

Appendix D

Air Traffic Forecast Comparison with 2014 TAF

APPENDIX D:

Air Traffic Forecast Comparison with 2014 FAA Terminal Area Forecasts

A supplemental TAF comparison for the year 2014 is included to demonstrate how the FAA TAF has been slowly adjusting to reflect the growth in commercial service at NFIA. Since the introduction of schedule service, the subsequent TAFs have been slow to depict the growth associated with a LCC operation. The 2014 TAF is the first to depict existing and near term forecast numbers near that of the present actual numbers. Longer term growth shown in the 2014 TAF is still minimal by recent actual growth standards, but is notably improved over the other recent TAF years.

NFIA Forecast Summary and Comparison to FAA Terminal Area Forecast (2014 TAF)

Forecast/ Component	2012	2013	2016	2017	2022	2023	2027	2032	CAGR ³ (2012- 2032)
FAA Terminal Area Forecasts (2014)									
Passenger Enplanements	95,694	96,014	110,194	112,048	121,786	123,824	132,389	143,896	2.52%
Aircraft Operations	25,296	22,635	20,075	20,158	20,574	20,659	21,006	21,461	-0.76%
Based Aircraft	56	75	77	77	81	83	83	83	2.41%
NFIA Master Plan Update (2013)									
Passenger Enplanements ¹	86,605	90,069	107,846	114,690	151,831	161,819	199,366	253,523	5.25%
Aircraft Operations ²	27,085	27,158	27,419	27,518	28,026	28,155	28,621	29,222	0.36%
Based Aircraft	73	73	73	73	73	73	74	77	0.25%
Percent Difference from TAF									
Enplanements	-9.5%	-6.2%	-2.1%	2.4%	24.7%	30.7%	50.6%	76.2%	N/A
Aircraft Operations	7.1%	20.0%	36.6%	36.5%	36.2%	36.3%	36.3%	36.2%	N/A
Based Aircraft	30.4%	-2.7%	-5.2%	-5.2%	-9.9%	-12.0%	-10.8%	-7.2%	N/A

Notes:

1 – InterVISTAS’ NFIA passenger forecasts were developed on an Origin & Destination (2-way) basis. The Passenger Enplanements figures shown in this table were derived by taking 50% of the Origin & Destination forecasts. Actual 2012 Enplanements at NFIA are as reported by the U.S. Department of Transportation.

2 – InterVISTAS’ Aircraft Operations forecasts include categories equivalent to those identified from the FAA Terminal Area Forecasts listed in this table.

3- CAGR – Compound Annual Growth Rate

Source: FAA Terminal Area Forecasts, 2014; FAA Air Traffic Activity Data System (ATADS); U.S. Department of Transportation T-100 Air Carrier Reports; InterVISTAS Consulting; and McFarland Johnson, Inc.

NFIA Forecast Summary and Comparison to FAA Terminal Area Forecast for Aircraft Operations (2014 TAF)

Year	Itinerant Air Carrier	Itinerant Air Taxi	Itinerant GA	Itinerant Military	Local Civil	Local Military	Total Airport Ops
<i>Source: FAA TAF (2014)</i>							
2012	1,242	1,194	9,976	4,611	5,262	3,011	25,296
2013	954	624	9,169	4,886	4,108	2,894	22,635
2016	977	638	8,161	3,408	5,081	1,785	20,075
2017	994	638	8,186	3,408	5,122	1,785	20,158
2022	1,076	638	8,336	3,408	5,331	1,785	20,574
2023	1,093	638	8,361	3,408	5,374	1,785	20,659
2027	1,165	638	8,461	3,408	5,549	1,785	21,006
2032	1,264	638	8,589	3,408	5,777	1,785	21,462
<i>Source: NFIA Master Plan Update Forecasts (2013)¹</i>							
2012	1,328	N/A	10,957	N/A	6,954	7,846	27,085
2013	1,380	N/A	10,961	N/A	6,957	7,860	27,158
2016	1,548	N/A	10,973	N/A	6,964	7,902	27,387
2017	1,627	N/A	10,977	N/A	6,967	7,916	27,487
2022	2,064	N/A	10,996	N/A	6,979	7,986	28,025
2023	2,174	N/A	11,000	N/A	6,981	8,000	28,155
2027	2,558	N/A	11,016	N/A	6,991	8,056	28,621
2032	3,056	N/A	11,035	N/A	7,004	8,126	29,221

Notes:

1 – Due to lack of available information, the NFIA Master Plan forecasts do not distinguish between Itinerant Military and Local Military operations. With the presence of the U.S. Air Force Reserve Command's 914th Airlift Wing and the New York Air National Guard's 107th Airlift Wing at NFIA, the forecasts assume that the majority of the military operations will be Local operations. Therefore, for purposes of this table, all military operations listed under the NFIA Master Plan Update are designated as Local Military.

NFIA Forecast Summary and Comparison to FAA Terminal Area Forecast for Passenger Enplanements (Using TAF Formatting)

Year	Air Carrier	Air Taxi	Commuter	US Flag	Foreign Flag	Total International Enplanements	Total Enplanements
<i>Source: FAA TAF (2014)</i>							
2012	90,099	N/A	5,428	167	N/A	167	95,964
2013	95,968	N/A	0	46	N/A	46	96,014
2016	108,762	N/A	1,432	N/A	N/A	N/A	110,194
2017	110,616	N/A	1,432	N/A	N/A	N/A	112,048
2022	120,354	N/A	1,432	N/A	N/A	N/A	121,786
2023	122,410	N/A	1,432	N/A	N/A	N/A	123,842
2027	130,957	N/A	1,432	N/A	N/A	N/A	132,389
2032	142,464	N/A	1,432	N/A	N/A	N/A	143,896
<i>Source: NFIA Master Plan Update Forecasts (2013)¹²</i>							
2012	86,605	N/A	N/A	86,605	N/A	1,631	86,605
2013	90,069	N/A	N/A	90,069	N/A	1,696	90,069
2016	103,946	N/A	N/A	103,946	N/A	2,458	107,846
2017	110,790	N/A	N/A	110,790	N/A	2,657	114,960
2022	151,831	N/A	N/A	147,931	3,900	7,663	151,831
2023	161,819	N/A	N/A	155,969	5,850	9,857	161,819
2027	199,365	N/A	N/A	189,615	9,750	14,781	199,365
2032	253,523	N/A	N/A	235,476	18,047	24,469	253,523

Notes:

1 – The Air Carrier category under the NFIA Master Plan Update Forecasts is assumed to be comprised of commercial operations by US Flag and Foreign Flag airlines.

2 – The Total International Enplanements category under the NFIA Master Plan Update Forecasts is assumed to be comprised of passengers traveling on: 1) US Flag airlines - serving Mexico and the Caribbean markets and 2) Foreign Flag airlines.

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