266
EUROCOPTER DEUTSCHLAND GMBH	EC 135 T2+	Helicopter	Helicopter	5	0	0	0	5
EUROCOPTER DEUTSCHLAND GMBH	MBB-BK 117 C-2	Helicopter	Helicopter	121	5	5	0	131
EUROCOPTER DEUTSCHLAND GMBH	MBB-BK 117 C-2	Helicopter	Helicopter	10	0	0	0	10
EXTRA FLUGZEUGBAU GMBH	EA-400	A	I	10	1	3	0	14
FAIRCHILD	SA227-AC	B	III	5	10	13	0	28
FAIRCHILD	SA227-AT	B	III	2	1	1	0	4
FAIRCHILD	SA227BC	B	II	0	2	0	0	2
FAIRCHILD	SA227-DC	B	II	1	3	4	0	8
FOUND AIRCRAFT CANADA INC	FBA-2C3	A	I	21	1	10	1	33
GATES LEAR JET CORP.	36	C	I	1	1	0	0	2
GATES LEARJET CORP	55	B	I	1	0	1	0	2
GATES LEARJET CORP.	35A	C	I	11	25	8	0	44
GATES LEARJET CORP.	35A	C	I	0	1	0	0	1
GIPPSAERO PTY LTD	GA8 TC-320	A	I	3	1	0	0	4
GIPPSLAND	GA-8	A	I	2	0	0	0	2
GRUMMAN AMERICAN AVN. CORP.	AA-1B	A	I	3	0	1	0	4
GRUMMAN AMERICAN AVN. CORP.	AA-5A	A	I	1	0	1	0	2
GRUMMAN AMERICAN AVN. CORP.	AA-5B	A	I	37	0	7	1	45
GULFSTREAM AEROSPACE	G-IV	D	II	2	7	2	0	11
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	2	0	0	0	2
GULFSTREAM AEROSPACE	G-V	C	III	3	1	0	0	4
GULFSTREAM AEROSPACE	GV-SP (G550)	C	III	1	7	1	0	9
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	1	1	0	0	2
GULFSTREAM AEROSPACE	G-V	C	III	1	0	0	0	1
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	3	1	0	0	4
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	2	0	0	0	2

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4	0	0	0	4
GULFSTREAM AEROSPACE LP	G150	C	II	0	2	0	0	2
GULFSTREAM AM CORP COMM DIV	695A	B	I	1	1	0	0	2
GULFSTREAM AMERICAN CORP	AA-5B	A	I	2	0	0	0	2
HANSEN MARK A	RV-7A	A	I	0	1	1	0	2
HAWKER BEECHCRAFT CORP	400A	B	I	5	13	9	0	27
HAWKER BEECHCRAFT CORP	B200GT	B	II	1	1	2	0	4
HAWKER BEECHCRAFT CORP	B300	B	II	0	4	0	0	4
HAWKER BEECHCRAFT CORP	C90GTI	B	II	1	4	1	0	6
HAWKER BEECHCRAFT CORP	G36	A	I	4	0	0	0	4
HAWKER BEECHCRAFT CORP	G58	B	I	3	5	4	0	12
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	5	4	3	0	12
HAWKER BEECHCRAFT CORP	390	B	I	0	1	1	0	2
HAWKER BEECHCRAFT CORP	4000	B	II	0	0	1	0	1
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	1	3	3	0	7
HESTER BOBBY R JR	RV-7A	A	I	0	0	2	0	2
HONDA AIRCRAFT CO LLC	HA-420	B	I	7	10	6	0	23
HONDA AIRCRAFT CO LLC	HA-420	B	I	1	2	0	0	3
HUGHES	369D	Helicopter	Helicopter	19	0	0	0	19
IAI LTD	GULFSTREAM G280	C	II	3	9	7	0	19
IAI LTD	GULFSTREAM G280	C	II	6	3	5	0	14
ISRAEL AEROSPACE INDUSTRIES LTD	GULFSTREAM G150	C	II	0	3	0	0	3
ISRAEL AIRCRAFT INDUSTRIES	1125 WESTWIND ASTRA	B	II	7	3	11	0	21
ISRAEL AIRCRAFT INDUSTRIES	ASTRA SPX	C	II	0	4	1	0	5
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 100	C	II	0	1	0	0	1
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 200	C	II	4	1	1	0	6
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM G150	C	II	1	1	0	0	2
JABIRU USA SPORT AIRCRAFT LLC	J250-SP	A	I	1	0	0	0	1
JONATHAN HUBBELL	RV-10	A	I	1	0	1	0	2
KODIAK AIRCRAFT CO INC	KODIAK 200	A	I	0	0	2	0	2
LANCAIR COMPANY	LC41-550FG	A	I	1	0	1	0	2
LEARJET CORP	35A	C	I	1	1	0	0	2
LEARJET INC	31	C	I	0	5	1	0	6
LEARJET INC	31A	C	I	3	3	2	0	8
LEARJET INC	35A	D	I	2	0	6	0	8
LEARJET INC	45	C	I	18	25	22	0	65
LEARJET INC	60	C	I	5	10	7	0	22
LEARJET INC	60	C	I	2	0	0	0	2
LEARJET INC	45	C	I	2	10	4	0	16
LEARJET INC	60	C	I	0	1	1	0	2
LEE BYUNG H	SPECIAL 11	A	I	1	0	0	0	1
LEONARDO SPA	AW169	Helicopter	Helicopter	2	0	0	0	2
LOCKHEED	L-382G-44K-30	MIL	MIL	0	1	0	0	1
LUCKY LV LLC	AIRCAM	Helicopter	Helicopter	2	0	0	0	2
MBB	BO105 CBS4	Helicopter	Helicopter	2	0	0	0	2

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
MCDONNELL DOUGLAS	DC-9-15F	C	III	1	10	0	0	11
MCDONNELL DOUGLAS	DC-9-83(MD-83)	C	III	1	4	0	0	5
MCDONNELL DOUGLAS HELICOPTER	600N	Helicopter	Helicopter	1	0	0	0	1
MCKINNEY MICHAEL C	SWEARINGEN SX 300	A	I	2	0	0	0	2
MESSERSCHMITT-BOLKOW-BLOHM	BK 117 B-2	Helicopter	Helicopter	7	0	0	0	7
MITSUBISHI	MU-2B-20	A	I	6	2	0	0	8
MITSUBISHI	MU-2B-36	B	I	0	2	2	0	4
MITSUBISHI	MU-2B-36A	B	I	1	1	2	0	4
MOCK JAMES W	VANS RV-8	A	I	5	0	2	0	7
MOONEY	M20C	A	I	78	14	11	2	105
MOONEY	M20E	A	I	1	1	2	0	4
MOONEY	M20F	A	I	55	11	19	1	86
MOONEY	M-20G	A	I	3	0	0	0	3
MOONEY	M20J	A	I	16	2	0	0	18
MOONEY	M20M	A	I	12	4	0	0	16
MOONEY	M20R	A	I	7	0	0	0	7
MOONEY AIRCRAFT CORP.	M20K	A	I	4	0	0	0	4
MOONEY AIRCRAFT CORP.	M20S	A	I	2	1	3	0	6
MOONEY AIRPLANE CO INC	M20TN	A	I	47	7	17	2	73
NAVION	NAVION B	A	I	1	0	1	0	2
NAVION	NAVION H	A	I	4	0	0	0	4
NEW PIPER	PA-28-161	A	I	1	0	1	0	2
NEW PIPER AIRCRAFT INC	PA-28-181	A	I	3	0	0	0	3
NEW PIPER AIRCRAFT INC	PA-44-180	A	I	0	0	2	0	2
NEW PIPER AIRCRAFT INC	PA-46-500TP	A	I	2	0	0	0	2
NEW PIPER AIRCRAFT INC	PA-32R-301T	A	I	2	0	0	0	2
NOBLE TRAVIS E	RV-7	A	I	1	0	0	1	2
PATRIOT AIRCRAFT LLC	CX1900	A	I	1	0	0	0	1
PAUL S CLOHAN JR	VANS RV-14A	A	I	37	1	8	0	46
PIAGGIO AERO INDUSTRIES SPA	P180	C	I	3	1	0	0	4
PILATUS	PC-12/45	A	II	22	4	13	0	39
PILATUS AIRCRAFT LTD	PC-12/45	A	II	3	2	4	0	9
PILATUS AIRCRAFT LTD	PC-12/47	A	II	1	1	2	0	4
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	25	11	17	2	55
PILATUS AIRCRAFT LTD	PC-24	A	II	1	1	3	0	5
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	8	4	14	0	26
PILATUS AIRCRAFT LTD	PC-24	A	II	14	14	4	0	32
PIPER	AEROSTAR 601P	B	I	1	1	0	0	2
PIPER	AEROSTAR 602P	B	I	3	3	6	0	12
PIPER	PA 31P 350	B	I	37	19	33	0	89
PIPER	PA 46-350P	A	I	30	16	10	1	57
PIPER	PA-18-150	A	I	2	0	0	0	2
PIPER	PA-22-150	A	I	73	3	17	2	95
PIPER	PA-23	A	I	2	0	1	0	3
PIPER	PA-23-160	A	I	3	0	1	0	4
PIPER	PA-23-250	A	I	54	45	60	1	160
PIPER	PA-24-180	A	I	2	0	0	0	2

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
PIPER	PA-24-250	A	I	62	5	10	1	78
PIPER	PA-28	A	I	2	0	0	0	2
PIPER	PA-28-140	A	I	16	2	0	0	18
PIPER	PA-28-151	A	I	127	9	9	1	146
PIPER	PA-28-160	A	I	2	0	0	0	2
PIPER	PA-28-161	A	I	13	2	4	1	20
PIPER	PA-28-180	A	I	18	2	4	0	24
PIPER	PA-28-181	A	I	61	8	11	3	83
PIPER	PA-28-235	A	I	109	7	45	2	163
PIPER	PA-28-236	A	I	3	0	1	0	4
PIPER	PA-28R-180	A	I	1	0	1	0	2
PIPER	PA-28R-200	A	I	366	25	94	8	493
PIPER	PA-28R-201	A	I	20	10	3	0	33
PIPER	PA-28R-201T	A	I	3	1	0	0	4
PIPER	PA-28RT-201T	A	I	2	2	0	0	4
PIPER	PA-30	A	I	4	0	0	0	4
PIPER	PA-31-310	B	I	2	1	1	0	4
PIPER	PA-31-325	B	I	10	0	5	0	15
PIPER	PA-31-350	B	I	55	22	41	2	120
PIPER	PA-31T	B	I	4	4	4	0	12
PIPER	PA-32-260	A	I	46	11	13	1	71
PIPER	PA-32-300	A	I	76	26	10	1	113
PIPER	PA-32-301	A	I	4	1	0	0	5
PIPER	PA32-301FT	A	I	3	1	2	0	6
PIPER	PA-32-301T	A	I	9	3	1	0	13
PIPER	PA-32R-300	A	I	8	1	1	0	10
PIPER	PA-32R-301	A	I	0	2	0	0	2
PIPER	PA-32R-301T	A	I	38	4	12	1	55
PIPER	PA-32RT-300	A	I	2	0	0	0	2
PIPER	PA-32RT-300T	A	I	3	1	2	0	6
PIPER	PA-34-200T	A	I	1	0	1	0	2
PIPER	PA-34-220T	A	I	9	1	0	0	10
PIPER	PA-44-180	A	I	139	20	13	0	172
PIPER	PA-46-310P	A	I	1	1	1	0	3
PIPER	PA46-500TP	A	I	1	2	1	0	4
PIPER	PA-46-600TP	A	I	8	3	1	0	12
PIPER	PA-23-250 (6PCLM)	B	I	14	7	9	0	30
PIPER	PA-28-181	A	I	21	5	7	0	33
PIPER	PA-44-180	A	I	1	0	1	0	2
PIPER AIRCRAFT INC	PA 46-350P	A	I	14	3	6	0	23
PIPER AIRCRAFT INC	PA-28-181	A	I	6	3	3	0	12
PIPER AIRCRAFT INC	PA-44-180	A	I	15	2	3	0	20
PIPER AIRCRAFT INC	PA46-500TP	A	I	3	1	4	1	9
PIPER AIRCRAFT INC	PA-28-181	A	I	2	3	1	0	6
PIPER AIRCRAFT INC	PA-44-180	A	I	6	1	1	0	8
PIPER AIRCRAFT INC	PA-46-600TP	A	I	4	0	2	0	6
PIPER AIRCRAFT INC	PA-46-701TP	A	I	5	0	0	0	5
QUEST AIRCRAFT COMPANY LLC	KODIAK 100	A	I	4	1	0	0	5
RANDY J BORNHORST	VANS RV-8	A	I	2	0	0	0	2

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
RAYTHEON AIRCRAFT COMPANY	390	B	I	44	45	34	0	123
RAYTHEON AIRCRAFT COMPANY	400A	B	I	30	39	28	0	97
RAYTHEON AIRCRAFT COMPANY	58	B	I	4	1	0	0	5
RAYTHEON AIRCRAFT COMPANY	A36	A	I	19	0	5	0	24
RAYTHEON AIRCRAFT COMPANY	B200	B	II	34	56	43	0	133
RAYTHEON AIRCRAFT COMPANY	B300	B	II	9	5	6	0	20
RAYTHEON AIRCRAFT COMPANY	C90A	B	II	4	2	5	0	11
RAYTHEON AIRCRAFT COMPANY	G36	A	I	4	0	1	0	5
RAYTHEON AIRCRAFT COMPANY	G58	B	I	2	0	0	0	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	2	5	9	0	16
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	1	2	2	0	5
RAYTHEON AIRCRAFT COMPANY	HAWKER 900XP	B	II	1	0	0	0	1
RAYTHEON AIRCRAFT COMPANY	400A	B	I	2	0	2	0	4
RAYTHEON AIRCRAFT COMPANY	58	B	I	1	0	1	0	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	0	2	0	0	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	0	2	0	0	2
RAYTHEON CORPORATE JETS INC	BAE 125-800A	C	II	1	1	0	0	2
RAYTHEON CORPORATE JETS INC	HAWKER 800XP	C	II	1	0	2	0	3
REPUBLIC	RC-3	A	I	16	1	1	0	18
ROBINSON HELICOPTER CO	R66	Helicopter	Helicopter	2	0	0	0	2
ROBINSON HELICOPTER COMPANY	R44 II	A	I	2	0	1	0	3
ROCKWELL INTERNATIONAL	114	A	I	3	2	1	0	6
ROCKWELL INTERNATIONAL	690B	B	I	21	14	20	0	55
ROCKWELL INTERNATIONAL	690C	B	I	4	1	1	0	6
ROCKWELL INTERNATIONAL CORP	NA-265-65	C	I	0	2	0	0	2
ROSS DAVID R	RV7	A	I	1	0	2	0	3
RYAN	NAVION	A	I	2	0	0	0	2
SAAB AIRCRAFT AB	SAAB 2000	C	III	5	2	4	0	11
SAAB-SCANIA	2000	C	III	0	4	0	0	4
SAAB-SCANIA	SAAB 340B	C	II	6	10	12	0	28
SAAB-SCANIA AB	SAAB 2000	C	III	2	3	2	0	7
SIAM MARCHETTI	S-211	B	I	1	1	0	0	2
SIKORSKY	S-58JT	Helicopter	Helicopter	4	0	0	0	4
SIKORSKY	S-61N	A	II	3	0	0	0	3
SOCATA	TB-20 TRINIDAD	A	I	1	0	1	0	2
SOCATA	TBM 700	A	I	78	53	58	2	191
SPEARMAN MICHAEL	341	B	I	4	0	5	0	9
SWEARINGEN	SA227-AT	B	II	5	4	3	0	12
TAPESTRY ENTERTAINMENT LLC	EPIC LT	A	I	1	1	0	0	2
TEXTRON AVIATION INC	172S	A	I	243	30	47	3	323
TEXTRON AVIATION INC	182T	A	I	13	1	1	0	15
TEXTRON AVIATION INC	525	B	I	18	5	22	1	46
TEXTRON AVIATION INC	525B	B	I	13	37	27	0	77

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
TEXTRON AVIATION INC	525C	B	I	3	2	1	0	6
TEXTRON AVIATION INC	525C	B	I	0	2	0	0	2
TEXTRON AVIATION INC	560XL	B	II	0	3	1	0	4
TEXTRON AVIATION INC	680	B	II	0	1	3	0	4
TEXTRON AVIATION INC	680A	C	II	16	21	17	0	54
TEXTRON AVIATION INC	700	C	II	0	1	2	0	3
TEXTRON AVIATION INC	B200GT	B	II	1	0	1	0	2
TEXTRON AVIATION INC	B300	B	II	14	14	11	0	39
TEXTRON AVIATION INC	EMB-500	B	II	1	0	1	0	2
TEXTRON AVIATION INC	GULFSTREAM G280	C	II	2	0	0	0	2
TEXTRON AVIATION INC	172S	A	I	40	12	7	0	59
TEXTRON AVIATION INC	182T	A	I	1	1	0	0	2
TEXTRON AVIATION INC	525C	B	I	0	1	3	0	4
TEXTRON AVIATION INC	525C	B	I	7	8	12	0	27
TEXTRON AVIATION INC	680A	C	II	17	9	10	0	36
TEXTRON AVIATION INC	700	C	II	2	4	2	0	8
TEXTRON AVIATION INC	B300	B	II	0	0	2	0	2
TEXTRON AVIATION INC	G36	A	I	3	0	1	0	4
TEXTRON AVIATION INC	G58	B	I	2	1	1	0	4
TITAN AIRCRAFT	TORNADO IIS	A	I	2	0	0	0	2
UNKNOWN	172S	A	I	37	2	3	0	42
UNKNOWN	208B	A	II	15	2	5	0	22
UNKNOWN	390	B	I	2	8	4	0	14
UNKNOWN	400A	B	I	0	3	0	0	3
UNKNOWN	407	A	I	4	0	0	0	4
UNKNOWN	45	C	I	0	1	1	0	2
UNKNOWN	525B	B	I	4	3	3	0	10
UNKNOWN	550	B	II	0	1	1	0	2
UNKNOWN	680A	C	II	3	2	0	0	5
UNKNOWN	750	C	II	0	1	0	0	1
UNKNOWN	AT-502A	A	II	4	0	0	0	4
UNKNOWN	BD-100-1A10	C	II	0	0	2	0	2
UNKNOWN	CCX-2300	A	I	3	1	0	0	4
UNKNOWN	DA 40 NG	A	I	2	0	2	0	4
UNKNOWN	DA 42 NG	A	I	2	0	0	0	2
UNKNOWN	EMB-505	B	I	40	32	31	0	103
UNKNOWN	EMB-545	B	I	1	0	1	0	2
UNKNOWN	EMB-550	B	II	1	0	1	0	2
UNKNOWN	FALCON 900EX	B	II	4	0	1	0	5
UNKNOWN	GULFSTREAM G150	C	II	1	0	1	0	2
UNKNOWN	HA-420	B	I	0	2	0	0	2
UNKNOWN	MD-88	C	III	1	3	0	0	4
UNKNOWN	PA 46-350P	A	I	2	0	2	0	4
UNKNOWN	PA-28-181	A	I	4	1	1	0	6
UNKNOWN	PC-12/47E	A	II	1	1	0	0	2
UNKNOWN	PC-24	A	II	2	0	0	0	2
UNKNOWN	SAAB 340B	C	II	4	1	1	0	6
UNKNOWN	SR20	A	I	1	0	1	0	2
UNKNOWN	SR22	A	I	6	2	2	0	10

Manufacturer	Aircraft	AAC	ADG	Unknown Runway	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
UNKNOWN	SR22T	A	I	8	0	1	0	9
UNKNOWN	T182T	A	I	1	1	0	0	2
UNKNOWN	TBM 700	A	I	1	0	1	0	2
UNKNOWN	UH-1D	Helicopter	Helicopter	72	0	0	0	72
UNKNOWN	UNKNOWN	MIL	MIL	909	820	149	4	1882
VANS AIRCRAFT INC	RV-12	A	I	4	2	0	0	6
VANS AIRCRAFT INC	RV-12IS	A	I	2	0	0	0	2
VIC SYRACUSE	RV-8	A	I	13	3	20	1	37
VULCANAIR SPA	P68C	A	I	2	0	0	0	2
WADDINGHAM DOUG	LANCAIR 360	A	I	2	0	0	0	2
X-RAY FOXTROT LLC	STOL CH750	A	I	2	0	0	0	2
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	23	64	2	0	89
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	8	33	2	0	43

Source: MotionInfo.

Table C-2 - Known Frequency of Runway Use by Aircraft

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
AERO COMMANDER	500-B	A	II	0.0%	100.0%	0.0%
AERO COMMANDER	690A	B	I	0.0%	100.0%	0.0%
AEROFAB INC	LAKE 250	A	I	0.0%	100.0%	0.0%
AGUSTA SPA	A109S	Helicopter	Helicopter	-	-	-
AGUSTA SPA	F.260D	A	I	0.0%	100.0%	0.0%
AIR TRACTOR INC	AT-602	A	II	-	-	-
AIR TRACTOR INC	AT-802A	A	II	17.4%	82.6%	0.0%
AIR TRACTOR INC	AT-802A	A	II	30.8%	69.2%	0.0%
AIRBUS	A319-111	C	III	95.5%	4.5%	0.0%
AIRBUS	A319-112	C	III	100.0%	0.0%	0.0%
AIRBUS	A320-214	C	III	97.2%	2.8%	0.0%
AIRBUS	A320-214	C	III	100.0%	0.0%	0.0%
AIRBUS HELICOPTERS	EC 130 T2	Helicopter	Helicopter	25.0%	75.0%	0.0%
AIRBUS HELICOPTERS	EC 130 T2	Helicopter	Helicopter	-	-	-
AIRBUS INDUSTRIE	A320-214	C	III	100.0%	0.0%	0.0%
AIRBUS INDUSTRIE	A321-211	C	III	100.0%	0.0%	0.0%
AMERICAN	AA-5	A	I	29.2%	70.8%	0.0%
AMERICAN CHAMPION AIRCRAFT	7GCAA	Helicopter	Helicopter	100.0%	0.0%	0.0%
AVIAT AIRCRAFT INC	A-1C-180	A	I	0.0%	100.0%	0.0%
BEECH	1900D	B	II	33.3%	66.7%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
BEECH	200	B	II	58.3%	41.7%	0.0%
BEECH	300	B	II	34.6%	61.5%	3.8%
BEECH	35	A	I	0.0%	100.0%	0.0%
BEECH	35-C33A	A	I	0.0%	100.0%	0.0%
BEECH	36	A	I	0.0%	100.0%	0.0%
BEECH	400A	B	II	25.0%	75.0%	0.0%
BEECH	45	C	I	-	-	-
BEECH	58	B	I	47.8%	52.2%	0.0%
BEECH	58P	B	I	33.3%	66.7%	0.0%
BEECH	65-A90	B	I	50.0%	50.0%	0.0%
BEECH	76	A	I	100.0%	0.0%	0.0%
BEECH	95	A	I	0.0%	100.0%	0.0%
BEECH	95-A55	A	II	16.7%	83.3%	0.0%
BEECH	95-B55 (T42A)	A	II	40.0%	60.0%	0.0%
BEECH	95-C55	A	II	25.0%	75.0%	0.0%
BEECH	99	B	I	66.7%	33.3%	0.0%
BEECH	A200	B	II	50.0%	50.0%	0.0%
BEECH	A36	A	I	18.8%	71.9%	9.4%
BEECH	A36TC	A	I	-	-	-
BEECH	A65	A	I	0.0%	50.0%	50.0%
BEECH	B200	B	II	46.6%	50.0%	3.4%
BEECH	B300	B	II	0.0%	100.0%	0.0%
BEECH	B-60	B	I	25.0%	75.0%	0.0%
BEECH	C23	A	I	66.7%	33.3%	0.0%
BEECH	C-45G	A	I	100.0%	0.0%	0.0%
BEECH	C90	B	II	0.0%	100.0%	0.0%
BEECH	C90A	B	II	28.6%	71.4%	0.0%
BEECH	D18S	A	II	0.0%	100.0%	0.0%
BEECH	E33A	A	I	0.0%	100.0%	0.0%
BEECH	E-90	B	II	50.0%	50.0%	0.0%
BEECH	F33A	A	I	10.0%	80.0%	10.0%
BEECH	F90	B	II	42.9%	57.1%	0.0%
BEECH	G33	A	I	100.0%	0.0%	0.0%
BEECH	G35	A	I	0.0%	0.0%	100.0%
BEECH	H35	A	I	0.0%	0.0%	100.0%
BEECH	P35	A	I	50.0%	50.0%	0.0%
BEECH	S35	A	I	-	-	-
BEECH	V35A	A	I	100.0%	0.0%	0.0%
BEECH	V35B	A	I	22.2%	77.8%	0.0%
BEECH	200	B	II	100.0%	0.0%	0.0%
BEECH	400A	B	I	100.0%	0.0%	0.0%
BEECH	A45	A	I	0.0%	100.0%	0.0%
BEECHCRAFT CORP	B200GT	B	II	-	-	-
BEECHCRAFT CORP	B300	B	II	46.2%	53.8%	0.0%
BEECHCRAFT CORP	C90GTI	B	II	-	-	-
BEECHCRAFT CORP	G36	A	I	50.0%	50.0%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
BELL	206B	Helicopter	Helicopter	-	-	-
BELL	206-L4	Helicopter	Helicopter	-	-	-
BELL	222U	Helicopter	Helicopter	-	-	-
BELL	407	Helicopter	Helicopter	100.0%	0.0%	0.0%
BELL	430	Helicopter	Helicopter	-	-	-
BELL	47G-2A-1	Helicopter	Helicopter	-	-	-
BELL HELICOPTER TEXTRON CANADA	206L-4	Helicopter	Helicopter	100.0%	0.0%	0.0%
BELL HELICOPTER TEXTRON CANADA	407	Helicopter	Helicopter	11.1%	66.7%	22.2%
BELL HELICOPTER TEXTRON CANADA	429	Helicopter	Helicopter	100.0%	0.0%	0.0%
BELL TEXTRON CANADA LTD	407	Helicopter	Helicopter	40.0%	60.0%	0.0%
BELLANCA	17-30A	A	I	0.0%	100.0%	0.0%
BOEING	717-200	C	III	97.7%	2.3%	0.0%
BOEING	727-223	C	III	100.0%	0.0%	0.0%
BOEING	727-264	C	III	100.0%	0.0%	0.0%
BOEING	727-2M7	C	III	75.0%	25.0%	0.0%
BOEING	727-2S2F	C	III	50.0%	50.0%	0.0%
BOEING	737-300	C	III	-	-	-
BOEING	737-401	C	III	100.0%	0.0%	0.0%
BOEING	737-800	D	III	100.0%	0.0%	0.0%
BOEING	737-8F2	D	III	100.0%	0.0%	0.0%
BOEING	737-8KN	D	III	100.0%	0.0%	0.0%
BOEING	757-223	C	IV	100.0%	0.0%	0.0%
BOEING	A75N1(PT17)	C	IV	0.0%	100.0%	0.0%
BOEING	ERJ 170-100 LR	C	III	100.0%	0.0%	0.0%
BOEING	737-3TO	C	III	100.0%	0.0%	0.0%
BOEING	737-82R	D	III	100.0%	0.0%	0.0%
BOEING	737-8JP	D	III	91.7%	0.0%	8.3%
BOEING	737-8K5	D	III	100.0%	0.0%	0.0%
BOMBARDIER AEROSPACE INC	BD-100-1A10	C	II	-	-	-
BOMBARDIER INC	BD-100-1A10	C	II	43.8%	56.3%	0.0%
BOMBARDIER INC	BD-100-1A10	C	II	50.0%	50.0%	0.0%
BOMBARDIER INC	BD-700-1A10	B	III	60.0%	40.0%	0.0%
BOMBARDIER INC	BD-700-1A11	B	III	0.0%	100.0%	0.0%
BOMBARDIER INC	BD-700-2A12	B	III	100.0%	0.0%	0.0%
BOMBARDIER INC	CL-600-2B16	C	II	50.0%	50.0%	0.0%
BOMBARDIER INC	CL-600-2B16(CL-604)	C	II	33.3%	66.7%	0.0%
BOMBARDIER INC	CL-600-2B19	D	II	100.0%	0.0%	0.0%
BOMBARDIER INC	CL-600-2C10	C	II	96.7%	2.7%	0.5%
BOMBARDIER INC	CL-600-2C11	C	II	100.0%	0.0%	0.0%
BOMBARDIER INC	CL-600-2D24	D	III	98.1%	1.6%	0.3%
BOMBARDIER INC	BD-100-1A10	C	II	55.6%	44.4%	0.0%
BOMBARDIER INC	CL-600-2B16	C	II	25.0%	75.0%	0.0%
BRITISH AEROSPACE	BAE 125 SERIES 1000A	C	II	-	-	-
BRITISH AEROSPACE	CL-600-2B16	C	II	100.0%	0.0%	0.0%
BRM AERO S R O	BRISTELL LSA	A	I	0.0%	50.0%	50.0%
BRM AERO S R O	BRISTELL LSA	A	I	-	-	-

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
CALEB J TENNIS	VANS RV-10	A	I	-	-	-
CANADAIR	CL-600-2B19	D	II	100.0%	0.0%	0.0%
CANADAIR LTD	CL-600-2B16	C	II	50.0%	50.0%	0.0%
CESSNA	140	A	I	0.0%	75.0%	25.0%
CESSNA	150J	A	I	-	-	-
CESSNA	150L	A	I	80.0%	20.0%	0.0%
CESSNA	150M	A	I	-	-	-
CESSNA	152	A	I	6.7%	93.3%	0.0%
CESSNA	170B	A	I	-	-	-
CESSNA	172	A	I	-	-	-
CESSNA	172B	A	I	20.0%	80.0%	0.0%
CESSNA	172C	A	I	-	-	-
CESSNA	172D	A	I	-	-	-
CESSNA	172F	A	I	75.0%	25.0%	0.0%
CESSNA	172G	A	I	0.0%	100.0%	0.0%
CESSNA	172H	A	I	100.0%	0.0%	0.0%
CESSNA	172K	A	I	-	-	-
CESSNA	172L	A	I	-	-	-
CESSNA	172M	A	I	28.6%	71.4%	0.0%
CESSNA	172N	A	I	71.0%	25.8%	3.2%
CESSNA	172P	A	I	26.7%	73.3%	0.0%
CESSNA	172R	A	I	44.4%	51.1%	4.4%
CESSNA	172RG	A	I	0.0%	100.0%	0.0%
CESSNA	172S	A	I	45.8%	45.8%	8.3%
CESSNA	177	A	I	33.3%	33.3%	33.3%
CESSNA	177B	A	I	15.9%	75.0%	9.1%
CESSNA	177RG	A	I	0.0%	0.0%	100.0%
CESSNA	182	A	I	-	-	-
CESSNA	182D	A	I	-	-	-
CESSNA	182F	A	I	50.0%	50.0%	0.0%
CESSNA	182K	A	I	0.0%	100.0%	0.0%
CESSNA	182L	A	I	-	-	-
CESSNA	182M	A	I	50.0%	50.0%	0.0%
CESSNA	182N	A	I	100.0%	0.0%	0.0%
CESSNA	182P	A	I	0.0%	100.0%	0.0%
CESSNA	182Q	A	I	53.8%	38.5%	7.7%
CESSNA	182R	A	I	0.0%	100.0%	0.0%
CESSNA	182S	A	I	25.0%	75.0%	0.0%
CESSNA	182T	A	I	100.0%	0.0%	0.0%
CESSNA	206H	A	I	0.0%	100.0%	0.0%
CESSNA	208	A	II	25.0%	75.0%	0.0%
CESSNA	208B	A	II	9.2%	89.4%	1.4%
CESSNA	210-5(205)	A	I	-	-	-
CESSNA	210J	A	I	0.0%	100.0%	0.0%
CESSNA	210L	A	I	25.0%	75.0%	0.0%
CESSNA	210M	A	I	-	-	-

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
CESSNA	210N	A	I	40.0%	60.0%	0.0%
CESSNA	310Q	A	I	20.0%	80.0%	0.0%
CESSNA	310R	A	I	69.2%	30.8%	0.0%
CESSNA	320E	A	I	0.0%	100.0%	0.0%
CESSNA	337	A	I	0.0%	100.0%	0.0%
CESSNA	340	B	I	50.0%	50.0%	0.0%
CESSNA	340A	B	I	43.8%	50.0%	6.3%
CESSNA	414	B	I	33.3%	66.7%	0.0%
CESSNA	414A	B	I	60.0%	40.0%	0.0%
CESSNA	421C	B	I	12.5%	87.5%	0.0%
CESSNA	425	B	I	50.0%	50.0%	0.0%
CESSNA	441	B	II	25.0%	75.0%	0.0%
CESSNA	501	B	I	0.0%	100.0%	0.0%
CESSNA	510	B	I	25.0%	75.0%	0.0%
CESSNA	525	B	I	38.6%	61.4%	0.0%
CESSNA	525A	B	II	30.2%	69.8%	0.0%
CESSNA	525B	B	I	51.2%	48.8%	0.0%
CESSNA	525C	B	II	33.3%	66.7%	0.0%
CESSNA	550	B	II	38.1%	61.9%	0.0%
CESSNA	550	B	II	50.0%	50.0%	0.0%
CESSNA	560	B	II	42.5%	57.5%	0.0%
CESSNA	560XL	B	II	56.3%	43.7%	0.0%
CESSNA	560XL	B	II	-	-	-
CESSNA	650	C	II	58.3%	41.7%	0.0%
CESSNA	680	B	II	39.3%	59.8%	0.9%
CESSNA	750	C	II	56.4%	43.6%	0.0%
CESSNA	A185F	B	II	0.0%	100.0%	0.0%
CESSNA	BD-100-1A10	C	II	60.0%	40.0%	0.0%
CESSNA	ERJ 170-200 LR	C	III	100.0%	0.0%	0.0%
CESSNA	P206	A	I	0.0%	100.0%	0.0%
CESSNA	P206E	A	I	14.3%	85.7%	0.0%
CESSNA	P210N	A	I	0.0%	75.0%	25.0%
CESSNA	R172K	A	I	100.0%	0.0%	0.0%
CESSNA	R182	A	I	25.5%	72.3%	2.1%
CESSNA	T182T	A	I	0.0%	100.0%	0.0%
CESSNA	T206H	A	I	20.0%	60.0%	20.0%
CESSNA	T210M	A	I	0.0%	50.0%	50.0%
CESSNA	T210N	A	I	15.6%	78.1%	6.3%
CESSNA	T210R	A	I	-	-	-
CESSNA	T240	A	I	50.0%	50.0%	0.0%
CESSNA	T303	A	I	17.9%	82.1%	0.0%
CESSNA	T310Q	A	I	-	-	-
CESSNA	T310R	A	I	100.0%	0.0%	0.0%
CESSNA	TR182	A	I	50.0%	50.0%	0.0%
CESSNA	TU206F	A	I	-	-	-
CESSNA	TU206G	A	I	33.3%	66.7%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
CESSNA	U206G	Helicopter	Helicopter	100.0%	0.0%	0.0%
CESSNA	177RG	A	I	0.0%	100.0%	0.0%
CESSNA	510	B	I	0.0%	100.0%	0.0%
CESSNA	525	B	I	100.0%	0.0%	0.0%
CESSNA	525A	B	II	14.3%	85.7%	0.0%
CESSNA	525B	B	I	60.0%	40.0%	0.0%
CESSNA	560	B	II	-	-	-
CESSNA	560XL	B	II	0.0%	100.0%	0.0%
CESSNA	650	C	II	50.0%	50.0%	0.0%
CESSNA AIRCRAFT CO	560XLS	B	II	-	-	-
CHAMPION	7ECA	Helicopter	Helicopter	-	-	-
CHARLIE H ADAMS JR	SPORTSMAN GS-2	A	I	-	-	-
CIRRUS DESIGN CORP	SF50	B	I	50.0%	50.0%	0.0%
CIRRUS DESIGN CORP	SF50	B	I	50.0%	50.0%	0.0%
CIRRUS DESIGN CORP	SR20	A	I	22.1%	77.9%	0.0%
CIRRUS DESIGN CORP	SR22	A	I	26.1%	67.8%	6.1%
CIRRUS DESIGN CORP	SR22T	A	I	25.0%	66.7%	8.3%
CIRRUS DESIGN CORP	SF50	B	I	33.3%	66.7%	0.0%
CIRRUS DESIGN CORP	SR20	A	I	100.0%	0.0%	0.0%
CIRRUS DESIGN CORP	SR22	A	I	14.3%	85.7%	0.0%
CIRRUS DESIGN CORP	SR22T	A	I	44.4%	55.6%	0.0%
COLUMBIA AIRCRAFT MFG	LC42-550FG	A	I	0.0%	100.0%	0.0%
COMMANDER AIRCRAFT CO	114-B	A	I	66.7%	33.3%	0.0%
COMPAGNIE DAHER	TBM 700	A	I	42.9%	57.1%	0.0%
COMPAGNIE DAHER	TBM 700	A	I	0.0%	100.0%	0.0%
COMPAGNIE DAHER	TBM 700	A	I	25.0%	75.0%	0.0%
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	100.0%	0.0%	0.0%
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	0.0%	50.0%	50.0%
CUBCRAFTERS INC	CC11-160	A	I	100.0%	0.0%	0.0%
DASSAULT	FALCON 20 F	B	II	25.0%	75.0%	0.0%
DASSAULT	FALCON 2000EX	B	II	42.9%	57.1%	0.0%
DASSAULT	FALCON 900 EX	B	II	33.3%	66.7%	0.0%
DASSAULT	GULFSTREAM G280	C	II	100.0%	0.0%	0.0%
DASSAULT	MYSTERE FALCON 50EX	B	II	50.0%	50.0%	0.0%
DASSAULT AVIATION	FALCON 2000	B	II	33.3%	66.7%	0.0%
DASSAULT AVIATION	FALCON 2000EX	B	II	0.0%	100.0%	0.0%
DASSAULT AVIATION	FALCON 7X	B	III	100.0%	0.0%	0.0%
DASSAULT AVIATION	FALCON 900EX	B	II	50.0%	50.0%	0.0%
DASSAULT AVIATION	MYSTERE-FALCON 20-F5	B	II	100.0%	0.0%	0.0%
DASSAULT AVIATION	FALCON 2000	B	II	33.3%	66.7%	0.0%
DASSAULT AVIATION	FALCON 7X	B	III	100.0%	0.0%	0.0%
DASSAULT/SUD	FAN JET FALCON	B	II	75.0%	25.0%	0.0%
DASSAULT/SUD	FAN JET FALCON SER D	B	II	83.3%	16.7%	0.0%
DASSAULT/SUD	FAN JET FALCON SER F	B	II	40.0%	60.0%	0.0%
DASSAULT-BREGUET	FALCON 10	B	I	66.7%	33.3%	0.0%
DASSAULT-BREGUET	FALCON 20	B	II	33.3%	66.7%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
DASSAULT-BREGUET	FALCON 50	B	II	66.7%	33.3%	0.0%
DASSAULT-BREGUET	MYSTERE FALCON 20-C5	B	II	40.0%	60.0%	0.0%
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	50.0%	50.0%	0.0%
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	0.0%	100.0%	0.0%
DEHAVILLAND	CARIBOU DHC-4A	MIL	MIL	0.0%	100.0%	0.0%
DELACEY WILLIAM H	RV9A	A	I	-	-	-
DIAMOND AIRCRAFT IND GMBH	DA 42	A	I	100.0%	0.0%	0.0%
DIAMOND AIRCRAFT IND GMBH	DA 42 NG	A	I	33.3%	66.7%	0.0%
DIAMOND AIRCRAFT IND GMBH	DA 62	B	I	0.0%	100.0%	0.0%
DIAMOND AIRCRAFT IND INC	DA 40	A	I	58.7%	41.3%	0.0%
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	48.1%	49.9%	2.1%
DIAMOND AIRCRAFT IND INC	DA 42	A	I	100.0%	0.0%	0.0%
DIAMOND AIRCRAFT IND INC	DA 62	B	I	-	-	-
DIAMOND AIRCRAFT IND INC	DA20-C1	A	I	20.0%	80.0%	0.0%
DIAMOND AIRCRAFT IND INC	DA 40	A	I	-	-	-
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	0.0%	100.0%	0.0%
DIXON RICHARD L	RV-7	A	I	-	-	-
DOUGLAS	DC3C	B	III	50.0%	50.0%	0.0%
DOUGLAS	DC-9-15F	C	III	100.0%	0.0%	0.0%
EBERHART STEVEN A	RV-7A	A	I	33.3%	66.7%	0.0%
ECLIPSE AEROSPACE INC	EA500	B	I	50.0%	50.0%	0.0%
ECLIPSE AVIATION CORP	EA500	B	I	37.5%	62.5%	0.0%
EMBRAER	EMB-110P1	B	II	66.7%	33.3%	0.0%
EMBRAER	EMB-120ER	B	II	66.1%	33.9%	0.0%
EMBRAER	EMB-135BJ	C	II	100.0%	0.0%	0.0%
EMBRAER	EMB-135ER	C	II	41.2%	58.8%	0.0%
EMBRAER	EMB-135LR	C	II	20.0%	80.0%	0.0%
EMBRAER	EMB-145EP	C	II	100.0%	0.0%	0.0%
EMBRAER	EMB-145LR	C	II	97.5%	1.9%	0.6%
EMBRAER	ERJ 170-100 SE	C	III	100.0%	0.0%	0.0%
EMBRAER	ERJ 170-100SU	C	III	100.0%	0.0%	0.0%
EMBRAER	ERJ 170-200 LR	C	III	96.7%	3.3%	0.0%
EMBRAER	ERJ 170-100 STD	C	III	100.0%	0.0%	0.0%
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-500	B	II	0.0%	100.0%	0.0%
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	37.9%	62.1%	0.0%
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	50.5%	49.5%	0.0%
EMBRAER S A	EMB-505	B	II	39.6%	60.4%	0.0%
EMBRAER S A	EMB-545	B	I	66.7%	33.3%	0.0%
EMBRAER S A	ERJ 170-200 LR	C	III	96.2%	3.6%	0.3%
EMBRAER S A	EMB-505	B	II	-	-	-
EMBRAER S A	EMB-545	B	I	46.1%	53.9%	0.0%
EMBRAER S A	ERJ 170-100 LR	C	III	100.0%	0.0%	0.0%
EMBRAER SA	EMB-550	B	II	43.2%	56.8%	0.0%
EMBRAER-EMPRESA BRASILEIRA DE	EMB-500	B	I	57.1%	42.9%	0.0%
EMPRESA BRASILEIRA DE AERO S A	ERJ 170-100 STD	C	III	100.0%	0.0%	0.0%
ERSKINE JAMES L	RV6AS	A	I	0.0%	100.0%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
EUROCOPTER	EC 130 B4	Helicopter	Helicopter	0.0%	50.0%	50.0%
EUROCOPTER DEUTSCHLAND GMBH	EC 135 P2	Helicopter	Helicopter	40.0%	30.0%	30.0%
EUROCOPTER DEUTSCHLAND GMBH	EC 135 P2+	Helicopter	Helicopter	23.1%	61.5%	15.4%
EUROCOPTER DEUTSCHLAND GMBH	EC 135 T2+	Helicopter	Helicopter	-	-	-
EUROCOPTER DEUTSCHLAND GMBH	MBB-BK 117 C-2	Helicopter	Helicopter	50.0%	50.0%	0.0%
EUROCOPTER DEUTSCHLAND GMBH	MBB-BK 117 C-2	Helicopter	Helicopter	-	-	-
EXTRA FLUGZEUGBAU GMBH	EA-400	A	I	25.0%	75.0%	0.0%
FAIRCHILD	SA227-AC	B	III	43.5%	56.5%	0.0%
FAIRCHILD	SA227-AT	B	III	50.0%	50.0%	0.0%
FAIRCHILD	SA227BC	B	II	100.0%	0.0%	0.0%
FAIRCHILD	SA227-DC	B	II	42.9%	57.1%	0.0%
FOUND AIRCRAFT CANADA INC	FBA-2C3	A	I	8.3%	83.3%	8.3%
GATES LEAR JET CORP.	36	C	I	100.0%	0.0%	0.0%
GATES LEARJET CORP	55	B	I	0.0%	100.0%	0.0%
GATES LEARJET CORP.	35A	C	I	75.8%	24.2%	0.0%
GATES LEARJET CORP.	35A	C	I	100.0%	0.0%	0.0%
GIPPSAERO PTY LTD	GA8 TC-320	A	I	100.0%	0.0%	0.0%
GIPPSLAND	GA-8	A	I	-	-	-
GRUMMAN AMERICAN AVN. CORP.	AA-1B	A	I	0.0%	100.0%	0.0%
GRUMMAN AMERICAN AVN. CORP.	AA-5A	A	I	0.0%	100.0%	0.0%
GRUMMAN AMERICAN AVN. CORP.	AA-5B	A	I	0.0%	87.5%	12.5%
GULFSTREAM AEROSPACE	G-IV	D	II	77.8%	22.2%	0.0%
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	-	-	-
GULFSTREAM AEROSPACE	G-V	C	III	100.0%	0.0%	0.0%
GULFSTREAM AEROSPACE	GV-SP (G550)	C	III	87.5%	12.5%	0.0%
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	100.0%	0.0%	0.0%
GULFSTREAM AEROSPACE	G-V	C	III	-	-	-
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	100.0%	0.0%	0.0%
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	-	-	-
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	-	-	-
GULFSTREAM AEROSPACE LP	G150	C	II	100.0%	0.0%	0.0%
GULFSTREAM AM CORP COMM DIV	695A	B	I	100.0%	0.0%	0.0%
GULFSTREAM AMERICAN CORP	AA-5B	A	I	-	-	-
HANSEN MARK A	RV-7A	A	I	50.0%	50.0%	0.0%
HAWKER BEECHCRAFT CORP	400A	B	I	59.1%	40.9%	0.0%
HAWKER BEECHCRAFT CORP	B200GT	B	II	33.3%	66.7%	0.0%
HAWKER BEECHCRAFT CORP	B300	B	II	100.0%	0.0%	0.0%
HAWKER BEECHCRAFT CORP	C90GTI	B	II	80.0%	20.0%	0.0%
HAWKER BEECHCRAFT CORP	G36	A	I	-	-	-
HAWKER BEECHCRAFT CORP	G58	B	I	55.6%	44.4%	0.0%
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	57.1%	42.9%	0.0%
HAWKER BEECHCRAFT CORP	390	B	I	50.0%	50.0%	0.0%
HAWKER BEECHCRAFT CORP	4000	B	II	0.0%	100.0%	0.0%
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	50.0%	50.0%	0.0%
HESTER BOBBY R JR	RV-7A	A	I	0.0%	100.0%	0.0%
HONDA AIRCRAFT CO LLC	HA-420	B	I	62.5%	37.5%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
HONDA AIRCRAFT CO LLC	HA-420	B	I	100.0%	0.0%	0.0%
HUGHES	369D	Helicopter	Helicopter	-	-	-
IAI LTD	GULFSTREAM G280	C	II	56.3%	43.8%	0.0%
IAI LTD	GULFSTREAM G280	C	II	37.5%	62.5%	0.0%
ISRAEL AEROSPACE INDUSTRIESLTD	GULFSTREAM G150	C	II	100.0%	0.0%	0.0%
ISRAEL AIRCRAFT INDUSTRIES	1125 WESTWIND ASTRA	B	II	21.4%	78.6%	0.0%
ISRAEL AIRCRAFT INDUSTRIES	ASTRA SPX	C	II	80.0%	20.0%	0.0%
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 100	C	II	100.0%	0.0%	0.0%
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 200	C	II	50.0%	50.0%	0.0%
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM G150	C	II	100.0%	0.0%	0.0%
JABIRU USA SPORT AIRCRAFT LLC	J250-SP	A	I	-	-	-
JONATHAN HUBBELL	RV-10	A	I	0.0%	100.0%	0.0%
KODIAK AIRCRAFT CO INC	KODIAK 200	A	I	0.0%	100.0%	0.0%
LANCAIR COMPANY	LC41-550FG	A	I	0.0%	100.0%	0.0%
LEARJET CORP	35A	C	I	100.0%	0.0%	0.0%
LEARJET INC	31	C	I	83.3%	16.7%	0.0%
LEARJET INC	31A	C	I	60.0%	40.0%	0.0%
LEARJET INC	35A	D	I	0.0%	100.0%	0.0%
LEARJET INC	45	C	I	53.2%	46.8%	0.0%
LEARJET INC	60	C	I	58.8%	41.2%	0.0%
LEARJET INC	60	C	I	-	-	-
LEARJET INC	45	C	I	71.4%	28.6%	0.0%
LEARJET INC	60	C	I	50.0%	50.0%	0.0%
LEE BYUNG H	SPECIAL 11	A	I	-	-	-
LEONARDO SPA	AW169	Helicopter	Helicopter	-	-	-
LOCKHEED	L-382G-44K-30	MIL	MIL	100.0%	0.0%	0.0%
LUCKY LV LLC	AIRCAM	Helicopter	Helicopter	-	-	-
MBB	BO105 CBS4	Helicopter	Helicopter	-	-	-
MCDONNELL DOUGLAS	DC-9-15F	C	III	100.0%	0.0%	0.0%
MCDONNELL DOUGLAS	DC-9-83(MD-83)	C	III	100.0%	0.0%	0.0%
MCDONNELL DOUGLAS HELICOPTER	600N	Helicopter	Helicopter	-	-	-
MCKINNEY MICHAEL C	SWEARINGEN SX 300	A	I	-	-	-
MESSERSCHMITT-BOLKOW-BLOHM	BK 117 B-2	Helicopter	Helicopter	-	-	-
MITSUBISHI	MU-2B-20	A	I	100.0%	0.0%	0.0%
MITSUBISHI	MU-2B-36	B	I	50.0%	50.0%	0.0%
MITSUBISHI	MU-2B-36A	B	I	33.3%	66.7%	0.0%
MOCK JAMES W	VANS RV-8	A	I	0.0%	100.0%	0.0%
MOONEY	M20C	A	I	51.9%	40.7%	7.4%
MOONEY	M20E	A	I	33.3%	66.7%	0.0%
MOONEY	M20F	A	I	35.5%	61.3%	3.2%
MOONEY	M-20G	A	I	-	-	-
MOONEY	M20J	A	I	100.0%	0.0%	0.0%
MOONEY	M20M	A	I	100.0%	0.0%	0.0%
MOONEY	M20R	A	I	-	-	-
MOONEY AIRCRAFT CORP.	M20K	A	I	-	-	-
MOONEY AIRCRAFT CORP.	M20S	A	I	25.0%	75.0%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
MOONEY AIRPLANE CO INC	M20TN	A	I	26.9%	65.4%	7.7%
NAVION	NAVION B	A	I	0.0%	100.0%	0.0%
NAVION	NAVION H	A	I	-	-	-
NEW PIPER	PA-28-161	A	I	0.0%	100.0%	0.0%
NEW PIPER AIRCRAFT INC	PA-28-181	A	I	-	-	-
NEW PIPER AIRCRAFT INC	PA-44-180	A	I	0.0%	100.0%	0.0%
NEW PIPER AIRCRAFT INC	PA-46-500TP	A	I	-	-	-
NEW PIPER AIRCRAFT INC	PA-32R-301T	A	I	-	-	-
NOBLE TRAVIS E	RV-7	A	I	0.0%	0.0%	100.0%
PATRIOT AIRCRAFT LLC	CX1900	A	I	-	-	-
PAUL S CLOHAN JR	VANS RV-14A	A	I	11.1%	88.9%	0.0%
PIAGGIO AERO INDUSTRIES SPA	P180	C	I	100.0%	0.0%	0.0%
PILATUS	PC-12/45	A	II	23.5%	76.5%	0.0%
PILATUS AIRCRAFT LTD	PC-12/45	A	II	33.3%	66.7%	0.0%
PILATUS AIRCRAFT LTD	PC-12/47	A	II	33.3%	66.7%	0.0%
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	36.7%	56.7%	6.7%
PILATUS AIRCRAFT LTD	PC-24	A	II	25.0%	75.0%	0.0%
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	22.2%	77.8%	0.0%
PILATUS AIRCRAFT LTD	PC-24	A	II	77.8%	22.2%	0.0%
PIPER	AEROSTAR 601P	B	I	100.0%	0.0%	0.0%
PIPER	AEROSTAR 602P	B	I	33.3%	66.7%	0.0%
PIPER	PA 31P 350	B	I	36.5%	63.5%	0.0%
PIPER	PA 46-350P	A	I	59.3%	37.0%	3.7%
PIPER	PA-18-150	A	I	-	-	-
PIPER	PA-22-150	A	I	13.6%	77.3%	9.1%
PIPER	PA-23	A	I	0.0%	100.0%	0.0%
PIPER	PA-23-160	A	I	0.0%	100.0%	0.0%
PIPER	PA-23-250	A	I	42.5%	56.6%	0.9%
PIPER	PA-24-180	A	I	-	-	-
PIPER	PA-24-250	A	I	31.3%	62.5%	6.3%
PIPER	PA-28	A	I	-	-	-
PIPER	PA-28-140	A	I	100.0%	0.0%	0.0%
PIPER	PA-28-151	A	I	47.4%	47.4%	5.3%
PIPER	PA-28-160	A	I	-	-	-
PIPER	PA-28-161	A	I	28.6%	57.1%	14.3%
PIPER	PA-28-180	A	I	33.3%	66.7%	0.0%
PIPER	PA-28-181	A	I	36.4%	50.0%	13.6%
PIPER	PA-28-235	A	I	13.0%	83.3%	3.7%
PIPER	PA-28-236	A	I	0.0%	100.0%	0.0%
PIPER	PA-28R-180	A	I	0.0%	100.0%	0.0%
PIPER	PA-28R-200	A	I	19.7%	74.0%	6.3%
PIPER	PA-28R-201	A	I	76.9%	23.1%	0.0%
PIPER	PA-28R-201T	A	I	100.0%	0.0%	0.0%
PIPER	PA-28RT-201T	A	I	100.0%	0.0%	0.0%
PIPER	PA-30	A	I	-	-	-
PIPER	PA-31-310	B	I	50.0%	50.0%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
PIPER	PA-31-325	B	I	0.0%	100.0%	0.0%
PIPER	PA-31-350	B	I	33.8%	63.1%	3.1%
PIPER	PA-31T	B	I	50.0%	50.0%	0.0%
PIPER	PA-32-260	A	I	44.0%	52.0%	4.0%
PIPER	PA-32-300	A	I	70.3%	27.0%	2.7%
PIPER	PA-32-301	A	I	100.0%	0.0%	0.0%
PIPER	PA32-301FT	A	I	33.3%	66.7%	0.0%
PIPER	PA-32-301T	A	I	75.0%	25.0%	0.0%
PIPER	PA-32R-300	A	I	50.0%	50.0%	0.0%
PIPER	PA-32R-301	A	I	100.0%	0.0%	0.0%
PIPER	PA-32R-301T	A	I	23.5%	70.6%	5.9%
PIPER	PA-32RT-300	A	I	-	-	-
PIPER	PA-32RT-300T	A	I	33.3%	66.7%	0.0%
PIPER	PA-34-200T	A	I	0.0%	100.0%	0.0%
PIPER	PA-34-220T	A	I	100.0%	0.0%	0.0%
PIPER	PA-44-180	A	I	60.6%	39.4%	0.0%
PIPER	PA-46-310P	A	I	50.0%	50.0%	0.0%
PIPER	PA46-500TP	A	I	66.7%	33.3%	0.0%
PIPER	PA-46-600TP	A	I	75.0%	25.0%	0.0%
PIPER	PA-23-250 (6PCLM)	B	I	43.8%	56.3%	0.0%
PIPER	PA-28-181	A	I	41.7%	58.3%	0.0%
PIPER	PA-44-180	A	I	0.0%	100.0%	0.0%
PIPER AIRCRAFT INC	PA 46-350P	A	I	33.3%	66.7%	0.0%
PIPER AIRCRAFT INC	PA-28-181	A	I	50.0%	50.0%	0.0%
PIPER AIRCRAFT INC	PA-44-180	A	I	40.0%	60.0%	0.0%
PIPER AIRCRAFT INC	PA46-500TP	A	I	16.7%	66.7%	16.7%
PIPER AIRCRAFT INC	PA-28-181	A	I	75.0%	25.0%	0.0%
PIPER AIRCRAFT INC	PA-44-180	A	I	50.0%	50.0%	0.0%
PIPER AIRCRAFT INC	PA-46-600TP	A	I	0.0%	100.0%	0.0%
PIPER AIRCRAFT INC	PA-46-701TP	A	I	-	-	-
QUEST AIRCRAFT COMPANY LLC	KODIAK 100	A	I	100.0%	0.0%	0.0%
RANDY J BORNHORST	VANS RV-8	A	I	-	-	-
RAYTHEON AIRCRAFT COMPANY	390	B	I	57.0%	43.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	400A	B	I	58.2%	41.8%	0.0%
RAYTHEON AIRCRAFT COMPANY	58	B	I	100.0%	0.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	A36	A	I	0.0%	100.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	B200	B	II	56.6%	43.4%	0.0%
RAYTHEON AIRCRAFT COMPANY	B300	B	II	45.5%	54.5%	0.0%
RAYTHEON AIRCRAFT COMPANY	C90A	B	II	28.6%	71.4%	0.0%
RAYTHEON AIRCRAFT COMPANY	G36	A	I	0.0%	100.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	G58	B	I	-	-	-
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	35.7%	64.3%	0.0%
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	50.0%	50.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	HAWKER 900XP	B	II	-	-	-
RAYTHEON AIRCRAFT COMPANY	400A	B	I	0.0%	100.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	58	B	I	0.0%	100.0%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	100.0%	0.0%	0.0%
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	100.0%	0.0%	0.0%
RAYTHEON CORPORATE JETS INC	BAE 125-800A	C	II	100.0%	0.0%	0.0%
RAYTHEON CORPORATE JETS INC	HAWKER 800XP	C	II	0.0%	100.0%	0.0%
REPUBLIC	RC-3	A	I	50.0%	50.0%	0.0%
ROBINSON HELICOPTER CO	R66	Helicopter	Helicopter	-	-	-
ROBINSON HELICOPTER COMPANY	R44 II	A	I	0.0%	100.0%	0.0%
ROCKWELL INTERNATIONAL	114	A	I	66.7%	33.3%	0.0%
ROCKWELL INTERNATIONAL	690B	B	I	41.2%	58.8%	0.0%
ROCKWELL INTERNATIONAL	690C	B	I	50.0%	50.0%	0.0%
ROCKWELL INTERNATIONAL CORP	NA-265-65	C	I	100.0%	0.0%	0.0%
ROSS DAVID R	RV7	A	I	0.0%	100.0%	0.0%
RYAN	NAVION	A	I	-	-	-
SAAB AIRCRAFT AB	SAAB 2000	C	III	33.3%	66.7%	0.0%
SAAB-SCANIA	2000	C	III	100.0%	0.0%	0.0%
SAAB-SCANIA	SAAB 340B	C	II	45.5%	54.5%	0.0%
SAAB-SCANIA AB	SAAB 2000	C	III	60.0%	40.0%	0.0%
SIAI MARCHETTI	S-211	B	I	100.0%	0.0%	0.0%
SIKORSKY	S-58JT	Helicopter	Helicopter	-	-	-
SIKORSKY	S-61N	A	II	-	-	-
SOCATA	TB-20 TRINIDAD	A	I	0.0%	100.0%	0.0%
SOCATA	TBM 700	A	I	46.9%	51.3%	1.8%
SPEARMAN MICHAEL	341	B	I	0.0%	100.0%	0.0%
SWEARINGEN	SA227-AT	B	II	57.1%	42.9%	0.0%
TAPESTRY ENTERTAINMENT LLC	EPIC LT	A	I	100.0%	0.0%	0.0%
TEXTRON AVIATION INC	172S	A	I	37.5%	58.8%	3.8%
TEXTRON AVIATION INC	182T	A	I	50.0%	50.0%	0.0%
TEXTRON AVIATION INC	525	B	I	17.9%	78.6%	3.6%
TEXTRON AVIATION INC	525B	B	I	57.8%	42.2%	0.0%
TEXTRON AVIATION INC	525C	B	I	66.7%	33.3%	0.0%
TEXTRON AVIATION INC	525C	B	I	100.0%	0.0%	0.0%
TEXTRON AVIATION INC	560XL	B	II	75.0%	25.0%	0.0%
TEXTRON AVIATION INC	680	B	II	25.0%	75.0%	0.0%
TEXTRON AVIATION INC	680A	C	II	55.3%	44.7%	0.0%
TEXTRON AVIATION INC	700	C	II	33.3%	66.7%	0.0%
TEXTRON AVIATION INC	B200GT	B	II	0.0%	100.0%	0.0%
TEXTRON AVIATION INC	B300	B	II	56.0%	44.0%	0.0%
TEXTRON AVIATION INC	EMB-500	B	II	0.0%	100.0%	0.0%
TEXTRON AVIATION INC	GULFSTREAM G280	C	II	-	-	-
TEXTRON AVIATION INC	172S	A	I	63.2%	36.8%	0.0%
TEXTRON AVIATION INC	182T	A	I	100.0%	0.0%	0.0%
TEXTRON AVIATION INC	525C	B	I	25.0%	75.0%	0.0%
TEXTRON AVIATION INC	525C	B	I	40.0%	60.0%	0.0%
TEXTRON AVIATION INC	680A	C	II	47.4%	52.6%	0.0%
TEXTRON AVIATION INC	700	C	II	66.7%	33.3%	0.0%
TEXTRON AVIATION INC	B300	B	II	0.0%	100.0%	0.0%

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27
TEXTRON AVIATION INC	G36	A	I	0.0%	100.0%	0.0%
TEXTRON AVIATION INC	G58	B	I	50.0%	50.0%	0.0%
TITAN AIRCRAFT	TORNADO IIS	A	I	-	-	-
UNKNOWN	172S	A	I	40.0%	60.0%	0.0%
UNKNOWN	208B	A	II	28.6%	71.4%	0.0%
UNKNOWN	390	B	I	66.7%	33.3%	0.0%
UNKNOWN	400A	B	I	100.0%	0.0%	0.0%
UNKNOWN	407	A	I	-	-	-
UNKNOWN	45	C	I	50.0%	50.0%	0.0%
UNKNOWN	525B	B	I	50.0%	50.0%	0.0%
UNKNOWN	550	B	II	50.0%	50.0%	0.0%
UNKNOWN	680A	C	II	100.0%	0.0%	0.0%
UNKNOWN	750	C	II	100.0%	0.0%	0.0%
UNKNOWN	AT-502A	A	II	-	-	-
UNKNOWN	BD-100-1A10	C	II	0.0%	100.0%	0.0%
UNKNOWN	CCX-2300	A	I	100.0%	0.0%	0.0%
UNKNOWN	DA 40 NG	A	I	0.0%	100.0%	0.0%
UNKNOWN	DA 42 NG	A	I	-	-	-
UNKNOWN	EMB-505	B	I	50.8%	49.2%	0.0%
UNKNOWN	EMB-545	B	I	0.0%	100.0%	0.0%
UNKNOWN	EMB-550	B	II	0.0%	100.0%	0.0%
UNKNOWN	FALCON 900EX	B	II	0.0%	100.0%	0.0%
UNKNOWN	GULFSTREAM G150	C	II	0.0%	100.0%	0.0%
UNKNOWN	HA-420	B	I	100.0%	0.0%	0.0%
UNKNOWN	MD-88	C	III	100.0%	0.0%	0.0%
UNKNOWN	PA 46-350P	A	I	0.0%	100.0%	0.0%
UNKNOWN	PA-28-181	A	I	50.0%	50.0%	0.0%
UNKNOWN	PC-12/47E	A	II	100.0%	0.0%	0.0%
UNKNOWN	PC-24	A	II	-	-	-
UNKNOWN	SAAB 340B	C	II	50.0%	50.0%	0.0%
UNKNOWN	SR20	A	I	0.0%	100.0%	0.0%
UNKNOWN	SR22	A	I	50.0%	50.0%	0.0%
UNKNOWN	SR22T	A	I	0.0%	100.0%	0.0%
UNKNOWN	T182T	A	I	100.0%	0.0%	0.0%
UNKNOWN	TBM 700	A	I	0.0%	100.0%	0.0%
UNKNOWN	UH-1D	Helicopter	Helicopter	-	-	-
UNKNOWN	UNKNOWN	MIL	MIL	84.3%	15.3%	0.4%
VANS AIRCRAFT INC	RV-12	A	I	100.0%	0.0%	0.0%
VANS AIRCRAFT INC	RV-12IS	A	I	-	-	-
VIC SYRACUSE	RV-8	A	I	12.5%	83.3%	4.2%
VULCANAIR SPA	P68C	A	I	-	-	-
WADDINGHAM DOUG	LANCAIR 360	A	I	-	-	-
X-RAY FOXTROT LLC	STOL CH750	A	I	-	-	-
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	97.0%	3.0%	0.0%
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	94.3%	5.7%	0.0%

Source: MotionInfo.

Table C-3 – Operations Categorized by Runway Use and by Aircraft

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
AERO COMMANDER	500-B	A	II	0	6	0	6
AERO COMMANDER	690A	B	I	0	3	0	3
AEROFAB INC	LAKE 250	A	I	0	2	0	2
AGUSTA SPA	A109S	Helicopter	Helicopter	2	0	0	2
AGUSTA SPA	F.260D	A	I	0	4	0	4
AIR TRACTOR INC	AT-602	A	II	2	0	0	2
AIR TRACTOR INC	AT-802A	A	II	13	62	0	75
AIR TRACTOR INC	AT-802A	A	II	44	98	0	142
AIRBUS	A319-111	C	III	27	1	0	28
AIRBUS	A319-112	C	III	9	0	0	9
AIRBUS	A320-214	C	III	162	5	0	167
AIRBUS	A320-214	C	III	8	0	0	8
AIRBUS HELICOPTERS	EC 130 T2	Helicopter	Helicopter	26	79	0	105
AIRBUS HELICOPTERS	EC 130 T2	Helicopter	Helicopter	2	0	0	2
AIRBUS INDUSTRIE	A320-214	C	III	10	0	0	10
AIRBUS INDUSTRIE	A321-211	C	III	8	0	0	8
AMERICAN	AA-5	A	I	25	60	0	84
AMERICAN CHAMPION AIRCRAFT	7GCAA	Helicopter	Helicopter	4	0	0	4
AVIAT AIRCRAFT INC	A-1C-180	A	I	0	2	0	2
BEECH	1900D	B	II	2	4	0	6
BEECH	200	B	II	45	32	0	77
BEECH	300	B	II	13	23	1	37
BEECH	35	A	I	0	2	0	2
BEECH	35-C33A	A	I	0	2	0	2
BEECH	36	A	I	0	2	0	2
BEECH	400A	B	II	1	3	0	4
BEECH	45	C	I	3	0	0	3
BEECH	58	B	I	19	20	0	39
BEECH	58P	B	I	4	8	0	12
BEECH	65-A90	B	I	1	1	0	2
BEECH	76	A	I	2	0	0	2
BEECH	95	A	I	0	4	0	4
BEECH	95-A55	A	II	3	14	0	17
BEECH	95-B55 (T42A)	A	II	4	5	0	9
BEECH	95-C55	A	II	2	6	0	8
BEECH	99	B	I	3	1	0	4
BEECH	A200	B	II	1	1	0	2
BEECH	A36	A	I	12	46	6	64
BEECH	A36TC	A	I	2	0	0	2
BEECH	A65	A	I	0	1	1	2
BEECH	B200	B	II	61	65	4	130
BEECH	B300	B	II	0	3	0	3
BEECH	B-60	B	I	4	13	0	17
BEECH	C23	A	I	56	28	0	84

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
BEECH	C-45G	A	I	2	0	0	2
BEECH	C90	B	II	0	9	0	9
BEECH	C90A	B	II	10	26	0	36
BEECH	D18S	A	II	0	9	0	9
BEECH	E33A	A	I	0	4	0	4
BEECH	E-90	B	II	5	5	0	10
BEECH	F33A	A	I	2	18	2	23
BEECH	F90	B	II	3	4	0	7
BEECH	G33	A	I	2	0	0	2
BEECH	G35	A	I	0	0	2	2
BEECH	H35	A	I	0	0	2	2
BEECH	P35	A	I	2	2	0	4
BEECH	S35	A	I	7	0	0	7
BEECH	V35A	A	I	2	0	0	2
BEECH	V35B	A	I	4	15	0	19
BEECH	200	B	II	2	0	0	2
BEECH	400A	B	I	2	0	0	2
BEECH	A45	A	I	0	2	0	2
BEECHCRAFT CORP	B200GT	B	II	2	0	0	2
BEECHCRAFT CORP	B300	B	II	12	14	0	26
BEECHCRAFT CORP	C90GTI	B	II	2	0	0	2
BEECHCRAFT CORP	G36	A	I	2	2	0	3
BELL	206B	Helicopter	Helicopter	15	0	0	15
BELL	206-L4	Helicopter	Helicopter	4	0	0	4
BELL	222U	Helicopter	Helicopter	2	0	0	2
BELL	407	Helicopter	Helicopter	27	0	0	27
BELL	430	Helicopter	Helicopter	8	0	0	8
BELL	47G-2A-1	Helicopter	Helicopter	2	0	0	2
BELL HELICOPTER TEXTRON CANADA	206L-4	Helicopter	Helicopter	16	0	0	16
BELL HELICOPTER TEXTRON CANADA	407	Helicopter	Helicopter	30	179	60	269
BELL HELICOPTER TEXTRON CANADA	429	Helicopter	Helicopter	2	0	0	2
BELL TEXTRON CANADA LTD	407	Helicopter	Helicopter	4	5	0	9
BELLANCA	17-30A	A	I	0	10	0	10
BOEING	717-200	C	III	92	2	0	94
BOEING	727-223	C	III	2	0	0	2
BOEING	727-264	C	III	2	0	0	2
BOEING	727-2M7	C	III	5	2	0	6
BOEING	727-2S2F	C	III	2	2	0	3
BOEING	737-300	C	III	1	0	0	1
BOEING	737-401	C	III	2	0	0	2
BOEING	737-800	D	III	1	0	0	1
BOEING	737-8F2	D	III	4	0	0	4
BOEING	737-8KN	D	III	2	0	0	2
BOEING	757-223	C	IV	18	0	0	18
BOEING	A75N1(PT17)	C	IV	0	4	0	4
BOEING	ERJ 170-100 LR	C	III	4	0	0	4

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
BOEING	737-3T0	C	III	3	0	0	3
BOEING	737-82R	D	III	2	0	0	2
BOEING	737-8JP	D	III	14	0	1	15
BOEING	737-8K5	D	III	5	0	0	5
BOMBARDIER AEROSPACE INC	BD-100-1A10	C	II	2	0	0	2
BOMBARDIER INC	BD-100-1A10	C	II	23	30	0	53
BOMBARDIER INC	BD-100-1A10	C	II	1	1	0	2
BOMBARDIER INC	BD-700-1A10	B	III	7	4	0	11
BOMBARDIER INC	BD-700-1A11	B	III	0	2	0	2
BOMBARDIER INC	BD-700-2A12	B	III	2	0	0	2
BOMBARDIER INC	CL-600-2B16	C	II	7	7	0	13
BOMBARDIER INC	CL-600-2B16(CL-604)	C	II	1	3	0	4
BOMBARDIER INC	CL-600-2B19	D	II	8	0	0	8
BOMBARDIER INC	CL-600-2C10	C	II	253	7	1	262
BOMBARDIER INC	CL-600-2C11	C	II	1	0	0	1
BOMBARDIER INC	CL-600-2D24	D	III	1281	21	4	1306
BOMBARDIER INC	BD-100-1A10	C	II	8	6	0	14
BOMBARDIER INC	CL-600-2B16	C	II	1	3	0	4
BRITISH AEROSPACE	BAE 125 SERIES 1000A	C	II	2	0	0	2
BRITISH AEROSPACE	CL-600-2B16	C	II	2	0	0	2
BRM AERO S R O	BRISTELL LSA	A	I	0	3	3	5
BRM AERO S R O	BRISTELL LSA	A	I	0	2	0	2
CALEB J TENNIS	VANS RV-10	A	I	0	2	0	2
CANADAIR	CL-600-2B19	D	II	2	0	0	2
CANADAIR LTD	CL-600-2B16	C	II	6	6	0	12
CESSNA	140	A	I	0	41	14	55
CESSNA	150J	A	I	2	0	0	2
CESSNA	150L	A	I	11	3	0	14
CESSNA	150M	A	I	2	0	0	2
CESSNA	152	A	I	2	32	0	34
CESSNA	170B	A	I	2	0	0	2
CESSNA	172	A	I	2	0	0	2
CESSNA	172B	A	I	5	19	0	24
CESSNA	172C	A	I	2	0	0	2
CESSNA	172D	A	I	4	0	0	4
CESSNA	172F	A	I	23	8	0	30
CESSNA	172G	A	I	0	17	0	17
CESSNA	172H	A	I	5	0	0	5
CESSNA	172K	A	I	2	0	0	2
CESSNA	172L	A	I	2	0	0	2
CESSNA	172M	A	I	15	39	0	54
CESSNA	172N	A	I	109	39	5	153
CESSNA	172P	A	I	35	95	0	130
CESSNA	172R	A	I	51	59	5	115
CESSNA	172RG	A	I	0	2	0	2

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
CESSNA	172S	A	I	95	95	17	207
CESSNA	177	A	I	1	1	1	4
CESSNA	177B	A	I	25	118	14	157
CESSNA	177RG	A	I	0	0	5	5
CESSNA	182	A	I	2	0	0	2
CESSNA	182D	A	I	2	0	0	2
CESSNA	182F	A	I	5	5	0	9
CESSNA	182K	A	I	0	2	0	2
CESSNA	182L	A	I	2	0	0	2
CESSNA	182M	A	I	3	3	0	6
CESSNA	182N	A	I	17	0	0	17
CESSNA	182P	A	I	0	12	0	12
CESSNA	182Q	A	I	24	17	3	44
CESSNA	182R	A	I	0	6	0	6
CESSNA	182S	A	I	3	9	0	12
CESSNA	182T	A	I	18	0	0	18
CESSNA	206H	A	I	0	7	0	7
CESSNA	208	A	II	2	5	0	6
CESSNA	208B	A	II	35	343	5	384
CESSNA	210-5(205)	A	I	2	0	0	2
CESSNA	210J	A	I	0	2	0	2
CESSNA	210L	A	I	2	5	0	7
CESSNA	210M	A	I	2	0	0	2
CESSNA	210N	A	I	8	11	0	19
CESSNA	310Q	A	I	3	14	0	17
CESSNA	310R	A	I	18	8	0	26
CESSNA	320E	A	I	0	4	0	4
CESSNA	337	A	I	0	3	0	3
CESSNA	340	B	I	2	2	0	4
CESSNA	340A	B	I	13	15	2	30
CESSNA	414	B	I	2	4	0	6
CESSNA	414A	B	I	10	6	0	16
CESSNA	421C	B	I	2	11	0	13
CESSNA	425	B	I	2	2	0	4
CESSNA	441	B	II	2	5	0	6
CESSNA	501	B	I	0	5	0	5
CESSNA	510	B	I	4	13	0	17
CESSNA	525	B	I	27	42	0	69
CESSNA	525A	B	II	21	50	0	71
CESSNA	525B	B	I	32	30	0	62
CESSNA	525C	B	II	6	13	0	19
CESSNA	550	B	II	25	41	0	66
CESSNA	550	B	II	2	2	0	4
CESSNA	560	B	II	23	32	0	55
CESSNA	560XL	B	II	60	46	0	106
CESSNA	560XL	B	II	1	0	0	1

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
CESSNA	650	C	II	9	7	0	16
CESSNA	680	B	II	61	93	1	155
CESSNA	750	C	II	30	23	0	53
CESSNA	A185F	B	II	0	2	0	2
CESSNA	BD-100-1A10	C	II	3	2	0	5
CESSNA	ERJ 170-200 LR	C	III	11	0	0	11
CESSNA	P206	A	I	0	1	0	1
CESSNA	P206E	A	I	3	18	0	21
CESSNA	P210N	A	I	0	3	1	4
CESSNA	R172K	A	I	5	0	0	5
CESSNA	R182	A	I	56	160	5	221
CESSNA	T182T	A	I	0	8	0	8
CESSNA	T206H	A	I	4	13	4	21
CESSNA	T210M	A	I	0	2	2	4
CESSNA	T210N	A	I	20	98	8	125
CESSNA	T210R	A	I	2	0	0	2
CESSNA	T240	A	I	1	1	0	2
CESSNA	T303	A	I	11	49	0	60
CESSNA	T310Q	A	I	2	0	0	2
CESSNA	T310R	A	I	2	0	0	2
CESSNA	TR182	A	I	5	5	0	10
CESSNA	TU206F	A	I	2	4	0	6
CESSNA	TU206G	A	I	2	4	0	6
CESSNA	U206G	Helicopter	Helicopter	4	0	0	4
CESSNA	177RG	A	I	0	8	0	8
CESSNA	510	B	I	0	6	0	6
CESSNA	525	B	I	1	0	0	1
CESSNA	525A	B	II	2	12	0	14
CESSNA	525B	B	I	6	4	0	10
CESSNA	560	B	II	2	0	0	2
CESSNA	560XL	B	II	0	12	0	12
CESSNA	650	C	II	2	2	0	4
CESSNA AIRCRAFT CO	560XLS	B	II	1	0	0	1
CHAMPION	7ECA	Helicopter	Helicopter	2	0	0	2
CHARLIE H ADAMS JR	SPORTSMAN GS-2	A	I	0	2	0	2
CIRRUS DESIGN CORP	SF50	B	I	13	13	0	26
CIRRUS DESIGN CORP	SF50	B	I	1	1	0	2
CIRRUS DESIGN CORP	SR20	A	I	45	158	0	203
CIRRUS DESIGN CORP	SR22	A	I	251	654	59	964
CIRRUS DESIGN CORP	SR22T	A	I	14	38	5	57
CIRRUS DESIGN CORP	SF50	B	I	6	13	0	19
CIRRUS DESIGN CORP	SR20	A	I	4	0	0	4
CIRRUS DESIGN CORP	SR22	A	I	2	10	0	12
CIRRUS DESIGN CORP	SR22T	A	I	12	14	0	26
COLUMBIA AIRCRAFT MFG	LC42-550FG	A	I	0	2	0	2
COMMANDER AIRCRAFT CO	114-B	A	I	3	1	0	4

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
COMPAGNIE DAHER	TBM 700	A	I	5	7	0	12
COMPAGNIE DAHER	TBM 700	A	I	0	2	0	2
COMPAGNIE DAHER	TBM 700	A	I	3	8	0	10
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	2	0	0	2
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	0	1	1	2
CUBCRAFTERS INC	CC11-160	A	I	2	0	0	2
DASSAULT	FALCON 20 F	B	II	2	5	0	6
DASSAULT	FALCON 2000EX	B	II	5	6	0	11
DASSAULT	FALCON 900 EX	B	II	1	2	0	3
DASSAULT	GULFSTREAM G280	C	II	2	0	0	2
DASSAULT	MYSTERE FALCON 50EX	B	II	1	1	0	2
DASSAULT AVIATION	FALCON 2000	B	II	2	5	0	7
DASSAULT AVIATION	FALCON 2000EX	B	II	0	6	0	6
DASSAULT AVIATION	FALCON 7X	B	III	5	0	0	5
DASSAULT AVIATION	FALCON 900EX	B	II	2	2	0	4
DASSAULT AVIATION	MYSTERE-FALCON 20-F5	B	II	4	0	0	4
DASSAULT AVIATION	FALCON 2000	B	II	2	4	0	6
DASSAULT AVIATION	FALCON 7X	B	III	2	0	0	2
DASSAULT/SUD	FAN JET FALCON	B	II	8	3	0	11
DASSAULT/SUD	FAN JET FALCON SER D	B	II	5	1	0	6
DASSAULT/SUD	FAN JET FALCON SER F	B	II	2	4	0	6
DASSAULT-BREGUET	FALCON 10	B	I	2	1	0	3
DASSAULT-BREGUET	FALCON 20	B	II	6	13	0	19
DASSAULT-BREGUET	FALCON 50	B	II	3	1	0	4
DASSAULT-BREGUET	MYSTERE FALCON 20-C5	B	II	4	6	0	10
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2	2	0	4
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	0	2	0	2
DEHAVILLAND	CARIBOU DHC-4A	MIL	MIL	0	2	0	2
DELACEY WILLIAM H	RV9A	A	I	6	0	0	6
DIAMOND AIRCRAFT IND GMBH	DA 42	A	I	2	0	0	2
DIAMOND AIRCRAFT IND GMBH	DA 42 NG	A	I	4	7	0	11
DIAMOND AIRCRAFT IND GMBH	DA 62	B	I	0	4	0	4
DIAMOND AIRCRAFT IND INC	DA 40	A	I	135	95	0	230
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	445	461	19	925
DIAMOND AIRCRAFT IND INC	DA 42	A	I	6	0	0	6
DIAMOND AIRCRAFT IND INC	DA 62	B	I	2	0	0	2
DIAMOND AIRCRAFT IND INC	DA20-C1	A	I	9	38	0	47
DIAMOND AIRCRAFT IND INC	DA 40	A	I	0	2	0	2
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	0	4	0	4
DIXON RICHARD L	RV-7	A	I	2	0	0	2
DOUGLAS	DC3C	B	III	5	5	0	10
DOUGLAS	DC-9-15F	C	III	7	0	0	7
EBERHART STEVEN A	RV-7A	A	I	7	15	0	22
ECLIPSE AEROSPACE INC	EA500	B	I	2	2	0	3

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
ECLIPSE AVIATION CORP	EA500	B	I	12	19	0	31
EMBRAER	EMB-110P1	B	II	3	2	0	5
EMBRAER	EMB-120ER	B	II	62	32	0	94
EMBRAER	EMB-135BJ	C	II	2	0	0	2
EMBRAER	EMB-135ER	C	II	9	14	0	23
EMBRAER	EMB-135LR	C	II	1	6	0	7
EMBRAER	EMB-145EP	C	II	2	0	0	2
EMBRAER	EMB-145LR	C	II	1650	32	10	1692
EMBRAER	ERJ 170-100 SE	C	III	2	0	0	2
EMBRAER	ERJ 170-100SU	C	III	7	0	0	7
EMBRAER	ERJ 170-200 LR	C	III	92	3	0	95
EMBRAER	ERJ 170-100 STD	C	III	6	0	0	6
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-500	B	II	0	4	0	4
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	90	147	0	237
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	69	68	0	137
EMBRAER S A	EMB-505	B	II	36	56	0	92
EMBRAER S A	EMB-545	B	I	11	5	0	16
EMBRAER S A	ERJ 170-200 LR	C	III	1034	39	3	1075
EMBRAER S A	EMB-505	B	II	1	0	0	1
EMBRAER S A	EMB-545	B	I	83	97	0	180
EMBRAER S A	ERJ 170-100 LR	C	III	2	0	0	2
EMBRAER SA	EMB-550	B	II	51	68	0	119
EMBRAER-EMPRESA BRASILEIRA DE	EMB-500	B	I	16	12	0	28
EMPRESA BRASILEIRA DE AERO S A	ERJ 170-100 STD	C	III	2	0	0	2
ERSKINE JAMES L	RV6AS	A	I	0	2	0	2
EUROCOPTER	EC 130 B4	Helicopter	Helicopter	0	33	33	65
EUROCOPTER DEUTSCHLAND GMBH	EC 135 P2	Helicopter	Helicopter	42	31	31	104
EUROCOPTER DEUTSCHLAND GMBH	EC 135 P2+	Helicopter	Helicopter	61	164	41	266
EUROCOPTER DEUTSCHLAND GMBH	EC 135 T2+	Helicopter	Helicopter	0	5	0	5
EUROCOPTER DEUTSCHLAND GMBH	MBB-BK 117 C-2	Helicopter	Helicopter	66	66	0	131
EUROCOPTER DEUTSCHLAND GMBH	MBB-BK 117 C-2	Helicopter	Helicopter	5	5	0	10
EXTRA FLUGZEUGBAU GMBH	EA-400	A	I	4	11	0	14
FAIRCHILD	SA227-AC	B	III	12	16	0	28
FAIRCHILD	SA227-AT	B	III	2	2	0	4
FAIRCHILD	SA227BC	B	II	2	0	0	2
FAIRCHILD	SA227-DC	B	II	3	5	0	8
FOUND AIRCRAFT CANADA INC	FBA-2C3	A	I	3	28	3	33
GATES LEAR JET CORP.	36	C	I	2	0	0	2
GATES LEARJET CORP	55	B	I	0	2	0	2
GATES LEARJET CORP.	35A	C	I	33	11	0	44
GATES LEARJET CORP.	35A	C	I	1	0	0	1
GIPPSAERO PTY LTD	GA8 TC-320	A	I	4	0	0	4
GIPPSLAND	GA-8	A	I	2	0	0	2
GRUMMAN AMERICAN AVN. CORP.	AA-1B	A	I	0	4	0	4

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
GRUMMAN AMERICAN AVN. CORP.	AA-5A	A	I	0	2	0	2
GRUMMAN AMERICAN AVN. CORP.	AA-5B	A	I	0	39	6	45
GULFSTREAM AEROSPACE	G-IV	D	II	9	2	0	11
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	2	0	0	2
GULFSTREAM AEROSPACE	G-V	C	III	4	0	0	4
GULFSTREAM AEROSPACE	GV-SP (G550)	C	III	8	1	0	9
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	2	0	0	2
GULFSTREAM AEROSPACE	G-V	C	III	1	0	0	1
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4	0	0	4
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	2	0	0	2
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4	0	0	4
GULFSTREAM AEROSPACE LP	G150	C	II	2	0	0	2
GULFSTREAM AM CORP COMM DIV	695A	B	I	2	0	0	2
GULFSTREAM AMERICAN CORP	AA-5B	A	I	0	2	0	2
HANSEN MARK A	RV-7A	A	I	1	1	0	2
HAWKER BEECHCRAFT CORP	400A	B	I	16	11	0	27
HAWKER BEECHCRAFT CORP	B200GT	B	II	1	3	0	4
HAWKER BEECHCRAFT CORP	B300	B	II	4	0	0	4
HAWKER BEECHCRAFT CORP	C90GTI	B	II	5	1	0	6
HAWKER BEECHCRAFT CORP	G36	A	I	4	0	0	4
HAWKER BEECHCRAFT CORP	G58	B	I	7	5	0	12
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	7	5	0	12
HAWKER BEECHCRAFT CORP	390	B	I	1	1	0	2
HAWKER BEECHCRAFT CORP	4000	B	II	0	1	0	1
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	4	4	0	7
HESTER BOBBY R JR	RV-7A	A	I	0	2	0	2
HONDA AIRCRAFT CO LLC	HA-420	B	I	14	9	0	23
HONDA AIRCRAFT CO LLC	HA-420	B	I	3	0	0	3
HUGHES	369D	Helicopter	Helicopter	19	0	0	19
IAI LTD	GULFSTREAM G280	C	II	11	8	0	19
IAI LTD	GULFSTREAM G280	C	II	5	9	0	14
ISRAEL AEROSPACE INDUSTRIESLTD	GULFSTREAM G150	C	II	3	0	0	3
ISRAEL AIRCRAFT INDUSTRIES	1125 WESTWIND ASTRA	B	II	5	17	0	21
ISRAEL AIRCRAFT INDUSTRIES	ASTRA SPX	C	II	4	1	0	5
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 100	C	II	1	0	0	1
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 200	C	II	3	3	0	6
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM G150	C	II	2	0	0	2
JABIRU USA SPORT AIRCRAFT LLC	J250-SP	A	I	0	1	0	1
JONATHAN HUBBELL	RV-10	A	I	0	2	0	2
KODIAK AIRCRAFT CO INC	KODIAK 200	A	I	0	2	0	2
LANCAIR COMPANY	LC41-550FG	A	I	0	2	0	2
LEARJET CORP	35A	C	I	2	0	0	2
LEARJET INC	31	C	I	5	1	0	6
LEARJET INC	31A	C	I	5	3	0	8
LEARJET INC	35A	D	I	0	8	0	8

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
LEARJET INC	45	C	I	35	30	0	65
LEARJET INC	60	C	I	13	9	0	22
LEARJET INC	60	C	I	2	0	0	2
LEARJET INC	45	C	I	11	5	0	16
LEARJET INC	60	C	I	1	1	0	2
LEE BYUNG H	SPECIAL 11	A	I	0	1	0	1
LEONARDO SPA	AW169	Helicopter	Helicopter	2	0	0	2
LOCKHEED	L-382G-44K-30	MIL	MIL	1	0	0	1
LUCKY LV LLC	AIRCAM	Helicopter	Helicopter	2	0	0	2
MBB	BO105 CBS4	Helicopter	Helicopter	2	0	0	2
MCDONNELL DOUGLAS	DC-9-15F	C	III	11	0	0	11
MCDONNELL DOUGLAS	DC-9-83(MD-83)	C	III	5	0	0	5
MCDONNELL DOUGLAS HELICOPTER	600N	Helicopter	Helicopter	1	0	0	1
MCKINNEY MICHAEL C	SWEARINGEN SX 300	A	I	0	2	0	2
MESSERSCHMITT-BOLKOW-BLOHM	BK 117 B-2	Helicopter	Helicopter	7	0	0	7
MITSUBISHI	MU-2B-20	A	I	8	0	0	8
MITSUBISHI	MU-2B-36	B	I	2	2	0	4
MITSUBISHI	MU-2B-36A	B	I	1	3	0	4
MOCK JAMES W	VANS RV-8	A	I	0	7	0	7
MOONEY	M20C	A	I	54	43	8	105
MOONEY	M20E	A	I	1	3	0	4
MOONEY	M20F	A	I	31	53	3	86
MOONEY	M-20G	A	I	3	0	0	3
MOONEY	M20J	A	I	18	0	0	18
MOONEY	M20M	A	I	16	0	0	16
MOONEY	M20R	A	I	2	5	0	7
MOONEY AIRCRAFT CORP.	M20K	A	I	4	0	0	4
MOONEY AIRCRAFT CORP.	M20S	A	I	2	5	0	6
MOONEY AIRPLANE CO INC	M20TN	A	I	20	48	6	73
NAVION	NAVION B	A	I	0	2	0	2
NAVION	NAVION H	A	I	0	4	0	4
NEW PIPER	PA-28-161	A	I	0	2	0	2
NEW PIPER AIRCRAFT INC	PA-28-181	A	I	0	3	0	3
NEW PIPER AIRCRAFT INC	PA-44-180	A	I	0	2	0	2
NEW PIPER AIRCRAFT INC	PA-46-500TP	A	I	0	2	0	2
NEW PIPER AIRCRAFT INC	PA-32R-301T	A	I	0	2	0	2
NOBLE TRAVIS E	RV-7	A	I	0	0	2	2
PATRIOT AIRCRAFT LLC	CX1900	A	I	0	1	0	1
PAUL S CLOHAN JR	VANS RV-14A	A	I	5	41	0	46
PIAGGIO AERO INDUSTRIES SPA	P180	C	I	4	0	0	4
PILATUS	PC-12/45	A	II	9	30	0	39
PILATUS AIRCRAFT LTD	PC-12/45	A	II	3	6	0	9
PILATUS AIRCRAFT LTD	PC-12/47	A	II	1	3	0	4
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	20	31	4	55
PILATUS AIRCRAFT LTD	PC-24	A	II	1	4	0	5

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	6	20	0	26
PILATUS AIRCRAFT LTD	PC-24	A	II	25	7	0	32
PIPER	AEROSTAR 601P	B	I	2	0	0	2
PIPER	AEROSTAR 602P	B	I	4	8	0	12
PIPER	PA 31P 350	B	I	33	56	0	89
PIPER	PA 46-350P	A	I	34	21	2	57
PIPER	PA-18-150	A	I	2	0	0	2
PIPER	PA-22-150	A	I	13	73	9	95
PIPER	PA-23	A	I	0	3	0	3
PIPER	PA-23-160	A	I	0	4	0	4
PIPER	PA-23-250	A	I	68	91	2	160
PIPER	PA-24-180	A	I	2	0	0	2
PIPER	PA-24-250	A	I	24	49	5	78
PIPER	PA-28	A	I	2	0	0	2
PIPER	PA-28-140	A	I	18	0	0	18
PIPER	PA-28-151	A	I	69	69	8	146
PIPER	PA-28-160	A	I	2	0	0	2
PIPER	PA-28-161	A	I	6	11	3	20
PIPER	PA-28-180	A	I	8	16	0	24
PIPER	PA-28-181	A	I	30	42	11	83
PIPER	PA-28-235	A	I	21	136	6	163
PIPER	PA-28-236	A	I	0	4	0	4
PIPER	PA-28R-180	A	I	0	2	0	2
PIPER	PA-28R-200	A	I	97	365	31	493
PIPER	PA-28R-201	A	I	25	8	0	33
PIPER	PA-28R-201T	A	I	4	0	0	4
PIPER	PA-28RT-201T	A	I	4	0	0	4
PIPER	PA-30	A	I	2	2	0	4
PIPER	PA-31-310	B	I	2	2	0	4
PIPER	PA-31-325	B	I	0	15	0	15
PIPER	PA-31-350	B	I	41	76	4	120
PIPER	PA-31T	B	I	6	6	0	12
PIPER	PA-32-260	A	I	31	37	3	71
PIPER	PA-32-300	A	I	79	31	3	113
PIPER	PA-32-301	A	I	5	0	0	5
PIPER	PA32-301FT	A	I	2	4	0	6
PIPER	PA-32-301T	A	I	10	3	0	13
PIPER	PA-32R-300	A	I	5	5	0	10
PIPER	PA-32R-301	A	I	2	0	0	2
PIPER	PA-32R-301T	A	I	13	39	3	55
PIPER	PA-32RT-300	A	I	2	0	0	2
PIPER	PA-32RT-300T	A	I	2	4	0	6
PIPER	PA-34-200T	A	I	0	2	0	2
PIPER	PA-34-220T	A	I	10	0	0	10
PIPER	PA-44-180	A	I	104	68	0	172
PIPER	PA-46-310P	A	I	2	2	0	3

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
PIPER	PA46-500TP	A	I	3	1	0	4
PIPER	PA-46-600TP	A	I	9	3	0	12
PIPER	PA-23-250 (6PCLM)	B	I	13	17	0	30
PIPER	PA-28-181	A	I	14	19	0	33
PIPER	PA-44-180	A	I	0	2	0	2
PIPER AIRCRAFT INC	PA 46-350P	A	I	8	15	0	23
PIPER AIRCRAFT INC	PA-28-181	A	I	6	6	0	12
PIPER AIRCRAFT INC	PA-44-180	A	I	8	12	0	20
PIPER AIRCRAFT INC	PA46-500TP	A	I	2	6	2	9
PIPER AIRCRAFT INC	PA-28-181	A	I	5	2	0	6
PIPER AIRCRAFT INC	PA-44-180	A	I	4	4	0	8
PIPER AIRCRAFT INC	PA-46-600TP	A	I	0	6	0	6
PIPER AIRCRAFT INC	PA-46-701TP	A	I	5	0	0	5
QUEST AIRCRAFT COMPANY LLC	KODIAK 100	A	I	5	0	0	5
RANDY J BORNHORST	VANS RV-8	A	I	0	2	0	2
RAYTHEON AIRCRAFT COMPANY	390	B	I	70	53	0	123
RAYTHEON AIRCRAFT COMPANY	400A	B	I	56	41	0	97
RAYTHEON AIRCRAFT COMPANY	58	B	I	5	0	0	5
RAYTHEON AIRCRAFT COMPANY	A36	A	I	0	24	0	24
RAYTHEON AIRCRAFT COMPANY	B200	B	II	75	58	0	133
RAYTHEON AIRCRAFT COMPANY	B300	B	II	9	11	0	20
RAYTHEON AIRCRAFT COMPANY	C90A	B	II	3	8	0	11
RAYTHEON AIRCRAFT COMPANY	G36	A	I	0	5	0	5
RAYTHEON AIRCRAFT COMPANY	G58	B	I	0	2	0	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	6	10	0	16
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	3	3	0	5
RAYTHEON AIRCRAFT COMPANY	HAWKER 900XP	B	II	1	0	0	1
RAYTHEON AIRCRAFT COMPANY	400A	B	I	0	4	0	4
RAYTHEON AIRCRAFT COMPANY	58	B	I	0	2	0	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	2	0	0	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	2	0	0	2
RAYTHEON CORPORATE JETS INC	BAE 125-800A	C	II	2	0	0	2
RAYTHEON CORPORATE JETS INC	HAWKER 800XP	C	II	0	3	0	3
REPUBLIC	RC-3	A	I	9	9	0	18
ROBINSON HELICOPTER CO	R66	Helicopter	Helicopter	2	0	0	2
ROBINSON HELICOPTER COMPANY	R44 II	A	I	0	3	0	3
ROCKWELL INTERNATIONAL	114	A	I	4	2	0	6
ROCKWELL INTERNATIONAL	690B	B	I	23	32	0	55
ROCKWELL INTERNATIONAL	690C	B	I	3	3	0	6
ROCKWELL INTERNATIONAL CORP	NA-265-65	C	I	2	0	0	2
ROSS DAVID R	RV7	A	I	0	3	0	3
RYAN	NAVION	A	I	2	0	0	2
SAAB AIRCRAFT AB	SAAB 2000	C	III	4	7	0	11
SAAB-SCANIA	2000	C	III	4	0	0	4
SAAB-SCANIA	SAAB 340B	C	II	13	15	0	28

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
SAAB-SCANIA AB	SAAB 2000	C	III	4	3	0	7
SIAI MARCHETTI	S-211	B	I	2	0	0	2
SIKORSKY	S-58JT	Helicopter	Helicopter	4	0	0	4
SIKORSKY	S-61N	A	II	3	0	0	3
SOCATA	TB-20 TRINIDAD	A	I	0	2	0	2
SOCATA	TBM 700	A	I	90	98	3	191
SPEARMAN MICHAEL	341	B	I	0	9	0	9
SWEARINGEN	SA227-AT	B	II	7	5	0	12
TAPESTRY ENTERTAINMENT LLC	EPIC LT	A	I	2	0	0	2
TEXTRON AVIATION INC	172S	A	I	121	190	12	323
TEXTRON AVIATION INC	182T	A	I	8	8	0	15
TEXTRON AVIATION INC	525	B	I	8	36	2	46
TEXTRON AVIATION INC	525B	B	I	45	32	0	77
TEXTRON AVIATION INC	525C	B	I	4	2	0	6
TEXTRON AVIATION INC	525C	B	I	2	0	0	2
TEXTRON AVIATION INC	560XL	B	II	3	1	0	4
TEXTRON AVIATION INC	680	B	II	1	3	0	4
TEXTRON AVIATION INC	680A	C	II	30	24	0	54
TEXTRON AVIATION INC	700	C	II	1	2	0	3
TEXTRON AVIATION INC	B200GT	B	II	0	2	0	2
TEXTRON AVIATION INC	B300	B	II	22	17	0	39
TEXTRON AVIATION INC	EMB-500	B	II	0	2	0	2
TEXTRON AVIATION INC	GULFSTREAM G280	C	II	2	0	0	2
TEXTRON AVIATION INC	172S	A	I	37	22	0	59
TEXTRON AVIATION INC	182T	A	I	2	0	0	2
TEXTRON AVIATION INC	525C	B	I	1	3	0	4
TEXTRON AVIATION INC	525C	B	I	11	16	0	27
TEXTRON AVIATION INC	680A	C	II	17	19	0	36
TEXTRON AVIATION INC	700	C	II	5	3	0	8
TEXTRON AVIATION INC	B300	B	II	0	2	0	2
TEXTRON AVIATION INC	G36	A	I	0	4	0	4
TEXTRON AVIATION INC	G58	B	I	2	2	0	4
TITAN AIRCRAFT	TORNADO IIS	A	I	0	2	0	2
UNKNOWN	172S	A	I	17	25	0	42
UNKNOWN	208B	A	II	6	16	0	22
UNKNOWN	390	B	I	9	5	0	14
UNKNOWN	400A	B	I	3	0	0	3
UNKNOWN	407	A	I	0	4	0	4
UNKNOWN	45	C	I	1	1	0	2
UNKNOWN	525B	B	I	5	5	0	10
UNKNOWN	550	B	II	1	1	0	2
UNKNOWN	680A	C	II	5	0	0	5
UNKNOWN	750	C	II	1	0	0	1
UNKNOWN	AT-502A	A	II	4	0	0	4
UNKNOWN	BD-100-1A10	C	II	0	2	0	2
UNKNOWN	CCX-2300	A	I	4	0	0	4

Manufacturer	Aircraft	AAC	ADG	Runway 4-22	Runway 18-36	Runway 9-27	Grand Total
UNKNOWN	DA 40 NG	A	I	0	4	0	4
UNKNOWN	DA 42 NG	A	I	0	2	0	2
UNKNOWN	EMB-505	B	I	52	51	0	103
UNKNOWN	EMB-545	B	I	0	2	0	2
UNKNOWN	EMB-550	B	II	0	2	0	2
UNKNOWN	FALCON 900EX	B	II	0	5	0	5
UNKNOWN	GULFSTREAM G150	C	II	0	2	0	2
UNKNOWN	HA-420	B	I	2	0	0	2
UNKNOWN	MD-88	C	III	4	0	0	4
UNKNOWN	PA 46-350P	A	I	0	4	0	4
UNKNOWN	PA-28-181	A	I	3	3	0	6
UNKNOWN	PC-12/47E	A	II	2	0	0	2
UNKNOWN	PC-24	A	II	2	0	0	2
UNKNOWN	SAAB 340B	C	II	3	3	0	6
UNKNOWN	SR20	A	I	0	2	0	2
UNKNOWN	SR22	A	I	5	5	0	10
UNKNOWN	SR22T	A	I	0	9	0	9
UNKNOWN	T182T	A	I	2	0	0	2
UNKNOWN	TBM 700	A	I	0	2	0	2
UNKNOWN	UH-1D	Helicopter	Helicopter	72	0	0	72
UNKNOWN	UNKNOWN	MIL	MIL	1586	288	8	1882
VANS AIRCRAFT INC	RV-12	A	I	6	0	0	6
VANS AIRCRAFT INC	RV-12IS	A	I	2	0	0	2
VIC SYRACUSE	RV-8	A	I	5	31	2	37
VULCANAIR SPA	P68C	A	I	0	2	0	2
WADDINGHAM DOUG	LANCAIR 360	A	I	0	2	0	2
X-RAY FOXTROT LLC	STOL CH750	A	I	0	2	0	2
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	86	3	0	89
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	41	2	0	43

Source: MotionInfo

Table C-4 – Runway 4-22 ADS-B Data (Commercial)

Manufacturer	Aircraft	AAC	ADG	Operations
AIRBUS	A320-214	C	III	8
AIRBUS	A319-112	C	III	9
AIRBUS	A319-111	C	III	27
AIRBUS	A320-214	C	III	162
AIRBUS INDUSTRIE	A321-211	C	III	8
AIRBUS INDUSTRIE	A320-214	C	III	10
BOEING	737-300	C	III	1
BOEING	737-800	D	III	1
BOEING	727-2S2F	C	III	2
BOEING	727-223	C	III	2
BOEING	727-264	C	III	2

BOEING	737-401	C	III	2
BOEING	737-8KN	D	III	2
BOEING	ERJ 170-100 LR	C	III	4
BOEING	737-8F2	D	III	4
BOEING	727-2M7	C	III	5
BOEING	757-223	C	IV	18
BOEING	717-200	C	III	92
BOEING	737-82R	D	III	2
BOEING	737-3TO	C	III	3
BOEING	737-8K5	D	III	5
BOEING	737-8JP	D	III	14
BOMBARDIER INC	CL-600-2C11	C	II	1
BOMBARDIER INC	CL-600-2B19	D	II	8
BOMBARDIER INC	CL-600-2C10	C	II	253
BOMBARDIER INC	CL-600-2D24	D	III	1,281
CANADAIR	CL-600-2B19	D	II	2
DOUGLAS	DC-9-15F	C	III	7
EMBRAER	EMB-135LR	C	II	1
EMBRAER	EMB-135BJ	C	II	2
EMBRAER	EMB-145EP	C	II	2
EMBRAER	ERJ 170-100 SE	C	III	2
EMBRAER	ERJ 170-100SU	C	III	7
EMBRAER	EMB-135ER	C	II	9
EMBRAER	ERJ 170-200 LR	C	III	92
EMBRAER	EMB-145LR	C	II	1,650
EMBRAER	ERJ 170-100 STD	C	III	6
EMBRAER S A	ERJ 170-200 LR	C	III	1,034
EMBRAER S A	ERJ 170-100 LR	C	III	2
EMPRESA BRASILEIRA DE AERO S A	ERJ 170-100 STD	C	III	2
MCDONNELL DOUGLAS	DC-9-83(MD-83)	C	III	5
MCDONNELL DOUGLAS	DC-9-15F	C	III	11

Total 4,760

Source: MotionInfo

Table C-5 – Runway 4-22 ADS-B Data (General Aviation)

Manufacturer	Aircraft	AAC	ADG	Operations
AIR TRACTOR INC	AT-602	A	II	2
AIR TRACTOR INC	AT-802A	A	II	13
AIR TRACTOR INC	AT-802A	A	II	44
AMERICAN	AA-5	A	I	25
BEECH	76	A	I	2
BEECH	A36TC	A	I	2
BEECH	C-45G	A	I	2
BEECH	G33	A	I	2
BEECH	P35	A	I	2
BEECH	V35A	A	I	2
BEECH	F33A	A	I	2
BEECH	V35B	A	I	4
BEECH	S35	A	I	7
BEECH	A36	A	I	12
BEECH	C23	A	I	56
BEECH	95-C55	A	II	2

Manufacturer	Aircraft	AAC	ADG	Operations
BEECH	95-A55	A	II	3
BEECH	95-B55 (T42A)	A	II	4
BEECHCRAFT CORP	G36	A	I	2
CESSNA	T240	A	I	1
CESSNA	177	A	I	1
CESSNA	210L	A	I	2
CESSNA	150J	A	I	2
CESSNA	150M	A	I	2
CESSNA	170B	A	I	2
CESSNA	172	A	I	2
CESSNA	172C	A	I	2
CESSNA	172K	A	I	2
CESSNA	172L	A	I	2
CESSNA	182	A	I	2
CESSNA	182D	A	I	2
CESSNA	182L	A	I	2
CESSNA	210-5(205)	A	I	2
CESSNA	210M	A	I	2
CESSNA	T210R	A	I	2
CESSNA	T310Q	A	I	2
CESSNA	T310R	A	I	2
CESSNA	TU206F	A	I	2
CESSNA	TU206G	A	I	2
CESSNA	152	A	I	2
CESSNA	182M	A	I	3
CESSNA	182S	A	I	3
CESSNA	P206E	A	I	3
CESSNA	310Q	A	I	3
CESSNA	172D	A	I	4
CESSNA	T206H	A	I	4
CESSNA	182F	A	I	5
CESSNA	172B	A	I	5
CESSNA	172H	A	I	5
CESSNA	R172K	A	I	5
CESSNA	TR182	A	I	5
CESSNA	210N	A	I	8
CESSNA	T303	A	I	11
CESSNA	150L	A	I	11
CESSNA	172M	A	I	15
CESSNA	182N	A	I	17
CESSNA	182T	A	I	18
CESSNA	310R	A	I	18
CESSNA	T210N	A	I	20
CESSNA	172F	A	I	23
CESSNA	182Q	A	I	24
CESSNA	177B	A	I	25
CESSNA	172P	A	I	35
CESSNA	172R	A	I	51
CESSNA	R182	A	I	56
CESSNA	172S	A	I	95
CESSNA	172N	A	I	109
CESSNA	208	A	II	2
CESSNA	208B	A	II	35
CIRRUS DESIGN CORP	SR22T	A	I	14

Manufacturer	Aircraft	AAC	ADG	Operations
CIRRUS DESIGN CORP	SR20	A	I	45
CIRRUS DESIGN CORP	SR22	A	I	251
CIRRUS DESIGN CORP	SR22	A	I	2
CIRRUS DESIGN CORP	SR20	A	I	4
CIRRUS DESIGN CORP	SR22T	A	I	12
COMMANDER AIRCRAFT CO	114-B	A	I	3
COMPAGNIE DAHER	TBM 700	A	I	5
COMPAGNIE DAHER	TBM 700	A	I	3
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	2
CUBCRAFTERS INC	CC11-160	A	I	2
DELACEY WILLIAM H	RV9A	A	I	6
DIAMOND AIRCRAFT IND GMBH	DA 42	A	I	2
DIAMOND AIRCRAFT IND GMBH	DA 42 NG	A	I	4
DIAMOND AIRCRAFT IND INC	DA 42	A	I	6
DIAMOND AIRCRAFT IND INC	DA20-C1	A	I	9
DIAMOND AIRCRAFT IND INC	DA 40	A	I	135
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	445
DIXON RICHARD L	RV-7	A	I	2
EBERHART STEVEN A	RV-7A	A	I	7
EXTRA FLUGZEUGBAU GMBH	EA-400	A	I	4
FOUND AIRCRAFT CANADA INC	FBA-2C3	A	I	3
GIPPSAERO PTY LTD	GA8 TC-320	A	I	4
GIPPSLAND	GA-8	A	I	2
HANSEN MARK A	RV-7A	A	I	1
HAWKER BEECHCRAFT CORP	G36	A	I	4
MITSUBISHI	MU-2B-20	A	I	8
MOONEY	M20E	A	I	1
MOONEY	M20R	A	I	2
MOONEY	M-20G	A	I	3
MOONEY	M20M	A	I	16
MOONEY	M20J	A	I	18
MOONEY	M20F	A	I	31
MOONEY	M20C	A	I	54
MOONEY AIRCRAFT CORP.	M20S	A	I	2
MOONEY AIRCRAFT CORP.	M20K	A	I	4
MOONEY AIRPLANE CO INC	M20TN	A	I	20
PAUL S CLOHAN JR	VANS RV-14A	A	I	5
PILATUS	PC-12/45	A	II	9
PILATUS AIRCRAFT LTD	PC-24	A	II	1
PILATUS AIRCRAFT LTD	PC-12/47	A	II	1
PILATUS AIRCRAFT LTD	PC-12/45	A	II	3
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	20
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	6
PILATUS AIRCRAFT LTD	PC-24	A	II	25
PIPER	PA-46-310P	A	I	2
PIPER	PA-18-150	A	I	2
PIPER	PA-24-180	A	I	2
PIPER	PA-28	A	I	2
PIPER	PA-28-160	A	I	2
PIPER	PA-30	A	I	2
PIPER	PA32-301FT	A	I	2
PIPER	PA-32R-301	A	I	2
PIPER	PA-32RT-300	A	I	2
PIPER	PA-32RT-300T	A	I	2

Manufacturer	Aircraft	AAC	ADG	Operations
PIPER	PA46-500TP	A	I	3
PIPER	PA-28R-201T	A	I	4
PIPER	PA-28RT-201T	A	I	4
PIPER	PA-32-301	A	I	5
PIPER	PA-32R-300	A	I	5
PIPER	PA-28-161	A	I	6
PIPER	PA-28-180	A	I	8
PIPER	PA-46-600TP	A	I	9
PIPER	PA-32-301T	A	I	10
PIPER	PA-34-220T	A	I	10
PIPER	PA-32R-301T	A	I	13
PIPER	PA-22-150	A	I	13
PIPER	PA-28-140	A	I	18
PIPER	PA-28-235	A	I	21
PIPER	PA-24-250	A	I	24
PIPER	PA-28R-201	A	I	25
PIPER	PA-28-181	A	I	30
PIPER	PA-32-260	A	I	31
PIPER	PA 46-350P	A	I	34
PIPER	PA-23-250	A	I	68
PIPER	PA-28-151	A	I	69
PIPER	PA-32-300	A	I	79
PIPER	PA-28R-200	A	I	97
PIPER	PA-44-180	A	I	104
PIPER	PA-28-181	A	I	14
PIPER AIRCRAFT INC	PA46-500TP	A	I	2
PIPER AIRCRAFT INC	PA-28-181	A	I	6
PIPER AIRCRAFT INC	PA 46-350P	A	I	8
PIPER AIRCRAFT INC	PA-44-180	A	I	8
PIPER AIRCRAFT INC	PA-44-180	A	I	4
PIPER AIRCRAFT INC	PA-28-181	A	I	5
PIPER AIRCRAFT INC	PA-46-701TP	A	I	5
QUEST AIRCRAFT COMPANY LLC	KODIAK 100	A	I	5
REPUBLIC	RC-3	A	I	9
ROCKWELL INTERNATIONAL	114	A	I	4
RYAN	NAVION	A	I	2
SIKORSKY	S-61N	A	II	3
SOCATA	TBM 700	A	I	90
TAPESTRY ENTERTAINMENT LLC	EPIC LT	A	I	2
TEXTRON AVIATION INC	182T	A	I	8
TEXTRON AVIATION INC	172S	A	I	121
TEXTRON AVIATION INC	182T	A	I	2
TEXTRON AVIATION INC	172S	A	I	37
UNKNOWN	T182T	A	I	2
UNKNOWN	PA-28-181	A	I	3
UNKNOWN	CCX-2300	A	I	4
UNKNOWN	SR22	A	I	5
UNKNOWN	172S	A	I	17
UNKNOWN	PC-12/47E	A	II	2
UNKNOWN	PC-24	A	II	2
UNKNOWN	AT-502A	A	II	4
UNKNOWN	208B	A	II	6
VANS AIRCRAFT INC	RV-12IS	A	I	2
VANS AIRCRAFT INC	RV-12	A	I	6

Manufacturer	Aircraft	AAC	ADG	Operations
VIC SYRACUSE	RV-8	A	I	5
BEECH	45	C	I	3
PIAGGIO AERO INDUSTRIES SPA	P180	C	I	4
RAYTHEON CORPORATE JETS INC	BAE 125-800A	C	II	2
ROCKWELL INTERNATIONAL CORP	NA-265-65	C	I	2
SAAB AIRCRAFT AB	SAAB 2000	C	III	4
SAAB-SCANIA	2000	C	III	4
SAAB-SCANIA	SAAB 340B	C	II	13
SAAB-SCANIA AB	SAAB 2000	C	III	4
TEXTRON AVIATION INC	700	C	II	1
TEXTRON AVIATION INC	GULFSTREAM G280	C	II	2
TEXTRON AVIATION INC	680A	C	II	30
TEXTRON AVIATION INC	700	C	II	5
TEXTRON AVIATION INC	680A	C	II	17
UNKNOWN	45	C	I	1
UNKNOWN	750	C	II	1
UNKNOWN	SAAB 340B	C	II	3
UNKNOWN	MD-88	C	III	4
UNKNOWN	680A	C	II	5
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	41
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	86
GATES LEAR JET CORP.	36	C	I	2
GATES LEARJET CORP.	35A	C	I	33
GATES LEARJET CORP.	35A	C	I	1
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	2
GULFSTREAM AEROSPACE	G-V	C	III	4
GULFSTREAM AEROSPACE	GV-SP (G550)	C	III	8
GULFSTREAM AEROSPACE	G-V	C	III	1
GULFSTREAM AEROSPACE	GIV-X (G450)	C	III	2
GULFSTREAM AEROSPACE LP	G150	C	II	2
IAI LTD	GULFSTREAM G280	C	II	11
IAI LTD	GULFSTREAM G280	C	II	5
ISRAEL AEROSPACE INDUSTRIESLTD	GULFSTREAM G150	C	II	3
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 100	C	II	1
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM G150	C	II	2
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 200	C	II	3
ISRAEL AIRCRAFT INDUSTRIES	ASTRA SPX	C	II	4
LEARJET CORP	35A	C	I	2
LEARJET INC	60	C	I	2
LEARJET INC	31A	C	I	5
LEARJET INC	31	C	I	5
LEARJET INC	60	C	I	13
LEARJET INC	45	C	I	35
LEARJET INC	60	C	I	1
LEARJET INC	45	C	I	11
CANADAIR LTD	CL-600-2B16	C	II	6
CESSNA	BD-100-1A10	C	II	3
CESSNA	650	C	II	9
CESSNA	ERJ 170-200 LR	C	III	11
CESSNA	750	C	II	30
CESSNA	650	C	II	2
DASSAULT	GULFSTREAM G280	C	II	2
BOMBARDIER INC	CL-600-2B16	C	II	1
BOMBARDIER INC	BD-100-1A10	C	II	8

Manufacturer	Aircraft	AAC	ADG	Operations
BRITISH AEROSPACE	BAE 125 SERIES 1000A	C	II	2
BRITISH AEROSPACE	CL-600-2B16	C	II	2
BOMBARDIER AEROSPACE INC	BD-100-1A10	C	II	2
BOMBARDIER INC	BD-100-1A10	C	II	1
BOMBARDIER INC	CL-600-2B16(CL-604)	C	II	1
BOMBARDIER INC	CL-600-2B16	C	II	7
BOMBARDIER INC	BD-100-1A10	C	II	23
GULFSTREAM AEROSPACE	G-IV	D	II	9
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	2
GULFSTREAM AEROSPACE CORP	GVI (G650ER)	D	III	4
BEECH	400A	B	II	1
BEECH	65-A90	B	I	1
BEECH	A200	B	II	1
BEECH	1900D	B	II	2
BEECH	99	B	I	3
BEECH	F90	B	II	3
BEECH	58P	B	I	4
BEECH	B-60	B	I	4
BEECH	E-90	B	II	5
BEECH	C90A	B	II	10
BEECH	300	B	II	13
BEECH	58	B	I	19
BEECH	200	B	II	45
BEECH	B200	B	II	61
BEECH	200	B	II	2
BEECH	400A	B	I	2
BEECHCRAFT CORP	B200GT	B	II	2
BEECHCRAFT CORP	C90GTI	B	II	2
BEECHCRAFT CORP	B300	B	II	12
BOMBARDIER INC	BD-700-2A12	B	III	2
BOMBARDIER INC	BD-700-1A10	B	III	7
CESSNA	560XL	B	II	1
CESSNA	441	B	II	2
CESSNA	421C	B	I	2
CESSNA	340	B	I	2
CESSNA	414	B	I	2
CESSNA	425	B	I	2
CESSNA	550	B	II	2
CESSNA	510	B	I	4
CESSNA	525C	B	II	6
CESSNA	414A	B	I	10
CESSNA	340A	B	I	13
CESSNA	525A	B	II	21
CESSNA	560	B	II	23
CESSNA	550	B	II	25
CESSNA	525	B	I	27
CESSNA	525B	B	I	32
CESSNA	560XL	B	II	60
CESSNA	680	B	II	61
CESSNA	525	B	I	1
CESSNA	525A	B	II	2
CESSNA	560	B	II	2
CESSNA	525B	B	I	6

Manufacturer	Aircraft	AAC	ADG	Operations
CESSNA AIRCRAFT CO	560XLS	B	II	1
CIRRUS DESIGN CORP	SF50	B	I	1
CIRRUS DESIGN CORP	SF50	B	I	13
CIRRUS DESIGN CORP	SF50	B	I	6
DASSAULT	FALCON 900 EX	B	II	1
DASSAULT	FALCON 20 F	B	II	2
DASSAULT	FALCON 2000EX	B	II	5
DASSAULT	MYSTERE FALCON 50EX	B	II	1
DASSAULT AVIATION	FALCON 900EX	B	II	2
DASSAULT AVIATION	FALCON 2000	B	II	2
DASSAULT AVIATION	MYSTERE-FALCON 20-F5	B	II	4
DASSAULT AVIATION	FALCON 7X	B	III	5
DASSAULT AVIATION	FALCON 2000	B	II	2
DASSAULT AVIATION	FALCON 7X	B	III	2
DASSAULT/SUD	FAN JET FALCON SER F	B	II	2
DASSAULT/SUD	FAN JET FALCON SER D	B	II	5
DASSAULT/SUD	FAN JET FALCON	B	II	8
DASSAULT-BREGUET	FALCON 10	B	I	2
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2
DASSAULT-BREGUET	FALCON 50	B	II	3
DASSAULT-BREGUET	MYSTERE FALCON 20-C5	B	II	4
DASSAULT-BREGUET	FALCON 20	B	II	6
DIAMOND AIRCRAFT IND INC	DA 62	B	I	2
DOUGLAS	DC3C	B	III	5
ECLIPSE AEROSPACE INC	EA500	B	I	2
ECLIPSE AVIATION CORP	EA500	B	I	12
EMBRAER	EMB-110P1	B	II	3
EMBRAER	EMB-120ER	B	II	62
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	69
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	90
EMBRAER S A	EMB-545	B	I	11
EMBRAER S A	EMB-505	B	II	36
EMBRAER S A	EMB-505	B	II	1
EMBRAER S A	EMB-545	B	I	83
EMBRAER SA	EMB-550	B	II	51
EMBRAER-EMPRESA BRASILEIRA DE	EMB-500	B	I	16
FAIRCHILD	SA227-AT	B	III	2
FAIRCHILD	SA227BC	B	II	2
FAIRCHILD	SA227-DC	B	II	3
FAIRCHILD	SA227-AC	B	III	12
GULFSTREAM AM CORP COMM DIV	695A	B	I	2
HAWKER BEECHCRAFT CORP	B200GT	B	II	1
HAWKER BEECHCRAFT CORP	B300	B	II	4
HAWKER BEECHCRAFT CORP	C90GTI	B	II	5
HAWKER BEECHCRAFT CORP	G58	B	I	7
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	7
HAWKER BEECHCRAFT CORP	400A	B	I	16
HAWKER BEECHCRAFT CORP	390	B	I	1
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	4
HONDA AIRCRAFT CO LLC	HA-420	B	I	14
HONDA AIRCRAFT CO LLC	HA-420	B	I	3
ISRAEL AIRCRAFT INDUSTRIES	1125 WESTWIND ASTRA	B	II	5
MITSUBISHI	MU-2B-36A	B	I	1
MITSUBISHI	MU-2B-36	B	I	2

Manufacturer	Aircraft	AAC	ADG	Operations
PIPER	AEROSTAR 601P	B	I	2
PIPER	PA-31-310	B	I	2
PIPER	AEROSTAR 602P	B	I	4
PIPER	PA-31T	B	I	6
PIPER	PA 31P 350	B	I	33
PIPER	PA-31-350	B	I	41
PIPER	PA-23-250 (6PCLM)	B	I	13
RAYTHEON AIRCRAFT COMPANY	HAWKER 900XP	B	II	1
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	3
RAYTHEON AIRCRAFT COMPANY	C90A	B	II	3
RAYTHEON AIRCRAFT COMPANY	58	B	I	5
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	6
RAYTHEON AIRCRAFT COMPANY	B300	B	II	9
RAYTHEON AIRCRAFT COMPANY	400A	B	I	56
RAYTHEON AIRCRAFT COMPANY	390	B	I	70
RAYTHEON AIRCRAFT COMPANY	B200	B	II	75
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	2
ROCKWELL INTERNATIONAL	690C	B	I	3
ROCKWELL INTERNATIONAL	690B	B	I	23
SIAMARCHETTI	S-211	B	I	2
SWEARINGEN	SA227-AT	B	II	7
TEXTRON AVIATION INC	680	B	II	1
TEXTRON AVIATION INC	525C	B	I	2
TEXTRON AVIATION INC	560XL	B	II	3
TEXTRON AVIATION INC	525C	B	I	4
TEXTRON AVIATION INC	525	B	I	8
TEXTRON AVIATION INC	B300	B	II	22
TEXTRON AVIATION INC	525B	B	I	45
TEXTRON AVIATION INC	525C	B	I	1
TEXTRON AVIATION INC	G58	B	I	2
TEXTRON AVIATION INC	525C	B	I	11
UNKNOWN	550	B	II	1
UNKNOWN	HA-420	B	I	2
UNKNOWN	400A	B	I	3
UNKNOWN	525B	B	I	5
UNKNOWN	390	B	I	9
UNKNOWN	EMB-505	B	I	52
			Total	5,323

Source: MotionInfo.

Table C-6 – Runway 18-36 ADS-B Data (Commercial)

Manufacturer	Aircraft	AAC	ADG	Operations
AIRBUS	A319-111	C	III	1
AIRBUS	A320-214	C	III	5
BOEING	727-2M7	C	III	2
BOEING	727-2S2F	C	III	2
BOEING	717-200	C	III	2
BOEING	A75N1(PT17)	C	IV	4
BOMBARDIER INC	CL-600-2C10	C	II	7
BOMBARDIER INC	CL-600-2D24	D	III	21
EMBRAER	ERJ 170-200 LR	C	III	3
EMBRAER	EMB-135LR	C	II	6
EMBRAER	EMB-135ER	C	II	14

EMBRAER	EMB-145LR	C	II	32
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	2
YABORA INDUSTRIA AERONAUTICA S	ERJ 170-200 LR	C	III	3
Total				103

Source: MotionInfo.

Table C-7 – Runway 18-36 ADS-B Data (General Aviation)

Manufacturer	Aircraft	AAC	ADG	Operations
AERO COMMANDER	500-B	A	II	6
AEROFAB INC	LAKE 250	A	I	2
AGUSTA SPA	F.260D	A	I	4
AIR TRACTOR INC	AT-802A	A	II	62
AIR TRACTOR INC	AT-802A	A	II	98
AMERICAN	AA-5	A	I	60
AVIAT AIRCRAFT INC	A-1C-180	A	I	2
BEECH	A65	A	I	1
BEECH	35	A	I	2
BEECH	35-C33A	A	I	2
BEECH	36	A	I	2
BEECH	P35	A	I	2
BEECH	95	A	I	4
BEECH	E33A	A	I	4
BEECH	95-B55 (T42A)	A	II	5
BEECH	95-C55	A	II	6
BEECH	D18S	A	II	9
BEECH	95-A55	A	II	14
BEECH	V35B	A	I	15
BEECH	F33A	A	I	18
BEECH	C23	A	I	28
BEECH	A36	A	I	46
BEECH	A45	A	I	2
BEECHCRAFT CORP	G36	A	I	2
BELLANCA	17-30A	A	I	10
BRM AERO S R O	BRISTELL LSA	A	I	3
BRM AERO S R O	BRISTELL LSA	A	I	2
CALEB J TENNIS	VANS RV-10	A	I	2
CESSNA	P206	A	I	1
CESSNA	T240	A	I	1
CESSNA	177	A	I	1
CESSNA	172RG	A	I	2
CESSNA	182K	A	I	2
CESSNA	210J	A	I	2
CESSNA	T210M	A	I	2
CESSNA	150L	A	I	3
CESSNA	182M	A	I	3
CESSNA	337	A	I	3
CESSNA	P210N	A	I	3
CESSNA	320E	A	I	4
CESSNA	TU206F	A	I	4
CESSNA	TU206G	A	I	4
CESSNA	182F	A	I	5
CESSNA	208	A	II	5
CESSNA	TR182	A	I	5
CESSNA	210L	A	I	5
CESSNA	182R	A	I	6

Manufacturer	Aircraft	AAC	ADG	Operations
CESSNA	206H	A	I	7
CESSNA	172F	A	I	8
CESSNA	310R	A	I	8
CESSNA	T182T	A	I	8
CESSNA	182S	A	I	9
CESSNA	210N	A	I	11
CESSNA	182P	A	I	12
CESSNA	T206H	A	I	13
CESSNA	310Q	A	I	14
CESSNA	182Q	A	I	17
CESSNA	172G	A	I	17
CESSNA	P206E	A	I	18
CESSNA	172B	A	I	19
CESSNA	152	A	I	32
CESSNA	172M	A	I	39
CESSNA	172N	A	I	39
CESSNA	140	A	I	41
CESSNA	T303	A	I	49
CESSNA	172R	A	I	59
CESSNA	172S	A	I	95
CESSNA	172P	A	I	95
CESSNA	T210N	A	I	98
CESSNA	177B	A	I	118
CESSNA	R182	A	I	160
CESSNA	208B	A	II	343
CESSNA	177RG	A	I	8
CHARLIE H ADAMS JR	SPORTSMAN GS-2	A	I	2
CIRRUS DESIGN CORP	SR22T	A	I	38
CIRRUS DESIGN CORP	SR20	A	I	158
CIRRUS DESIGN CORP	SR22	A	I	654
CIRRUS DESIGN CORP	SR22	A	I	10
CIRRUS DESIGN CORP	SR22T	A	I	14
COLUMBIA AIRCRAFT MFG	LC42-550FG	A	I	2
COMMANDER AIRCRAFT CO	114-B	A	I	1
COMPAGNIE DAHER	TBM 700	A	I	7
COMPAGNIE DAHER	TBM 700	A	I	2
COMPAGNIE DAHER	TBM 700	A	I	8
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	1
DIAMOND AIRCRAFT IND GMBH	DA 42 NG	A	I	7
DIAMOND AIRCRAFT IND INC	DA20-C1	A	I	38
DIAMOND AIRCRAFT IND INC	DA 40	A	I	95
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	461
DIAMOND AIRCRAFT IND INC	DA 40	A	I	2
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	4
EBERHART STEVEN A	RV-7A	A	I	15
ERSKINE JAMES L	RV6AS	A	I	2
EXTRA FLUGZEUGBAU GMBH	EA-400	A	I	11
FOUND AIRCRAFT CANADA INC	FBA-2C3	A	I	28
GRUMMAN AMERICAN AVN. CORP.	AA-5A	A	I	2
GRUMMAN AMERICAN AVN. CORP.	AA-1B	A	I	4
GRUMMAN AMERICAN AVN. CORP.	AA-5B	A	I	39
GULFSTREAM AMERICAN CORP	AA-5B	A	I	2
HANSEN MARK A	RV-7A	A	I	1
HESTER BOBBY R JR	RV-7A	A	I	2

Manufacturer	Aircraft	AAC	ADG	Operations
JABIRU USA SPORT AIRCRAFT LLC	J250-SP	A	I	1
JONATHAN HUBBELL	RV-10	A	I	2
KODIAK AIRCRAFT CO INC	KODIAK 200	A	I	2
LANCAIR COMPANY	LC41-550FG	A	I	2
LEE BYUNG H	SPECIAL 11	A	I	1
MCKINNEY MICHAEL C	SWEARINGEN SX 300	A	I	2
MOCK JAMES W	VANS RV-8	A	I	7
MOONEY	M20E	A	I	3
MOONEY	M20R	A	I	5
MOONEY	M20C	A	I	43
MOONEY	M20F	A	I	53
MOONEY AIRCRAFT CORP.	M20S	A	I	5
MOONEY AIRPLANE CO INC	M20TN	A	I	48
NAVION	NAVION B	A	I	2
NAVION	NAVION H	A	I	4
NEW PIPER	PA-28-161	A	I	2
NEW PIPER AIRCRAFT INC	PA-44-180	A	I	2
NEW PIPER AIRCRAFT INC	PA-46-500TP	A	I	2
NEW PIPER AIRCRAFT INC	PA-28-181	A	I	3
NEW PIPER AIRCRAFT INC	PA-32R-301T	A	I	2
PATRIOT AIRCRAFT LLC	CX1900	A	I	1
PAUL S CLOHAN JR	VANS RV-14A	A	I	41
PILATUS	PC-12/45	A	II	30
PILATUS AIRCRAFT LTD	PC-12/47	A	II	3
PILATUS AIRCRAFT LTD	PC-24	A	II	4
PILATUS AIRCRAFT LTD	PC-12/45	A	II	6
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	31
PILATUS AIRCRAFT LTD	PC-24	A	II	7
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	20
PIPER	PA46-500TP	A	I	1
PIPER	PA-46-310P	A	I	2
PIPER	PA-28R-180	A	I	2
PIPER	PA-30	A	I	2
PIPER	PA-34-200T	A	I	2
PIPER	PA-23	A	I	3
PIPER	PA-46-600TP	A	I	3
PIPER	PA-32-301T	A	I	3
PIPER	PA-23-160	A	I	4
PIPER	PA-28-236	A	I	4
PIPER	PA32-301FT	A	I	4
PIPER	PA-32RT-300T	A	I	4
PIPER	PA-32R-300	A	I	5
PIPER	PA-28R-201	A	I	8
PIPER	PA-28-161	A	I	11
PIPER	PA-28-180	A	I	16
PIPER	PA 46-350P	A	I	21
PIPER	PA-32-300	A	I	31
PIPER	PA-32-260	A	I	37
PIPER	PA-32R-301T	A	I	39
PIPER	PA-28-181	A	I	42
PIPER	PA-24-250	A	I	49
PIPER	PA-44-180	A	I	68
PIPER	PA-28-151	A	I	69
PIPER	PA-22-150	A	I	73

Manufacturer	Aircraft	AAC	ADG	Operations
PIPER	PA-23-250	A	I	91
PIPER	PA-28-235	A	I	136
PIPER	PA-28R-200	A	I	365
PIPER	PA-44-180	A	I	2
PIPER	PA-28-181	A	I	19
PIPER AIRCRAFT INC	PA-28-181	A	I	6
PIPER AIRCRAFT INC	PA46-500TP	A	I	6
PIPER AIRCRAFT INC	PA-44-180	A	I	12
PIPER AIRCRAFT INC	PA 46-350P	A	I	15
PIPER AIRCRAFT INC	PA-28-181	A	I	2
PIPER AIRCRAFT INC	PA-44-180	A	I	4
PIPER AIRCRAFT INC	PA-46-600TP	A	I	6
RANDY J BORNHORST	VANS RV-8	A	I	2
RAYTHEON AIRCRAFT COMPANY	G36	A	I	5
RAYTHEON AIRCRAFT COMPANY	A36	A	I	24
REPUBLIC	RC-3	A	I	9
ROBINSON HELICOPTER COMPANY	R44 II	A	I	3
ROCKWELL INTERNATIONAL	114	A	I	2
ROSS DAVID R	RV7	A	I	3
SOCATA	TB-20 TRINIDAD	A	I	2
SOCATA	TBM 700	A	I	98
TEXTRON AVIATION INC	182T	A	I	8
TEXTRON AVIATION INC	172S	A	I	190
TEXTRON AVIATION INC	G36	A	I	4
TEXTRON AVIATION INC	172S	A	I	22
TITAN AIRCRAFT	TORNADO IIS	A	I	2
UNKNOWN	DA 42 NG	A	I	2
UNKNOWN	SR20	A	I	2
UNKNOWN	TBM 700	A	I	2
UNKNOWN	PA-28-181	A	I	3
UNKNOWN	407	A	I	4
UNKNOWN	DA 40 NG	A	I	4
UNKNOWN	PA 46-350P	A	I	4
UNKNOWN	SR22	A	I	5
UNKNOWN	SR22T	A	I	9
UNKNOWN	208B	A	II	16
UNKNOWN	172S	A	I	25
VIC SYRACUSE	RV-8	A	I	31
VULCANAIR SPA	P68C	A	I	2
WADDINGHAM DOUG	LANCAIR 360	A	I	2
X-RAY FOXTROT LLC	STOL CH750	A	I	2
BOMBARDIER INC	BD-100-1A10	C	II	1
BOMBARDIER INC	CL-600-2B16(CL-604)	C	II	3
BOMBARDIER INC	CL-600-2B16	C	II	7
BOMBARDIER INC	BD-100-1A10	C	II	30
BOMBARDIER INC	CL-600-2B16	C	II	3
BOMBARDIER INC	BD-100-1A10	C	II	6
CANADAIR LTD	CL-600-2B16	C	II	6
CESSNA	BD-100-1A10	C	II	2
CESSNA	650	C	II	7
CESSNA	750	C	II	23
CESSNA	650	C	II	2
EMBRAER S A	ERJ 170-200 LR	C	III	39
GATES LEARJET CORP.	35A	C	I	11

Manufacturer	Aircraft	AAC	ADG	Operations
GULFSTREAM AEROSPACE	GV-SP (G550)	C	III	1
IAI LTD	GULFSTREAM G280	C	II	8
IAI LTD	GULFSTREAM G280	C	II	9
ISRAEL AIRCRAFT INDUSTRIES	ASTRA SPX	C	II	1
ISRAEL AIRCRAFT INDUSTRIES	GULFSTREAM 200	C	II	3
LEARJET INC	31	C	I	1
LEARJET INC	31A	C	I	3
LEARJET INC	60	C	I	9
LEARJET INC	45	C	I	30
LEARJET INC	60	C	I	1
LEARJET INC	45	C	I	5
RAYTHEON CORPORATE JETS INC	HAWKER 800XP	C	II	3
SAAB AIRCRAFT AB	SAAB 2000	C	III	7
SAAB-SCANIA	SAAB 340B	C	II	15
SAAB-SCANIA AB	SAAB 2000	C	III	3
TEXTRON AVIATION INC	700	C	II	2
TEXTRON AVIATION INC	680A	C	II	24
TEXTRON AVIATION INC	700	C	II	3
TEXTRON AVIATION INC	680A	C	II	19
UNKNOWN	BD-100-1A10	C	II	2
UNKNOWN	GULFSTREAM G150	C	II	2
UNKNOWN	SAAB 340B	C	II	3
UNKNOWN	45	C	I	1
GULFSTREAM AEROSPACE	G-IV	D	II	2
LEARJET INC	35A	D	I	8
AERO COMMANDER	690A	B	I	3
BEECH	65-A90	B	I	1
BEECH	A200	B	II	1
BEECH	99	B	I	1
BEECH	400A	B	II	3
BEECH	B300	B	II	3
BEECH	1900D	B	II	4
BEECH	F90	B	II	4
BEECH	E-90	B	II	5
BEECH	58P	B	I	8
BEECH	C90	B	II	9
BEECH	B-60	B	I	13
BEECH	58	B	I	20
BEECH	300	B	II	23
BEECH	C90A	B	II	26
BEECH	200	B	II	32
BEECH	B200	B	II	65
BEECHCRAFT CORP	B300	B	II	14
BOMBARDIER INC	BD-700-1A11	B	III	2
BOMBARDIER INC	BD-700-1A10	B	III	4
CESSNA	340	B	I	2
CESSNA	425	B	I	2
CESSNA	550	B	II	2
CESSNA	A185F	B	II	2
CESSNA	414	B	I	4
CESSNA	441	B	II	5
CESSNA	501	B	I	5
CESSNA	414A	B	I	6
CESSNA	421C	B	I	11

Manufacturer	Aircraft	AAC	ADG	Operations
CESSNA	525C	B	II	13
CESSNA	510	B	I	13
CESSNA	340A	B	I	15
CESSNA	525B	B	I	30
CESSNA	560	B	II	32
CESSNA	550	B	II	41
CESSNA	525	B	I	42
CESSNA	560XL	B	II	46
CESSNA	525A	B	II	50
CESSNA	680	B	II	93
CESSNA	525B	B	I	4
CESSNA	510	B	I	6
CESSNA	525A	B	II	12
CESSNA	560XL	B	II	12
CIRRUS DESIGN CORP	SF50	B	I	1
CIRRUS DESIGN CORP	SF50	B	I	13
CIRRUS DESIGN CORP	SF50	B	I	13
DASSAULT	FALCON 900 EX	B	II	2
DASSAULT	FALCON 20 F	B	II	5
DASSAULT	FALCON 2000EX	B	II	6
DASSAULT	MYSTERE FALCON 50EX	B	II	1
DASSAULT AVIATION	FALCON 900EX	B	II	2
DASSAULT AVIATION	FALCON 2000	B	II	5
DASSAULT AVIATION	FALCON 2000EX	B	II	6
DASSAULT AVIATION	FALCON 2000	B	II	4
DASSAULT/SUD	FAN JET FALCON SER D	B	II	1
DASSAULT/SUD	FAN JET FALCON	B	II	3
DASSAULT/SUD	FAN JET FALCON SER F	B	II	4
DASSAULT-BREGUET	FALCON 10	B	I	1
DASSAULT-BREGUET	FALCON 50	B	II	1
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2
DASSAULT-BREGUET	MYSTERE FALCON 20-C5	B	II	6
DASSAULT-BREGUET	FALCON 20	B	II	13
DASSAULT-BREGUET	MYSTERE FALCON 900	B	II	2
DIAMOND AIRCRAFT IND GMBH	DA 62	B	I	4
DOUGLAS	DC3C	B	III	5
ECLIPSE AEROSPACE INC	EA500	B	I	2
ECLIPSE AVIATION CORP	EA500	B	I	19
EMBRAER	EMB-110P1	B	II	2
EMBRAER	EMB-120ER	B	II	32
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-500	B	II	4
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	68
EMBRAER EXECUTIVE AIRCRAFT INC	EMB-505	B	I	147
EMBRAER S A	EMB-545	B	I	5
EMBRAER S A	EMB-505	B	II	56
EMBRAER S A	EMB-545	B	I	97
EMBRAER SA	EMB-550	B	II	68
EMBRAER-EMPRESA BRASILEIRA DE	EMB-500	B	I	12
FAIRCHILD	SA227-AT	B	III	2
FAIRCHILD	SA227-DC	B	II	5
FAIRCHILD	SA227-AC	B	III	16
GATES LEARJET CORP	55	B	I	2
HAWKER BEECHCRAFT CORP	C90GTI	B	II	1
HAWKER BEECHCRAFT CORP	B200GT	B	II	3

Manufacturer	Aircraft	AAC	ADG	Operations
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	5
HAWKER BEECHCRAFT CORP	G58	B	I	5
HAWKER BEECHCRAFT CORP	400A	B	I	11
HAWKER BEECHCRAFT CORP	390	B	I	1
HAWKER BEECHCRAFT CORP	4000	B	II	1
HAWKER BEECHCRAFT CORP	HAWKER 900XP	B	II	4
HONDA AIRCRAFT CO LLC	HA-420	B	I	9
ISRAEL AIRCRAFT INDUSTRIES	1125 WESTWIND ASTRA	B	II	17
MITSUBISHI	MU-2B-36	B	I	2
MITSUBISHI	MU-2B-36A	B	I	3
PIPER	PA-31-310	B	I	2
PIPER	PA-31T	B	I	6
PIPER	AEROSTAR 602P	B	I	8
PIPER	PA-31-325	B	I	15
PIPER	PA 31P 350	B	I	56
PIPER	PA-31-350	B	I	76
PIPER	PA-23-250 (6PCLM)	B	I	17
RAYTHEON AIRCRAFT COMPANY	G58	B	I	2
RAYTHEON AIRCRAFT COMPANY	HAWKER 850XP	B	II	3
RAYTHEON AIRCRAFT COMPANY	C90A	B	II	8
RAYTHEON AIRCRAFT COMPANY	HAWKER 800XP	B	II	10
RAYTHEON AIRCRAFT COMPANY	B300	B	II	11
RAYTHEON AIRCRAFT COMPANY	400A	B	I	41
RAYTHEON AIRCRAFT COMPANY	390	B	I	53
RAYTHEON AIRCRAFT COMPANY	B200	B	II	58
RAYTHEON AIRCRAFT COMPANY	58	B	I	2
RAYTHEON AIRCRAFT COMPANY	400A	B	I	4
ROCKWELL INTERNATIONAL	690C	B	I	3
ROCKWELL INTERNATIONAL	690B	B	I	32
SPEARMAN MICHAEL	341	B	I	9
SWEARINGEN	SA227-AT	B	II	5
TEXTRON AVIATION INC	560XL	B	II	1
TEXTRON AVIATION INC	525C	B	I	2
TEXTRON AVIATION INC	B200GT	B	II	2
TEXTRON AVIATION INC	EMB-500	B	II	2
TEXTRON AVIATION INC	680	B	II	3
TEXTRON AVIATION INC	B300	B	II	17
TEXTRON AVIATION INC	525B	B	I	32
TEXTRON AVIATION INC	525	B	I	36
TEXTRON AVIATION INC	B300	B	II	2
TEXTRON AVIATION INC	G58	B	I	2
TEXTRON AVIATION INC	525C	B	I	3
TEXTRON AVIATION INC	525C	B	I	16
UNKNOWN	550	B	II	1
UNKNOWN	EMB-545	B	I	2
UNKNOWN	EMB-550	B	II	2
UNKNOWN	390	B	I	5
UNKNOWN	525B	B	I	5
UNKNOWN	FALCON 900EX	B	II	5
UNKNOWN	EMB-505	B	I	51
Total				7,699

Source: MotionInfo.

Table C-8 – Runway 9-27 ADS-B Data (Commercial)

Manufacturer	Aircraft	AAC	ADG	Operations
BOEING	737-8JP	D	III	1
EMBRAER S A	ERJ 170-200 LR	C	III	3
BOMBARDIER INC	CL-600-2D24	D	III	4
EMBRAER	EMB-145LR	C	II	10
Total				18

Source: MotionInfo.

Table C-9 – Runway 9-27 ADS-B Data (General Aviation)

Manufacturer	Aircraft	AAC	ADG	Operations
BEECH	A65	A	I	1
CESSNA	P210N	A	I	1
COSTRUZIONI AERONAUTICHE TECNA	P2012 TRAVELLER	A	I	1
CESSNA	177	A	I	1
PIPER AIRCRAFT INC	PA46-500TP	A	I	2
PIPER	PA-23-250	A	I	2
VIC SYRACUSE	RV-8	A	I	2
BEECH	G35	A	I	2
BEECH	H35	A	I	2
CESSNA	T210M	A	I	2
NOBLE TRAVIS E	RV-7	A	I	2
PIPER	PA 46-350P	A	I	2
BEECH	F33A	A	I	2
BRM AERO S R O	BRISTELL LSA	A	I	3
FOUND AIRCRAFT CANADA INC	FBA-2C3	A	I	3
MOONEY	M20F	A	I	3
PIPER	PA-32-260	A	I	3
PIPER	PA-28-161	A	I	3
PIPER	PA-32-300	A	I	3
PIPER	PA-32R-301T	A	I	3
SOCATA	TBM 700	A	I	3
CESSNA	182Q	A	I	3
PILATUS AIRCRAFT LTD	PC-12/47E	A	II	4
CESSNA	T206H	A	I	4
CESSNA	R182	A	I	5
CIRRUS DESIGN CORP	SR22T	A	I	5
PIPER	PA-24-250	A	I	5
CESSNA	172N	A	I	5
CESSNA	177RG	A	I	5
CESSNA	172R	A	I	5
CESSNA	208B	A	II	5
MOONEY AIRPLANE CO INC	M20TN	A	I	6
GRUMMAN AMERICAN AVN. CORP.	AA-5B	A	I	6
BEECH	A36	A	I	6
PIPER	PA-28-235	A	I	6
PIPER	PA-28-151	A	I	8
MOONEY	M20C	A	I	8
CESSNA	T210N	A	I	8
PIPER	PA-22-150	A	I	9
PIPER	PA-28-181	A	I	11
TEXTRON AVIATION INC	172S	A	I	12
CESSNA	140	A	I	14
CESSNA	177B	A	I	14
CESSNA	172S	A	I	17

Manufacturer	Aircraft	AAC	ADG	Operations
DIAMOND AIRCRAFT IND INC	DA 40 NG	A	I	19
PIPER	PA-28R-200	A	I	31
CIRRUS DESIGN CORP	SR22	A	I	59
TEXTRON AVIATION INC	525	B	I	2
CESSNA	340A	B	I	2
PIPER	PA-31-350	B	I	4
BEECH	300	B	II	1
BOMBARDIER INC	CL-600-2C10	C	II	1
CESSNA	680	B	II	1
BEECH	B200	B	II	4
Total				340

Source: MotionInfo.

APPENDIX D – WIND DATA

Table D-1 – Runway 4-22 & Runway 18-36 Combined Wind Coverage

Windrose Observations	Runway	Crosswind Speed			
		10.5 Knots	13 Knots	16 Knots	20 Knots
All Weather (AW)	4 - 22	95.82%	97.96%	99.60%	99.93%
	18 - 36	95.43%	97.73%	99.44%	99.88%
	AW Combined*	97.90%	99.23%	99.85%	99.78%
Instrument Flight Rules (IFR)	4 - 22	94.18%	96.89%	99.20%	99.79%
	18 - 36	94.75%	97.26%	99.14%	99.72%
	IFR Combined*	97.07%	98.82%	99.70%	99.92%
Visual Flight Rules (VFR)	4 - 22	95.96%	98.07%	99.66%	99.95%
	18 - 36	95.41%	97.75%	99.48%	99.91%
	VFR Combined*	97.97%	99.27%	99.87%	99.99%

*Combined Runway 4-22 & 18-36 only. NOAA has released data with 2023 observations, but the results did not cause enough variance to require a new windrose.

Source: NOAA, National Climate Center; Station 724320 (2013-2022); CHA 2024.

Table D-2 – Runway 9-27 Wind Coverage

Windrose Observations	Runway	Crosswind Speed
		10.5 Knots
All Weather (AW)	9-27	92.60%
Instrument Flight Rules (IFR)		93.36%
Visual Flight Rules (VFR)		92.30%

Source: NOAA, National Climate Center; Station 724320 (2013-2022) CHA, 2024.

[See Attached PRN Files]

APPENDIX E – FLEET MIX (BY USER GROUP/CATEGORY)

Table E-1 – Commercial Fleet Mix (Operations Summary)

AAC & ADG		2023	2028	2033	2038	2043
Subtotal by AAC	A	0	0	0	0	0
	B	0	0	0	0	0
	C	4,376	5,117	5,987	7,011	8,016
	D	1,597	2,041	2,472	2,894	3,309
Subtotal by ADG	I	0	0	0	0	0
	II	2,374	1,145	477	559	639
	III	3,599	6,013	7,982	9,346	10,686
	IV	0	0	0	0	0

Table E-2 – Cargo Fleet Mix (Operations Summary)

AAC & ADG		2023	2028	2033	2038	2043
Subtotal by AAC	A	190	221	253	293	338
	B	2	2	3	3	4
	C	49	56	66	76	88
	D	4	5	5	6	7
Subtotal by ADG	II	194	226	258	299	345
	III	49	56	66	76	88
	IV	2	2	3	3	4

Table E-3 – Military Fleet Mix (Operations Summary)

AAC & ADG		2023-2043	2033	2038	2043
Subtotal by AAC	A	22	22	22	22
	B	868	868	868	868
	C	685	685	685	685
	D	5	5	5	5
Subtotal by ADG	I	1,248	1,248	1,248	1,248
	II	294	294	294	294
	III	5	5	5	5
	IV	33	33	33	33
Helicopter		456	456	456	456

Table E-4 – GA Fleet Mix (Operations Summary)

AAC & ADG		2023 (TFMSC)	2028	2033	2038	2043
Subtotal by AAC	A	2,243	9,030	9,075	9,132	9,192
	B	3,765	15,141	15,229	15,321	15,414
	C	868	3,488	3,514	3,533	3,552
	D	41	164	166	166	169
Subtotal by ADG	I	2,717	10,936	10,990	11,059	11,130
	II	4,094	16,463	16,566	16,662	16,763
	III	104	416	420	423	426
	IV	2	8	8	8	8
Helicopter		74	298	299	301	302

*Details by user can be found via BTS data.

Sources for Tables in Appendix C: FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

APPENDIX F – DETAILED METHODOLOGIES & CALCULATIONS

[Attached]

APPENDIX G – ADDITIONAL FORECAST METHODOLOGIES

Enplanements

In addition to the methodologies discussed within the chapter, additional methodologies were analyzed for further clarification and evaluation.

FAA TAF-Based Growth Scenarios

Two FAA TAF-based growth scenarios are described in the following paragraphs and summarized in **Table E-1**.

FAA TAF-Based Compound Annual Growth Rate Scenario

The FAA TAF-based compound annual growth rate scenario assumed the FAA 2023 TAF’s CAGR from 2023 through 2043 (3.1 percent) for enplanements and applied that assumption to enplanements in 2027 to project 2028 activity levels, and so forth, continuing throughout the forecast horizon. The results of this methodology projected 305,745 enplanements by 2043.

FAA TAF-Based Year-Over-Year Growth Scenario

The FAA TAF-based year-over-year methodology first determined the FAA 2023 TAF’s projected year-over-year growth rates from 2023 through 2043 for enplanements. The year-over-year TAF growth rate was then applied to the enplanements that occurred in 2023 and projected through 2043 assuming the TAF growth rate for the respective years. The result of this methodology projected 305,745 enplanements by 2043.

Neither of the FAA TAF-Based growth scenarios were chosen to represent the recommended enplanements forecast. Presently, the FAA 2023 TAF does not project enplanements at EVV to recover until 2032 (10 years).

Table E-1 – FAA TAF-Based Growth Scenarios (Enplanements)

Year	FAA 2023 TAF	FAA TAF-Based CAGR Growth	Year-Over-Year FAA TAF-Based Growth
2023	158,739	165,933	165,933
2028	229,309	193,326	239,701
2033	248,716	225,240	259,988
2038	269,635	262,423	281,855
2043	292,489	305,745	305,745
CAGR 2023-2043	3.1%	3.1%	3.1%
Growth 2023-2043	84.3%	84.3%	84.3%

Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAF, Bureau of Transportation Statistics (BTS) T-100 data, Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

Econometric Scenarios

As defined by Merriam-Webster, econometrics is “the application of statistical methods to the study of economic data and problems.”⁸ For the purposes of this forecast, the following econometric analyses were performed: population-based, employment-based, income-based, population-income-based, employment-income-based, and population-employment-income-based.

The econometric scenarios were a result of examining the year-over-year socioeconomic projections of the EVV catchment area and applying incremental growth rates to EVV enplanements throughout the forecast horizon. In other words, the year-over-year growth rates were individually analyzed for the population, employment, and income levels within the EVV catchment area. For example, the growth rate of population (0.2 percent), employment (1.2 percent), and personal income per capita (4.7 percent) from 2023 to 2024 were determined. These growth rates were each separately applied to the 2023 enplanements at EVV to project enplanements in 2024. This process was carried out throughout the forecast horizon to formulate the population-based, employment-based, and income-based scenarios.

In the population-income-based scenario, the previously determined growth rates of the population (0.2 percent) and income (4.7 percent) from 2023 to 2024 were averaged (2.5 percent), and the average percent growth was applied to enplanements in 2023 to project 2024 enplanements. This process was repeated throughout the forecast horizon. The same steps were taken in the employment-income-based scenario, except the average was based on the average of the employment and income growth.

In the combined population-employment-income-based scenario, the growth rate of population (0.2 percent), employment (1.2 percent), and personal income per capita (4.7 percent) were determined and averaged (2.1 percent). The average percent growth (2.1 percent) was applied to enplanements in 2023 to project 2024 activity levels. This process was repeated for each year throughout the forecast horizon.

The econometric scenarios are summarized in **Table E-2**.

Table E-2 – Econometric Scenarios (Enplanements)

Year	Population-Based	Employment-Based	Income-Based	Population-Income-Based	Employment-Income-Based	Population-Employment-Income
2023	165,933	165,933	165,933	165,933	165,933	165,933
2028	167,861	172,019	207,076	186,646	188,898	181,664
2033	169,407	176,403	259,153	210,003	214,208	198,213
2038	170,495	180,323	324,497	236,026	242,596	215,887
2043	171,229	183,810	405,465	264,718	274,071	234,586
CAGR 2023-2043	0.2%	0.5%	4.6%	2.4%	2.5%	1.7%

⁸ Merriam-Webster. *Econometric Definition & Meaning* - Merriam-Webster. <https://www.merriam-webster.com/dictionary/econometric>. Accessed 13 June 2023.

Year	Population-Based	Employment-Based	Income-Based	Population-Income-Based	Employment-Income-Based	Population-Employment-Income
Growth 2023-2043	3.2%	10.8%	144.4%	59.5%	65.2%	41.4%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2022 TAF, Bureau of Transportation Statistics (BTS) T-100 data, Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

General Aviation Based Aircraft

FAA TAF-Based Growth Scenario

As shown in **Table E-3**, the FAA projected that EVV would have 51 based aircraft in 2023, which is slightly below existing based aircraft count of 53 at the Airport. The FAA TAF-based GA based aircraft scenario assumed the FAA 2023 TAF’s projected annual growth from 2023 to 2043 (2.9 percent) and applied this assumption to actual airport-reported based aircraft (53 based aircraft) and projected through 2043, assuming the TAF growth rate for the respective years. The result of this methodology projected 94 based aircraft by 2043, which was believed to be too aggressive. Thus, the TAF-based growth scenario was not chosen to represent the recommended based aircraft forecast.

Table E-3 – FAA TAF-Based Growth Scenario (GA Based Aircraft)

Year	FAA 2023 TAF (EVV TAF)	FAA TAF-Based Growth
2023	51	53
2028	60	61
2033	70	70
2038	80	81
2043	90	94
CAGR 2023-2043	2.9%	2.9%
Growth 2023-2043	76.5%	77.4%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAF, CHA, 2024.

Econometric Scenarios

The GA based aircraft econometric scenarios were a result of examining the year-over-year socioeconomic projections within the EVV catchment area, and then applying incremental growth rates to the Airport’s based aircraft throughout the forecast horizon. A population-based, employment-based, income-based, and population-employment-income-based scenario were all performed.

Table E-4– Econometric Scenarios (GA Based Aircraft)

Year	Population-Based	Employment-Based	Income-Based	Population-Employment-Income
2023	53	53	53	53
2028	54	55	66	58
2033	54	56	83	63

Year	Population-Based	Employment-Based	Income-Based	Population-Employment-Income
2038	54	58	104	69
2043	55	59	130	75
CAGR 2023-2043	0.2%	0.5%	4.6%	1.8%
Growth 2023-2043	3.8%	11.3%	145.3%	41.5%

Note: Compound Annual Growth Rate (CAGR).

Source: Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

The population-based and employment-based scenarios resulted in minimal growth and considered to be too conservative, while the income-based and population-employment-income scenarios were believed to be too aggressive; therefore, the econometric scenarios were not chosen to represent the recommended based aircraft forecast at EVV.

General Aviation Operations

FAA TAF-Based Growth Scenario

The FAA TAF-based GA operations scenario assumed the FAA 2023 TAF’s projected annual growth from 2023 to 2043 for GA itinerant and local operations, and then independently applied those assumptions to actual airport-reported itinerant and local GA activity data. The FAA 2023 TAF projected itinerant GA operations to increase by approximately 0.2 percent from 2023 through 2043.; however, local operations were projected to remain static throughout the forecast period.

The results from applying these growth assumptions are shown in **Table E-5**. This scenario was not chosen to represent future GA operations at EVV because local operations are expected to grow rather than remain static as EVV receives additional based aircraft in conjunction with the future airport development such as the GA terminal and new aircraft storage hangar; therefore, the FAA TAF-Based projection is not predicted to be a realistic representation of future general aviation activity.

Table E-5 – FAA TAF-Based Growth Scenario (GA Operations)

Year	Itinerant	Local	Total
2023	16,720	11,238	27,958
2028	16,846	11,238	28,084
2033	16,973	11,238	28,211
2038	17,100	11,238	28,338
2043	17,229	11,238	28,467
CAGR 2023-2043	0.2%	0.0%	0.1%
Growth 2023-2043	3.0%	0.0%	1.8%

Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAF, FAA Operations Network (OPSNET), Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.