



**WICHITA**  
DWIGHT D. EISENHOWER  
NATIONAL AIRPORT

# AIRPORT MASTER PLAN



# AGENDA

Planning Advisory Committee (PAC)

Meeting #2

Tuesday, March 4

1:30 pm

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1. Welcome/Introductions
2. Review of the Master Plan Process
3. Introduction/SWOT Review
4. Inventory
5. Forecasts
6. Discussion

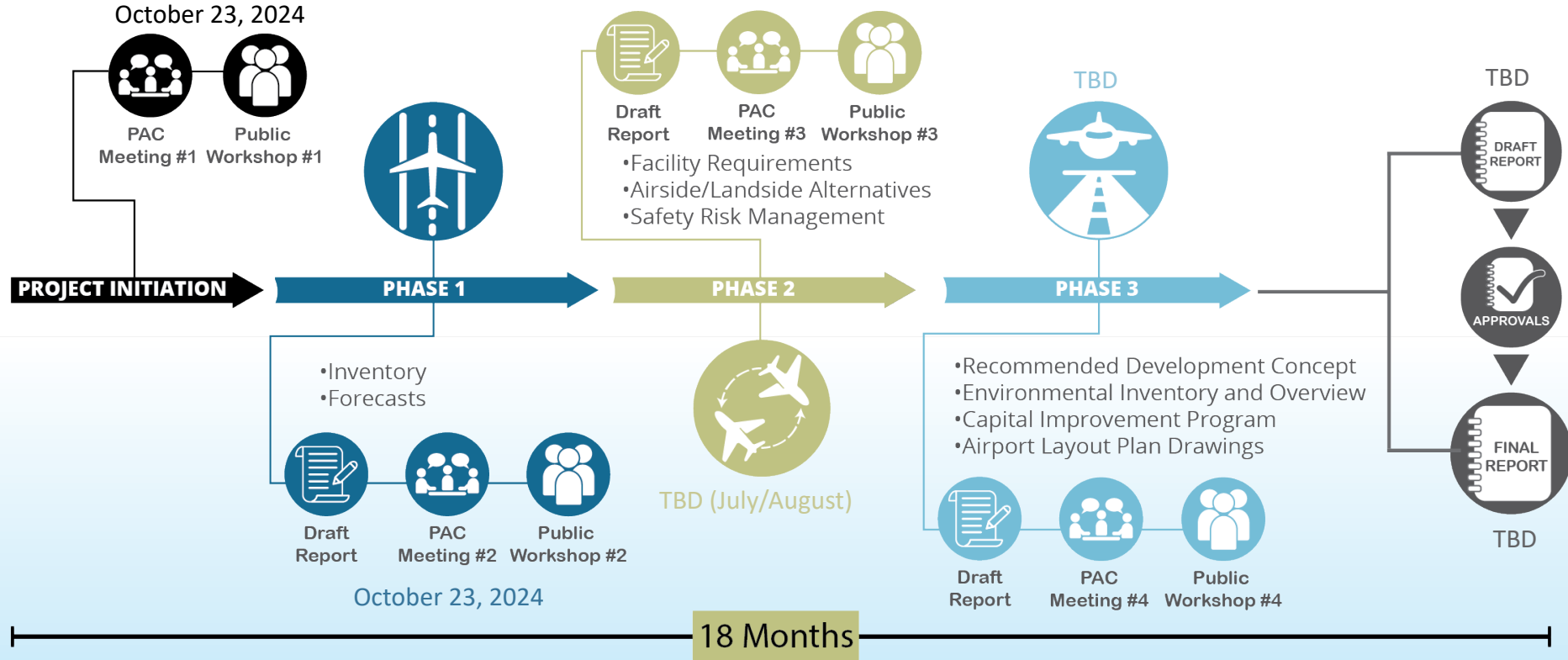


# PROJECT TEAM





# MASTER PLAN PROCESS





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# Introduction

# AIRPORT MASTER PLAN



## Table iA: SWOT

<b>STRENGTHS</b>	<ul style="list-style-type: none"><li>• Newer terminal building</li><li>• Parking garage</li><li>• Partnership among tenants/FAA with WAA</li><li>• Ease of navigating parking/terminal</li><li>• Airport location/accessibility</li><li>• Food/beverage options</li><li>• Luggage pickup</li><li>• Aviation stakeholders on airport</li><li>• Available GA services (FBOs)</li></ul>	<ul style="list-style-type: none"><li>• Local support from elected officials</li><li>• Cleanliness of terminal</li><li>• Competitive ticket prices</li><li>• Economic development</li><li>• Partnership with community-wide organizations</li><li>• Open space in terminal</li><li>• Organization is nimble</li><li>• Easy and fast passenger processing</li><li>• “Air Capital of the World” moniker</li></ul>
<b>WEAKNESSES</b>	<ul style="list-style-type: none"><li>• Parking garage is often full</li><li>• Ticket lobby constraints</li><li>• Airline operations space (back office)</li><li>• Need more nonstop options</li><li>• Need more hangar space (paint booth, etc.)</li><li>• FAA hot spot</li><li>• Weather station location (limits development)</li><li>• FIS facilities/commercial customs</li></ul>	<ul style="list-style-type: none"><li>• Record passenger levels may constrain terminal</li><li>• Land locked by park, golf course, Kellogg, K-42</li><li>• Ready-to-build land with taxilane access</li><li>• Public transport from airport</li><li>• Snow removal staffing</li><li>• Converging runway safety areas</li><li>• Aging facilities (ARFF/ATCT)</li><li>• Hangar availability</li></ul>



## Table iA: SWOT

OPPORTUNITIES	<ul style="list-style-type: none"><li>• Ticket lobby expansion</li><li>• Sustainability – electric GSE</li><li>• Air taxi services – vertiport</li><li>• Provide airfield access to undeveloped sites</li><li>• WAA land south of K-42 development</li><li>• Speed to market is critical</li><li>• Advanced air mobility (AAM)</li><li>• Consider next generation of aviation</li><li>• Electric planes, drones, etc.</li><li>• More nonstop flights</li><li>• Plan for ICT and AAO to complement each other</li></ul>	<ul style="list-style-type: none"><li>• New biomedical corridor in Wichita</li><li>• Lean into the “Air Capital of the World” moniker</li><li>• Flights to the south and east</li><li>• More hangars for GA</li><li>• Sustainability</li><li>• Advanced manufacturing workforce</li><li>• International flights</li><li>• Need more operations staff with higher pay</li><li>• Runway end EMAS</li><li>• Convention growth</li><li>• Land acquisition for aviation development</li></ul>
THREATS	<ul style="list-style-type: none"><li>• Costs</li><li>• Limited site-ready development options</li><li>• Cowskin Creek – floodplain issues</li><li>• Lack of developable land</li><li>• Golf course and Pawnee Prairie Park to the west</li><li>• Lack of covered parking</li><li>• Hiring talent</li><li>• Will the terminal still be “new” in 20 years?</li><li>• I-35 corridor peer cities (Salina and Kansas City)</li></ul>	<ul style="list-style-type: none"><li>• Lack of workforce diversification</li><li>• KC international routes</li><li>• Lack of aviation interest by young folks</li><li>• Increases in AAO operations (airspace conflicts)</li><li>• McConnell AFB airspace conflicts</li><li>• System shocks (9/11, COVID-19 pandemic, recession, etc.)</li><li>• Airfield issues (non-standard geometries)</li><li>• FAA funding eligibility of Runway 14-32</li><li>• Drones – make airspace complicated</li></ul>



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# Chapter 1 Inventory

# AIRPORT MASTER PLAN





## Table 1B: Economic Impact



KS Airports

Employment	Payroll	Output
20,583	\$1,206,734,800	\$4,978,579,200
33,993	\$1,848,815,800	\$9,033,115,900



## 1954 Commercial Airlines

Braniff Airways  
Continental Airlines  
Trans World Airlines (and two feeder lines)  
Central Airlines  
Ozark Airlines

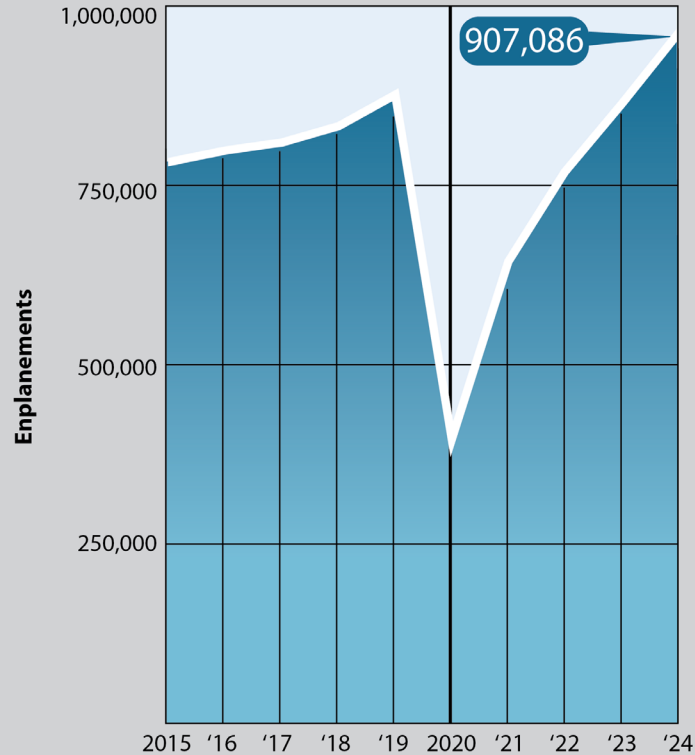


*Wichita Municipal Airport, 1954*



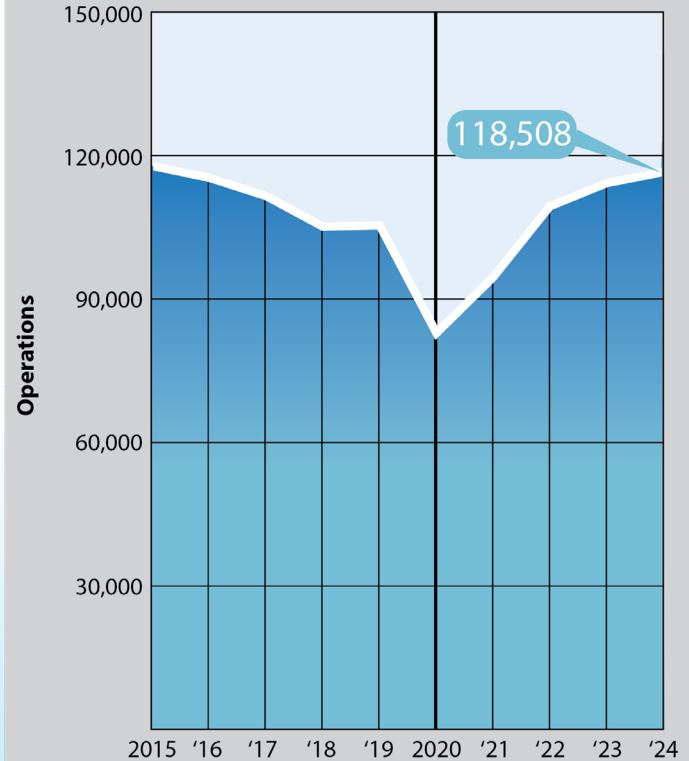
### Exhibit 1D: Historical Activity Statistics

ENPLANEMENTS



Source: Airport Records

OPERATIONS



Source: OPSNET FAA Database



## Exhibit 1D: Historical Activity Statistics

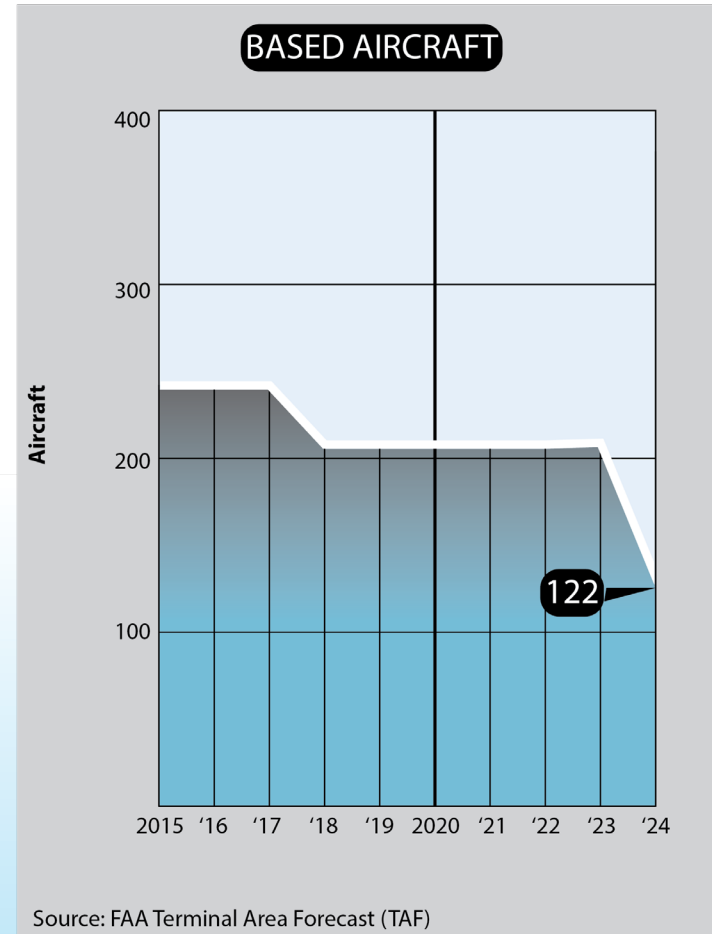
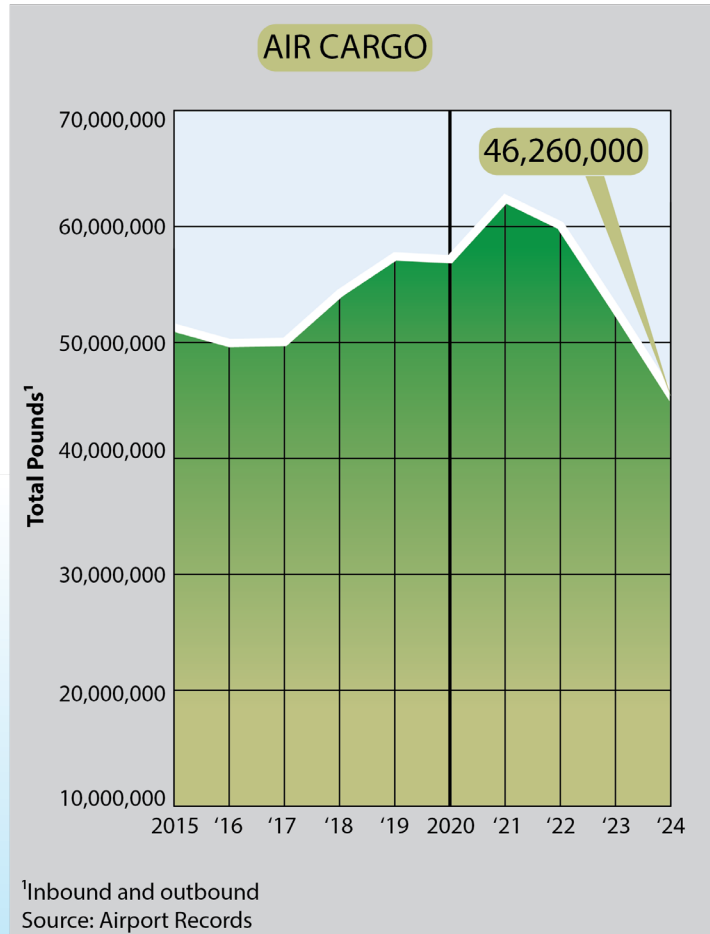










Table 1C: Federal Grants

## Total ICT Grants

<b>AIP Entitlement</b>		<b>AIP Discretionary</b>
\$87,035,997		\$29,984,343
<b>CARES / CRSSA</b>		<b>Grand Total</b>
\$25,414,854		\$142,435,194

*Federal grants since 2005*

**Table 1E: Airlines and Partners Serving ICT**

Main Carrier	2024 Commuter/Codeshare Partner
	Wisconsin Air, Envoy Air, PSA Airlines, and SkyWest Airlines
	CommutAir, GoJet, Mesa Airlines, and SkyWest Airlines
	Endeavor Airlines (Delta Connection), Republic, and SkyWest Airlines
	Horizon Air
	NA
	NA



## Exhibit 1E: Top 20 Destination Airports



### Top Twenty Destination Airports

Rank	Destination	Airline(s)
1	LAS-Las Vegas	Southwest, Allegiant
2	DEN-Denver	Southwest, United
3	ORD-Chicago	American, United
4	IAH - Houston (Bush)	United
5	ATL - Atlanta	Delta
6	PHX - Phoenix Sky Harbor	Southwest, American
7	SEA - Seattle	Alaska
8	DFW - Dallas/Fort Worth	American
9	MCO-Orlando <sup>1</sup>	NA/Allegiant <sup>1</sup>
10	AZA - Phoenix/Mesa Gateway	Allegiant
11	LAX-Los Angeles <sup>2</sup>	Allegiant <sup>2</sup>
12	DCA - Washington Natl.	American
13	STL - St. Louis	Southwest
14	VPS - Destin, FL <sup>2</sup>	Allegiant <sup>2</sup>
15	MSP - Minneapolis/St. Paul	Delta
16	SAN - San Diego	NA
17	MIA - Miami <sup>3</sup>	American <sup>3</sup>
18	TPA - Tampa <sup>4</sup>	NA/Allegiant <sup>4</sup>
19	LGA - New York (LaGuardia)	NA
20	BNA - Nashville	NA

<sup>1</sup>Seasonal Allegiant flight to Sanford (SFB)  
<sup>2</sup>Seasonal on Allegiant  
<sup>3</sup>Seasonal on American  
<sup>4</sup>Seasonal Allegiant flight to Clearwater (PIE)



# Exhibit 1F: Top 20 Destination Airports

# AIRPORT MASTER PLAN

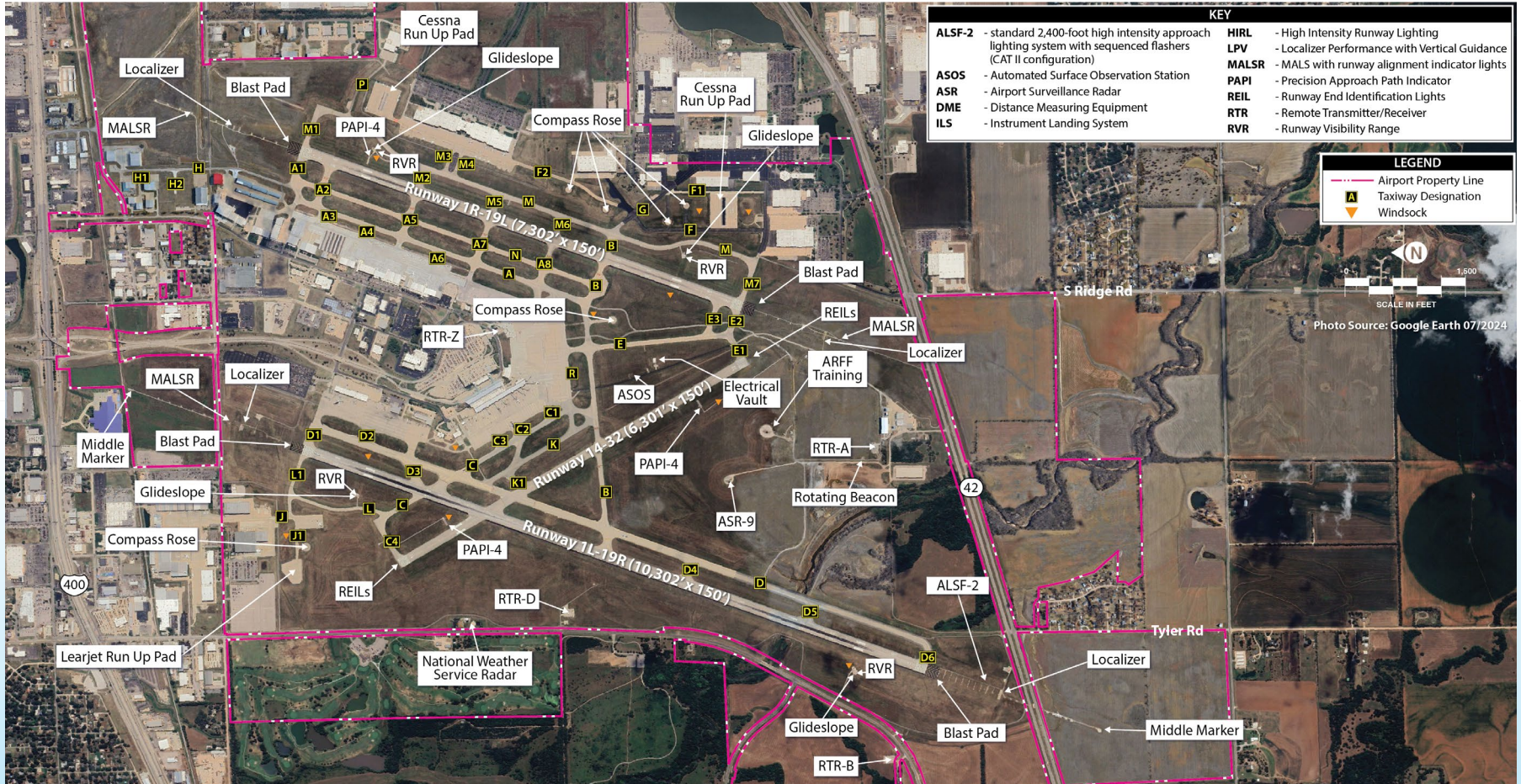
Fiscal Year 2014				
Rank	Destination	T-100 Survey Enplanements	% of T-100 Enplanements (% of Market by Airport)	Total Enplanements by Region (Market Enplanements by Airport)
1	LAS-Las Vegas	5,070	11.8%	58,104
<b>LOS ANGELES, CA</b>				
	LAX - Los Angeles	4,028	9.3%	46,162
	SNA - John Wayne	2,975	73.9%	34,094
2	ONT - Ontario	596	14.8%	6,830
	BUR - Burbank	282	7.0%	3,232
	LGB - Long Beach	175	4.3%	2,006
		6	0.1%	69
<b>CHICAGO, IL</b>				
	ORD - Chicago	3,732	8.7%	42,770
3	MDW - Chicago (Midway)	1,944	52.1%	22,279
		1,788	47.9%	20,491
<b>DALLAS, TX</b>				
	DFW - Dallas	3,649	8.5%	41,819
4	DAL - Dallas (Love Field)	2,142	58.7%	24,548
		1,507	41.3%	17,271
<b>PHOENIX, AZ</b>				
	AZA - Phoenix/Mesa Gateway	2,948	6.8%	33,785
5	PHX - Phoenix	1,762	59.8%	20,193
		1,186	40.2%	13,592
<b>HOUSTON, TX</b>				
	IAH - Houston (Bush)	2,847	6.6%	32,627
6	HOU - Houston (Hobby)	1,924	67.6%	22,050
		923	32.4%	10,578
<b>WASHINGTON D.C AREA</b>				
	DCA - Washington Natl.	2,517	5.8%	28,845
7	BWI - Baltimore	1,311	52.1%	15,024
	IAD - Dulles	695	27.6%	7,965
		511	20.3%	5,856
8	ATL - Atlanta	2,530	5.9%	28,994
<b>NEW YORK, NY</b>				
	LGA - LaGuardia	2,107	4.9%	24,147
9	EWR - Newark	1,300	61.7%	14,898
	JFK - JFK	677	32.1%	7,759
		130	6.2%	1,490
10	DEN - Denver	1,964	4.6%	22,508
11	MCO - Orlando	1,767	4.1%	20,250
12	SEA - Seattle	1,708	4.0%	19,574
<b>SAN FRANCISCO BAY</b>				
	SFO - San Francisco	1,327	3.1%	15,208
13	OAK - Oakland	1,141	86.0%	13,076
		186	14.0%	2,132
<b>SOUTHEAST, FL</b>				
	MIA - Miami	1,219	2.8%	13,970
14	FLL - Fort Lauderdale	495	40.6%	5,673
		724	59.4%	8,297
15	MSP - Minneapolis/St. Paul	1,174	2.7%	13,454
16	SAT - San Antonio	1,117	2.6%	12,801
17	BOS - Boston	935	2.2%	10,715
18	SAN - San Diego	892	2.1%	10,223
19	TPA - Tampa	850	2.0%	9,741
20	PHL - Philadelphia	748	1.7%	8,572
<b>Total FY 2014 Top 20 Enplanements</b>		<b>43,129</b>	<b>100.0%</b>	<b>494,270</b>
<b>Total FY 2014 Enplanements</b>		<b>66,713</b>		<b>764,549</b>
<b>Percent of Enplanements Going to Top 20 Destinations</b>		<b>64.6%</b>		<b>64.6%</b>

April 2023-March 2024				
Rank	Destination	T-100 Survey Enplanements	% of T-100 Enplanements (% of Market by Airport)	Total Enplanements by Region (Market Enplanements by Airport)
1	LAS-Las Vegas	4,591	9.8%	53,764
<b>PHOENIX, AZ</b>				
	AZA - Phoenix/Mesa Gateway	4,216	9.0%	49,373
2	PHX - Phoenix	2,504	59.4%	29,324
		1,712	40.6%	20,049
3	DEN - Denver	4,166	8.9%	48,787
<b>LOS ANGELES, CA</b>				
	LAX - Los Angeles	3,508	7.5%	41,081
	SNA - John Wayne	1,637	46.7%	19,171
	ONT - Ontario	697	19.9%	8,162
4	BUR - Burbank	569	16.2%	6,663
	LGB - Long Beach	390	11.1%	4,567
		215	6.1%	2,518
<b>CHICAGO, IL</b>				
	ORD - O'Hare	3,095	6.6%	36,245
5	MDW - Midway	2,846	92.0%	33,329
		249	8.0%	2,916
<b>HOUSTON, TX</b>				
	IAH - Houston (Bush)	2,899	6.2%	33,950
6	HOU - Hobby	2,601	89.7%	30,460
		298	10.3%	3,490
<b>ORLANDO, FL</b>				
	MCO - Orlando	2,613	5.6%	30,600
7	SFB - Sanford	2,078	79.5%	24,335
		535	20.5%	6,265
8	ATL - Atlanta	2,559	5.5%	29,968
9	SEA - Seattle	2,500	5.4%	29,277
10	DFW - Dallas	2,496	5.4%	29,230
<b>WASHINGTON D.C AREA</b>				
	DCA - Washington Natl.	2,378	5.1%	27,848
	BWI - Baltimore	1,541	64.8%	18,046
	IAD - Dulles	571	24.0%	6,687
		266	11.2%	3,115
<b>SOUTHEAST, FL</b>				
	MIA - Miami	1,787	3.8%	20,927
12	FLL - Fort Lauderdale	1,143	64.0%	13,385
		644	36.0%	7,542
<b>NEW YORK, NY</b>				
	LGA - LaGuardia	1,632	3.5%	19,112
	EWR - Newark	1,005	61.6%	11,769
13	JFK - JFK	478	29.3%	5,598
		149	9.1%	1,745
<b>TAMPA, FL</b>				
	TPA - Tampa	1,461	3.1%	17,109
14	PIE - Clearwater	1,136	77.8%	13,303
		325	22.2%	3,806
15	STL - St. Louis	1,350	2.9%	15,810
16	VPS - Destin, FL	1,269	2.7%	14,861
17	MSP - Minneapolis/St. Paul	1,197	2.6%	14,018
18	SAN - San Diego	1,152	2.5%	13,491
19	BNA - Nashville	922	2.0%	10,797
20	BOS - Boston	839	1.8%	9,825
<b>Total 2024<sup>1</sup> Top 20 Enplanements</b>		<b>46,630</b>	<b>100.0%</b>	<b>546,075</b>
<b>Total 2024<sup>1</sup> Enplanements</b>		<b>75,059</b>		<b>879,001</b>
<b>Percent of Enplanements Going to Top 20 Destinations</b>		<b>62.1%</b>		<b>62.1%</b>



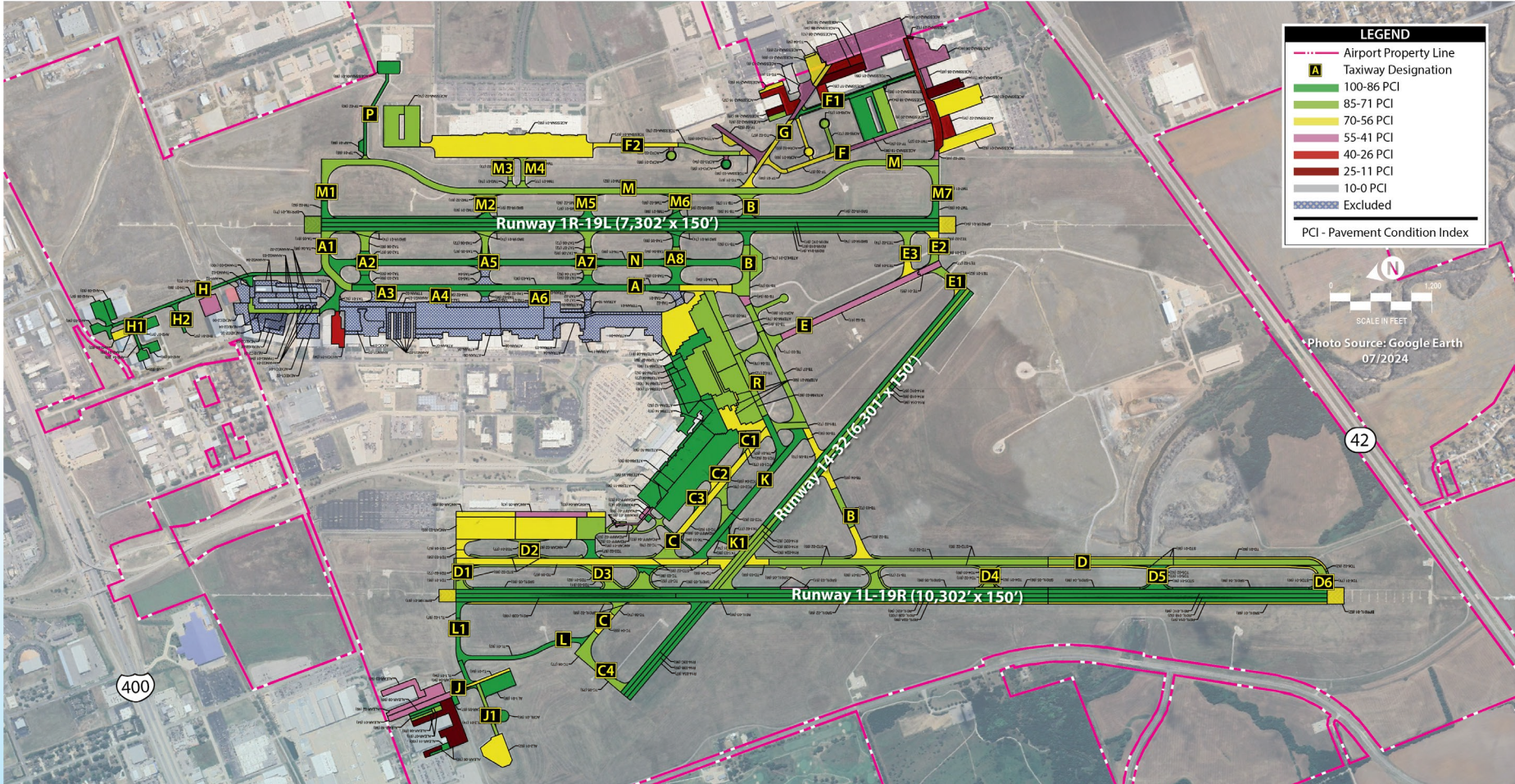


# Exhibit 1G: Airside Facilities





# Exhibit 1H: 2023 Pavement Condition



**LEGEND**

- Airport Property Line
- A Taxiway Designation
- 100-86 PCI
- 85-71 PCI
- 70-56 PCI
- 55-41 PCI
- 40-26 PCI
- 25-11 PCI
- 10-0 PCI
- Excluded

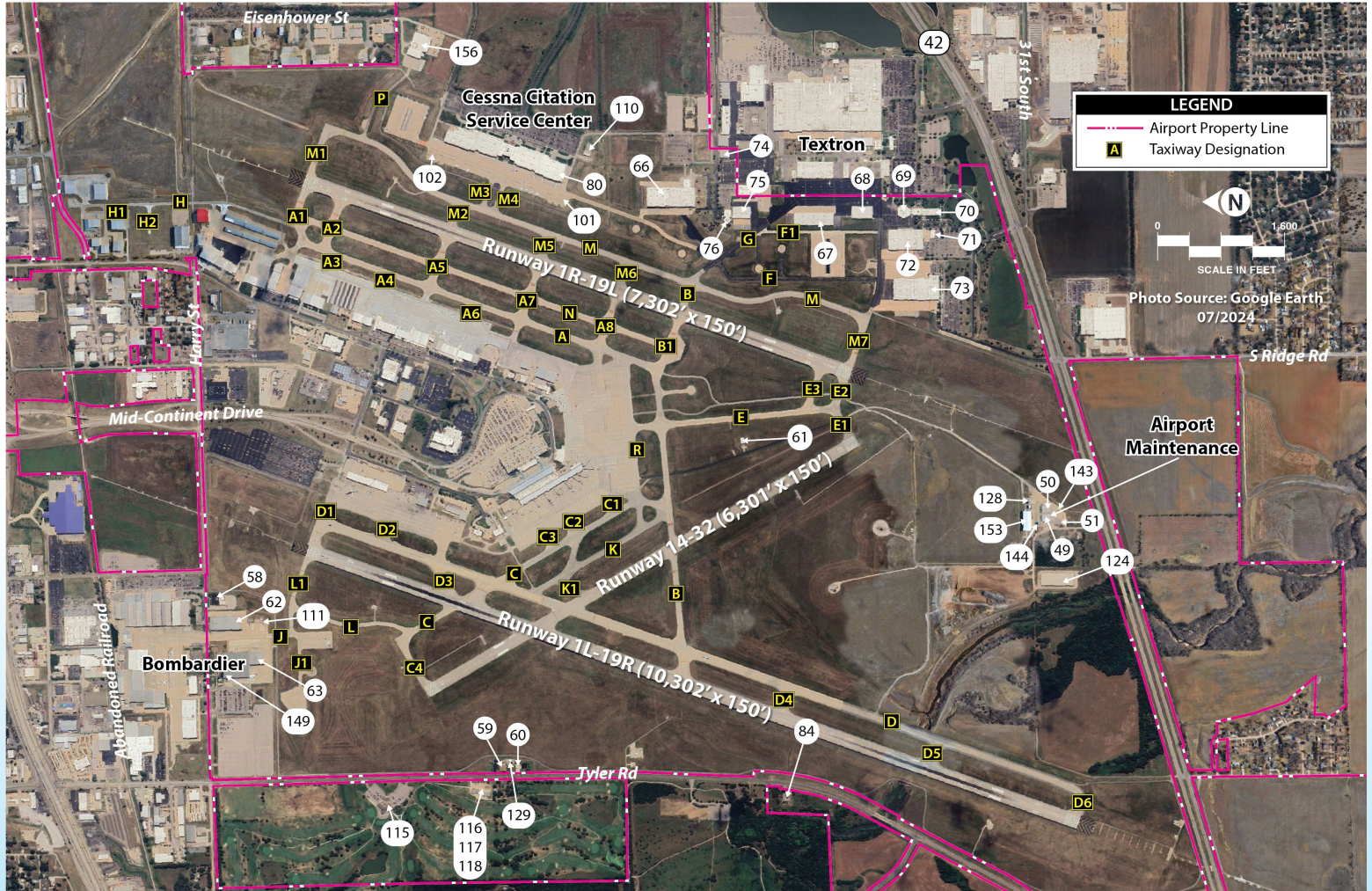
PCI - Pavement Condition Index

0 1,200  
SCALE IN FEET

Photo Source: Google Earth  
07/2024



# Exhibit 1M: Landside Facilities





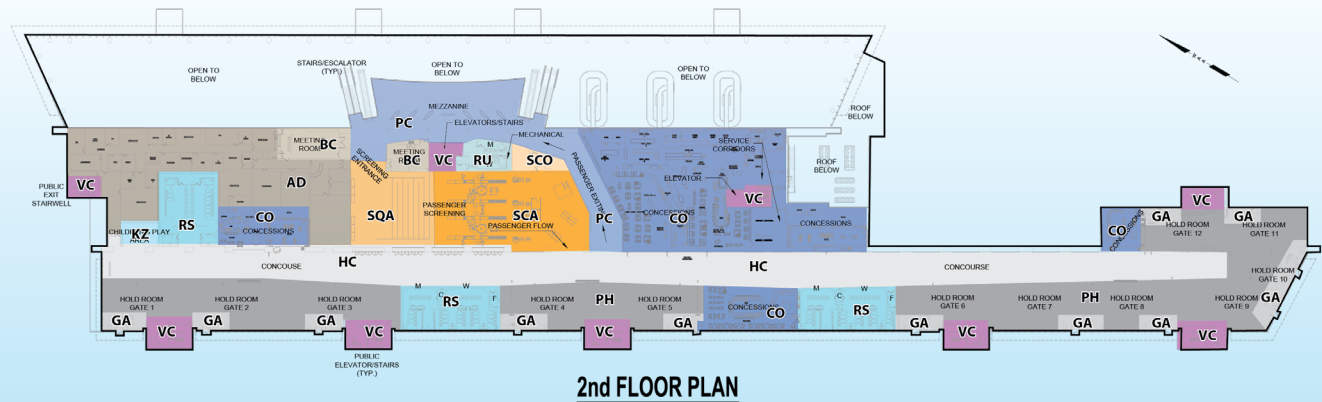
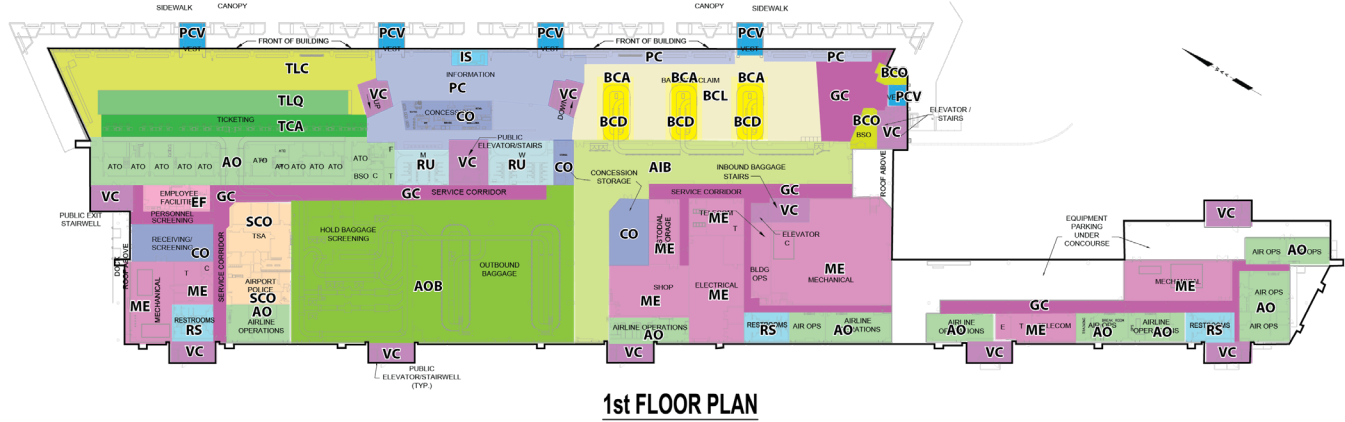
# Exhibit 1M: Landside Facilities





# Exhibit 1N: Terminal Building

Functional Area	Exhibit ID	Level 1 (sf)	Level 2 (sf)
<b>Ticketing/Check-in</b>			
Ticket Counter Area	TCA	3,000	-
Ticket Lobby Queue Area	TLQ	3,500	-
Ticket Lobby Circulation	TLC	8,100	-
Airline Operations	AO	18,400	-
Airline Operations/Outbound Baggage	AOB	22,400	-
Airline Operations/Inbound Baggage	AIB	10,200	-
<b>Security Screening</b>			
Security Checkpoint Area	SCA	-	6,600
Security Queue Area	SQA	-	3,800
Security Offices	SCO	3,600	600
<b>Passenger Holdroom</b>			
Passenger Holdroom	PH	-	23,200
Gate Area/Loading	GA	-	4,500
Holdroom Circulation	HC	-	21,900
<b>Baggage Claim</b>			
Bag Claim Device	BCD	2,500	-
Bag Claim Area	BCA	1,300	-
Bag Claim Lobby/Circulation	BCL	6,200	-
Bag Claim Office	BCO	700	-
<b>Public Spaces</b>			
Restrooms (Secure)	RS	1,500	7,400
Restrooms (unsecure)	RU	2,600	900
Concessions	CO	5,000	19,800
Public Circulation	PC	10,900	8,500
Public Circulation - Vestibules	PCV	2,000	-
Information Station	IS	300	-
Kids Zone	KZ	-	500
<b>Administrative Space</b>			
Administration Offices	AD	-	11,300
Business Center	BC	-	2,100
<b>General Building Areas</b>			
Structural Space (not shown)	SS	6,800	5,000
Mechanical/Electrical	ME	21,600	-
Vertical Circulation	VC	6,300	5,900
General Circulation	GC	10,200	-
Employee Facilities	EF	900	-
<b>Terminal Building Area By Level</b>		<b>149,000</b>	<b>123,000</b>
<b>Gross Terminal Building Area</b>		<b>272,000</b>	





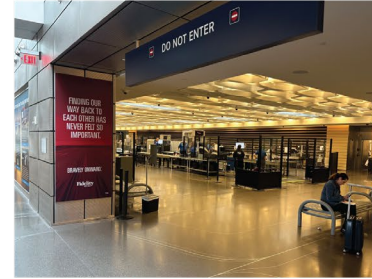
## Exhibit 1N: Terminal Building



Terminal Exterior



Terminal Interior – Public Lobby



Security Checkpoint



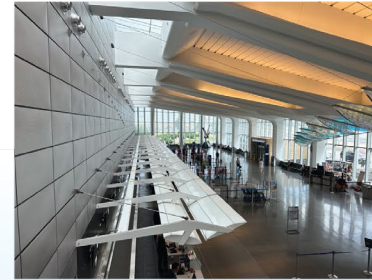
Gate Hold Rooms



Concessions



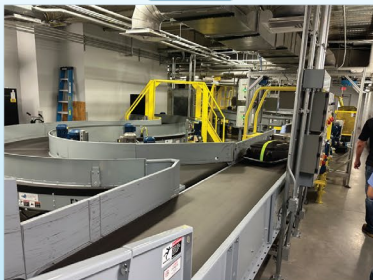
Ticketing/Check In



Ticketing Viewed from the Mezzanine



Gate 9 – Airside View



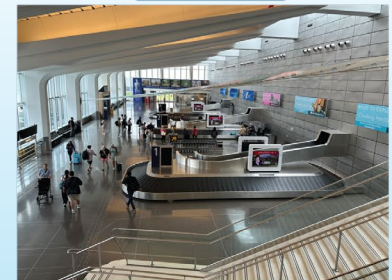
Checked Bag Processing



Air Capital of the World – Public Lobby



Gate 4 – Airside View



Bag Claim Viewed from the Mezzanine

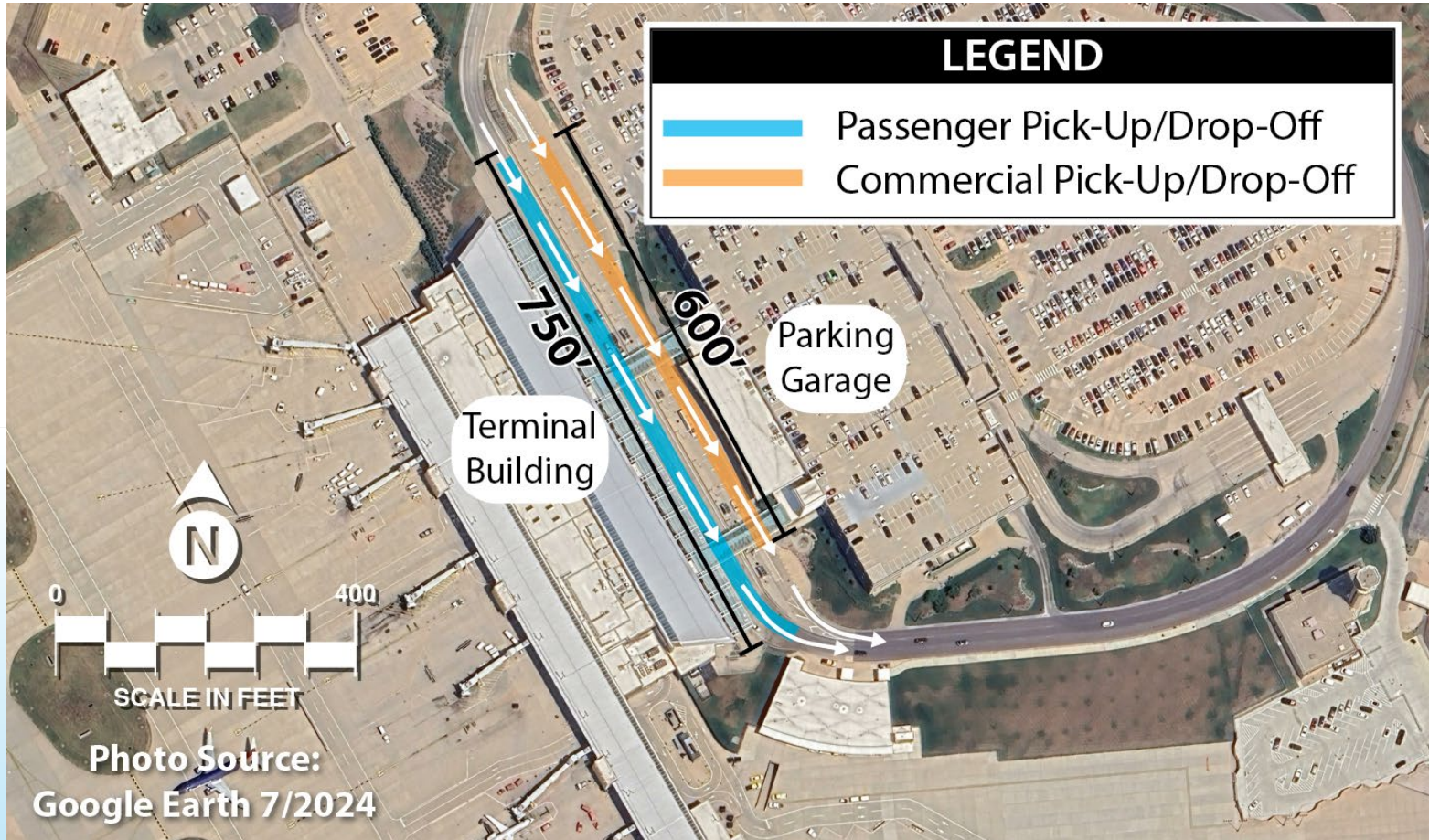


## Exhibit 1P: Airport Traffic Flow





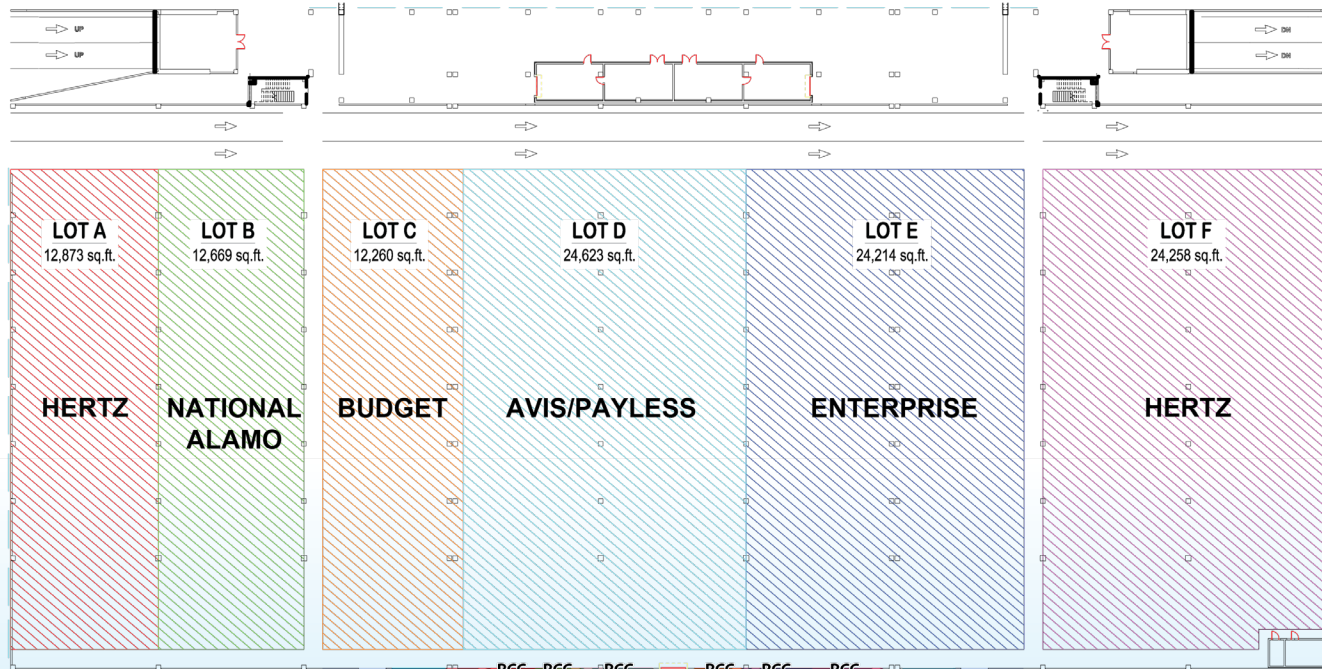
### Exhibit 1Q: Terminal Curb Front



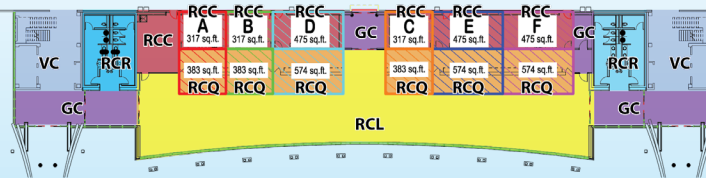




## Exhibit 1R: Rental Car Center



Rental Car Ready/Return		
1st Floor	Designation	Area (sf)
Hertz	Lot A	12,873
National Alamo	Lot B	12,669
Budget	Lot C	12,260
Avis/Payless	Lot D	24,623
Enterprise	Lot E	24,124
Hertz	Lot F	24,258
<b>Total Area</b>		<b>110,807</b>



Rental Car Center		
Functional Area	Exhibit ID	Area (sf)
Counter/Office Area	RCC	3,200
Rental Queue Area	RCQ	3,200
Rental Car Lobby	RCL	5,600
Rental Car Restroom	RCR	1,700
General Circulation	GC	2,500
Vertical Circulation	VC	5,100
<b>Gross Area</b>		<b>21,300</b>



## Exhibit 1S: Vehicle Parking Map

	Standard	ADA	Total
<b>Parking Garage</b>			
Level 1	Rental Car Reserve		
Level 2	379	14	393
Level 3	393	8	401
Level 4	403	4	407
<b>Subtotal</b>	<b>1,175</b>	<b>26</b>	<b>1,201</b>
<b>Surface Parking</b>			
Close-In Lot	273	10	283
Economy Lot	991	28	1,019
Park and Ride	1,068	20	1,088
<b>Subtotal</b>	<b>2,332</b>	<b>58</b>	<b>2,390</b>
<b>Total Public Parking</b>	<b>3,507</b>	<b>84</b>	<b>3,591</b>
<b>Additional Parking</b>			
Cell Phone Lot	15	0	15
Park and Ride (Closed)	451	7	458
<b>Employee Parking</b>			
Terminal Building Employee	183	2	185
WAA Admin Parking	35	0	35
ARFF/Public Safety Parking	51	0	51
<b>Subtotal</b>	<b>269</b>	<b>2</b>	<b>271</b>

ADA: Americans With Disabilities Act





## Exhibit 1T: Commercial Service Apron





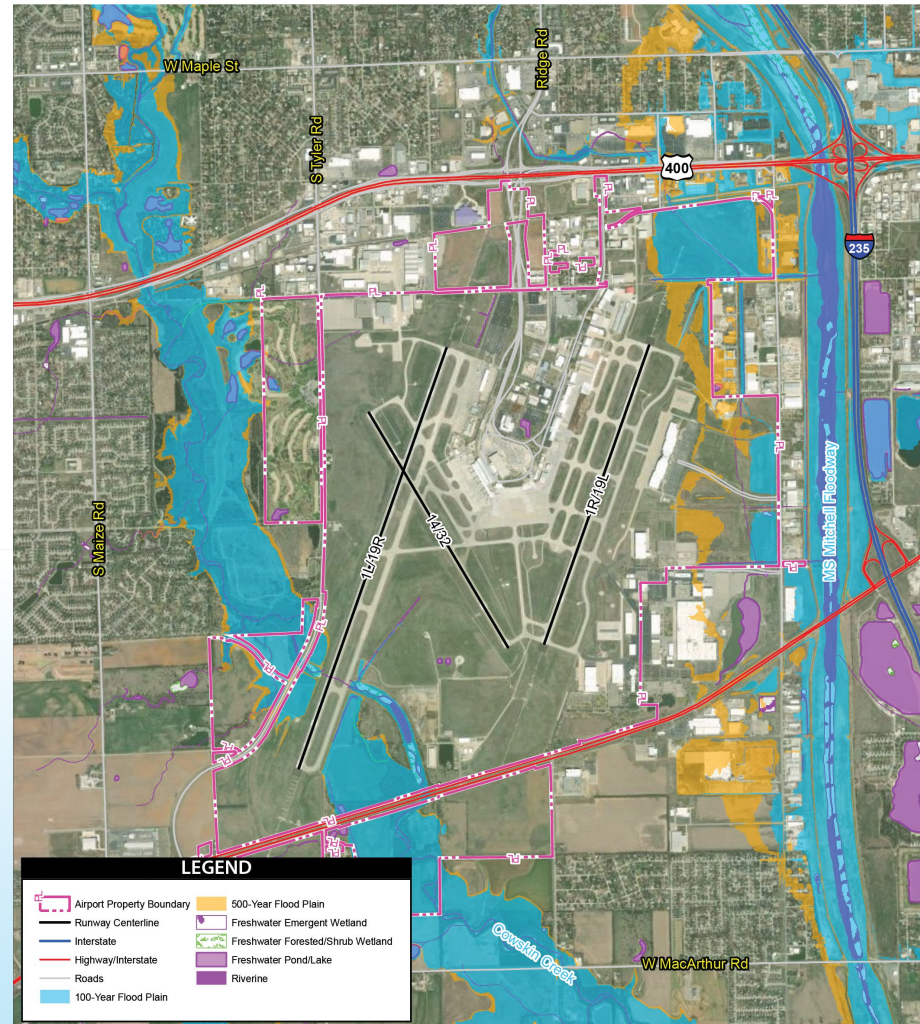
## Exhibit 1U: Air Cargo Facilities







# Exhibit 1BB: Natural Resources Near ICT





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## Chapter 2 Forecasts

# AIRPORT MASTER PLAN



## FORECAST ELEMENTS

1. **Commercial Passenger Service**
  - Annual Enplanement Passengers
  - Commercial Operations and Fleet Mix
2. **Commercial Air Cargo**
  - Annual Enplaned Tons
  - Annual Operations and Fleet Mix
3. **General Aviation**
  - Based Aircraft and Fleet Mix
  - Operations (GA, Other Air Taxi, Military)
4. **Peaking Characteristics**
  - Airline Enplanement Peaks
  - Operations Peaks
5. **Critical Aircraft Determination**
  - Runway Design Code by Runway





## FORECAST PROCESS

1. Review Existing Forecasts
2. Collect Recent Data (Calendar Year 2024)
3. Research Trends
4. Employ Multiple Methods Creating a Planning Envelope
  - Regression
  - Market Share Analysis
  - Ratio Trends
5. Select a Single Forecast (or a blend of forecasts)
6. Test Against the FAA Terminal Area Forecast (TAF)
  - Within 10% in the five-year timeframe
  - Within 15% in the 10-year timeframe





TABLE 2A: FAA Activity Forecasts

Year	Air Carrier Operations (thousands)	Air Taxi/Commuter Operations (thousands)	GA Aircraft Fleet	GA Operations (thousands)
2010	12,658	9,410	223,370	26,580
2015	13,755	7,895	210,031	25,579
2016	14,417	7,580	211,794	25,538
2017	15,047	7,180	211,757	25,571
2018	15,686	7,126	211,749	26,485
2019	16,192	7,234	210,981	27,354
2020	11,737	5,472	204,140	24,941
2021	12,214	5,885	209,194	27,254
2022	15,150	6,522	209,540	28,664
2023	16,158	6,456	209,730	29,873
2024	17,303	6,476	210,105	31,026
<b>FAA FORECAST</b>				
2029	20,327	6,386	213,370	32,579
2034	22,216	6,748	217,685	33,084
2044	26,454	7,490	228,975	34,140
<b>Compound Average Annual Growth Rate</b>				
2010-2019	2.8%	-2.9%	-0.6%	0.3%
2022-2024	6.9%	-0.4%	0.1%	4.0%
2024-2034	2.5%	0.4%	0.4%	0.6%
2024-2044	2.1%	0.4%	0.4%	0.5%

**TABLE 2D: Advanced Air Mobility (AAM) Forecasts**

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	CAGR
<b>AAM Departures</b>							
Base	295,530	494,637	827,887	1,385,657	2,319,213	3,881,730	53.60%
Low*	206,871	346,246	579,521	969,960	1,623,449	2,717,211	53.60%
<b>AAM Passengers**</b>							
Base	886,590	1,483,911	2,483,661	4,156,971	6,957,639	11,645,190	53.60%
Low	413,742	692,492	1,159,042	1,939,920	3,246,898	5,434,422	53.60%

CAGR: Compound annual growth rate  
 \*Base (risk-adjusted potential) is based on linear interpolation of ASSURE forecasts; Low forecast is 30% lower than base forecasts.  
 \*\*Estimate of 3 passengers per departure in base range scenario and passengers per departure in the low range scenario.

*Archer Aviation**Joby Aviation*



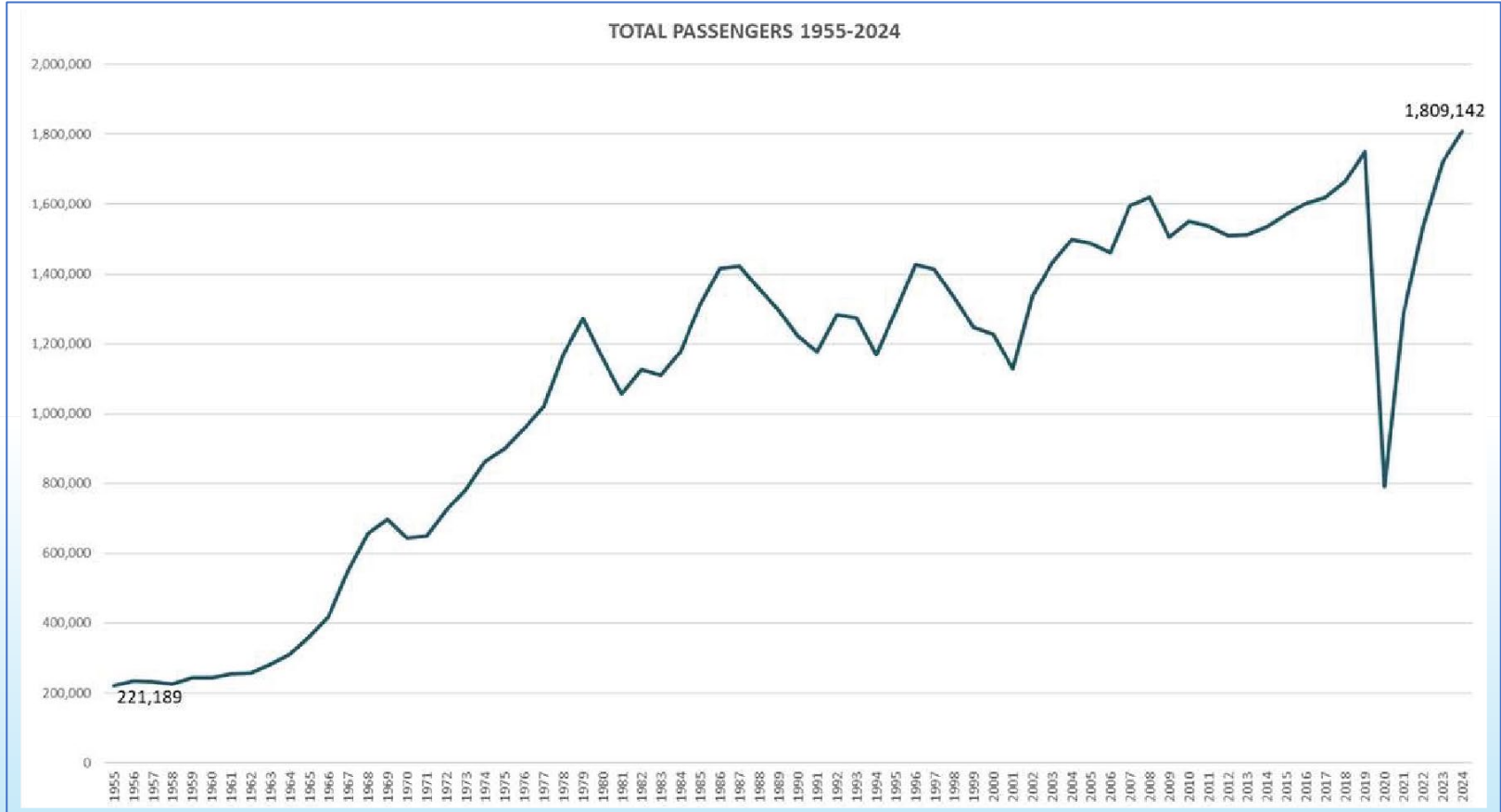
**TABLE 2E: 2024 FAA Terminal Area Forecast (TAF)**

Parameter	2024	2029	2034	2044	CAGR
<b>ENPLANEMENTS</b>					
Air Carrier	474,333	461,241	502,679	595,699	<b>1.15%</b>
Commuter	406,966	504,351	549,102	649,336	<b>2.36%</b>
<b>Total Enplanements</b>	<b>881,299</b>	<b>965,592</b>	<b>1,051,781</b>	<b>1,245,035</b>	<b>1.74%</b>
<b>ANNUAL OPERATIONS</b>					
<b>Itinerant</b>					
Air Carrier	22,187	25,450	26,971	30,142	<b>1.54%</b>
Air Taxi & Commuter	14,463	15,881	16,746	18,555	<b>1.25%</b>
General Aviation	43,024	43,687	44,360	45,738	<b>0.31%</b>
Military	7,962	7,962	7,962	7,962	<b>0.00%</b>
<b>Total Itinerant</b>	<b>87,636</b>	<b>92,980</b>	<b>96,039</b>	<b>102,397</b>	<b>0.78%</b>
<b>Local</b>					
General Aviation	30,090	30,850	31,629	33,246	<b>0.50%</b>
Military	1,852	1,852	1,852	1,852	<b>0.00%</b>
<b>Total Local</b>	<b>31,942</b>	<b>32,702</b>	<b>33,481</b>	<b>35,098</b>	<b>0.47%</b>
<b>Total Operations</b>	<b>119,578</b>	<b>125,682</b>	<b>129,520</b>	<b>137,495</b>	<b>0.70%</b>
<b>Based Aircraft</b>	<b>122</b>	<b>132</b>	<b>142</b>	<b>162</b>	<b>1.43%</b>

CAGR: Compound annual growth rate



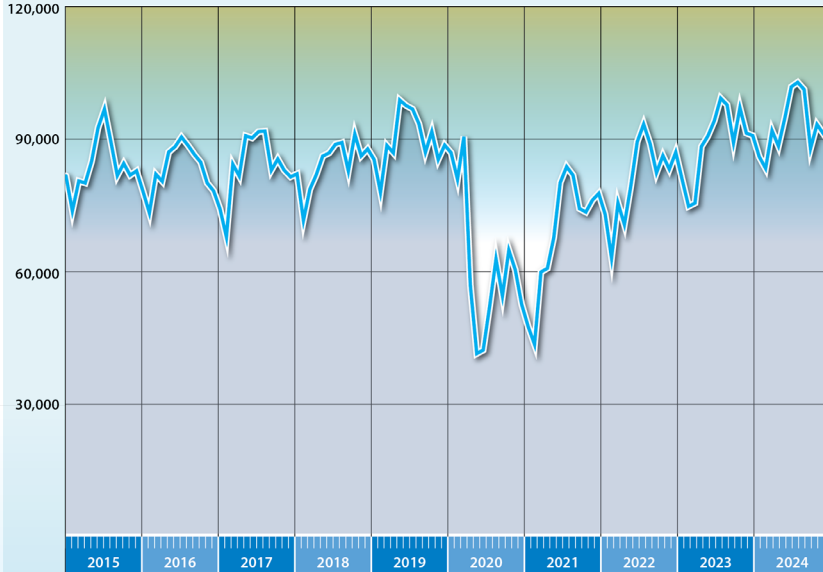
Figure 2-1: Total Passengers 1955-2024



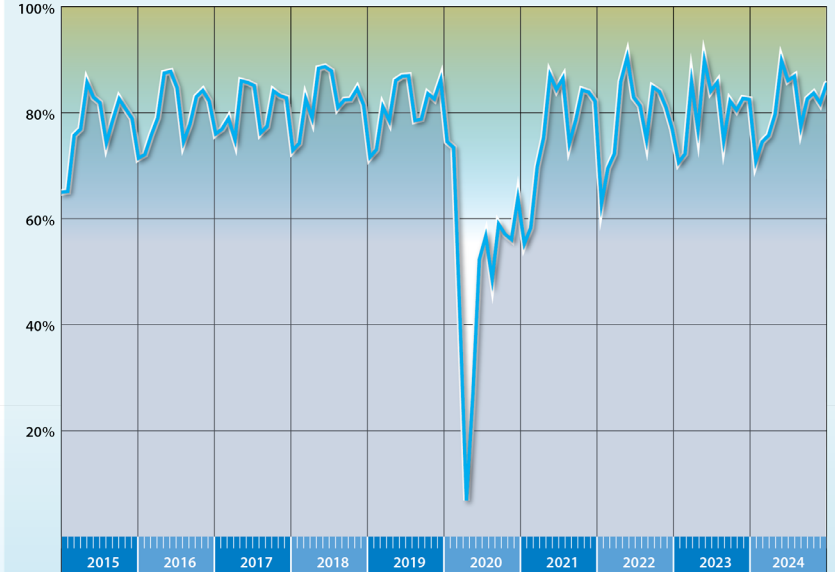


## Exhibit 2F: Airline Activity By Month

SEATS AVAILABLE



LOAD FACTOR

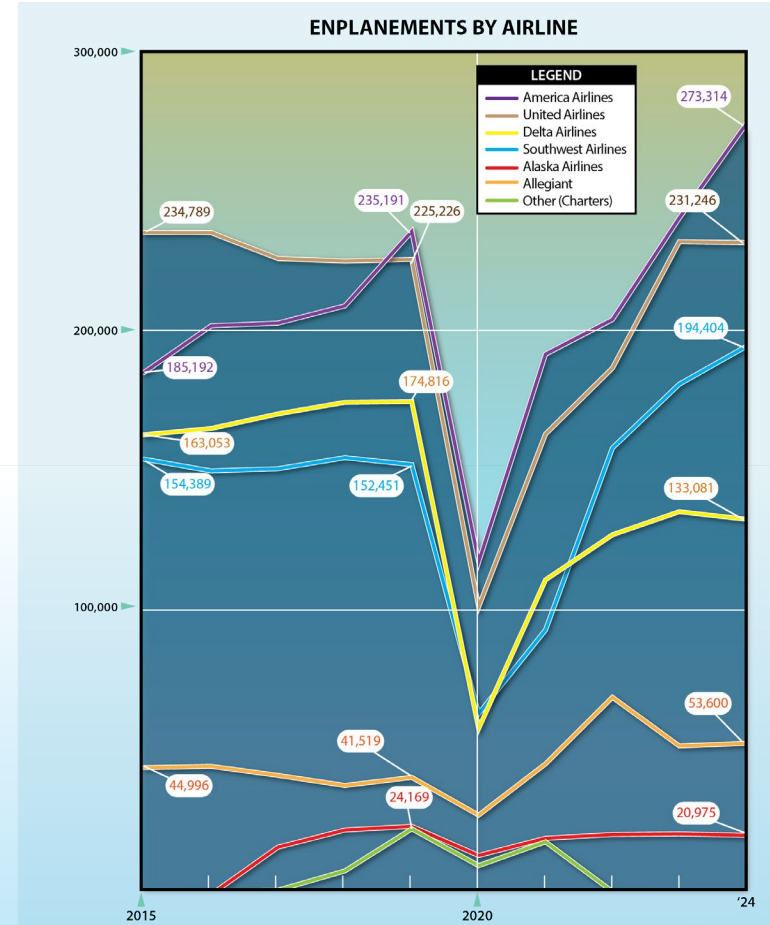
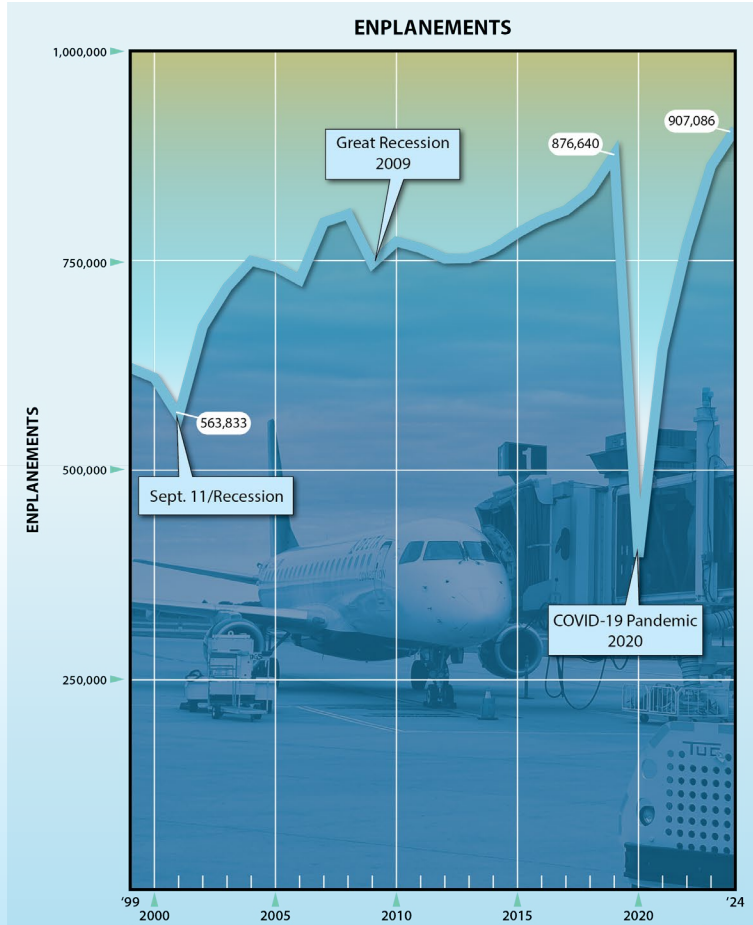


Month	2024			2023			2022			2021			2020			2019			2018			2017			2016			2015		
	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp	Dep	Seats	Enp			
January	910	85,902	60,846	774	80,686	56,940	801	72,828	45,734	608	47,385	26,153	998	86,771	64,661	959	85,253	61,069	936	81,971	59,787	874	74,032	56,241	942	78,032	55,718	940	81,516	52,866
February	864	83,238	62,034	755	74,623	53,881	664	62,909	43,695	565	43,300	25,216	923	80,760	59,265	861	77,806	56,831	843	71,454	53,037	779	67,686	52,072	870	73,128	52,710	850	73,578	47,890
March	939	91,789	69,451	808	75,361	64,650	808	75,361	54,417	742	59,715	41,634	1,048	90,404	37,033	993	88,420	71,704	954	78,493	64,852	952	84,150	66,373	998	81,911	62,121	928	80,359	60,833
April	955	88,309	70,426	838	88,196	67,840	771	70,497	60,538	743	60,560	45,618	605	56,690	3,738	953	86,770	68,153	940	81,791	64,651	937	81,501	61,068	958	80,297	63,447	1,015	79,918	61,417
May	1,005	94,671	84,993	876	90,552	81,343	857	79,241	71,749	827	67,511	58,776	459	41,210	10,965	1,035	98,738	85,022	975	86,017	76,069	1,010	90,623	77,916	998	86,925	76,070	1,042	84,852	72,678
June	1,079	101,729	87,592	895	93,980	79,018	885	89,254	74,033	883	80,001	67,482	459	42,007	21,937	1,026	97,485	84,716	967	86,794	76,953	1,024	90,131	77,279	1,002	88,157	77,361	1,081	92,418	76,615
July	1,074	102,762	89,258	959	99,140	84,998	913	93,244	75,832	912	83,616	72,295	543	51,844	29,361	1,028	96,683	84,114	996	88,712	77,984	1,054	91,557	77,880	1,037	90,331	76,471	1,106	96,674	79,219
August	1,065	101,132	78,323	956	97,643	72,915	875	88,867	66,604	895	81,661	60,588	678	62,642	30,403	1,024	93,304	73,248	1,019	89,091	72,161	1,057	91,670	69,892	1,019	88,486	65,934	1,065	89,290	66,313
September	932	87,735	72,494	906	89,051	73,230	864	82,235	69,718	845	74,101	58,222	612	54,317	32,002	975	86,880	68,483	951	82,642	68,102	945	82,802	64,056	912	86,400	67,241	982	81,602	64,138
October	985	93,197	78,011	942	96,988	78,109	882	86,122	72,382	842	73,325	61,842	702	64,648	36,868	1,023	91,576	76,544	1,038	90,997	75,096	1,001	85,354	71,767	968	84,613	70,223	1,012	84,343	69,668
November	1,019	91,109	74,484	890	91,231	75,463	811	83,052	67,329	864	75,979	63,754	706	60,221	33,699	964	85,255	70,444	972	86,057	72,676	968	82,803	68,867	908	79,912	67,254	960	81,684	65,900
December	990	92,740	79,174	893	90,654	74,754	810	86,876	66,806	867	77,543	63,772	666	52,354	33,413	1,030	88,507	76,312	1,005	87,638	71,463	947	81,317	66,835	950	78,121	64,254	989	82,664	65,188
<b>TOTALS</b>	<b>11,817</b>	<b>1,114,313</b>	<b>907,086</b>	<b>10,492</b>	<b>1,068,105</b>	<b>863,141</b>	<b>9,941</b>	<b>970,486</b>	<b>768,837</b>	<b>9,593</b>	<b>824,697</b>	<b>645,352</b>	<b>8,399</b>	<b>743,868</b>	<b>393,345</b>	<b>11,871</b>	<b>1,076,677</b>	<b>876,640</b>	<b>11,596</b>	<b>1,011,597</b>	<b>832,831</b>	<b>11,548</b>	<b>1,003,626</b>	<b>810,246</b>	<b>11,562</b>	<b>996,313</b>	<b>798,804</b>	<b>11,970</b>	<b>1,008,898</b>	<b>782,725</b>
Boarding Load Factor:	81.4%			80.8%			79.2%			78.3%			53.1%			81.4%			82.3%			80.7%			80.2%			77.6%		
Average Seats Per Dep:	94.3			101.8			97.6			86.0			88.6			90.7			87.2			86.9			86.2			84.3		
Average Enp per Dep:	76.8			82.3			77.3			67.3			47.1			73.8			71.8			70.2			69.1			65.4		

Dep - Departures; Enp - Enplanements



## Exhibit 2C: Historical Passenger Activity







**Table 2L: Trend Line Regressions for Enplanements**

Independent Variable (Years)	Observations	r <sup>2</sup>	Enplanements (Dependent Variable)				CAGR
			2024	2029	2034	2044	
Yearly from 2000-2024	25	0.103	907,086	823,535	846,788	893,295	-0.08%
Yearly from 2000-2019, 2023, 2024	22	0.748	907,086	942,676	991,737	1,089,860	0.92%
Yearly from 2015-2024	10	0.001	907,086	785,996	795,528	814,591	-0.54%
Yearly from 2012-2019, 2023, 2024	10	0.908	907,086	967,892	1,032,571	1,161,929	1.25%
CAGR: Compound annual growth rate							

**Table 2M: Single and Multivariable Regressions for Enplanements**

Independent Variables	Observations <sup>1</sup>	r <sup>2</sup>	Enplanements (Dependent Variable)				CAGR
			2024	2029	2034	2044	
Years, Population, Employment	10	0.922	907,086	995,458	1,091,540	1,285,357	1.76%
Year, Employment	10	0.922	907,086	994,938	1,091,490	1,290,025	1.78%
Year, Population	10	0.913	907,086	975,363	1,055,900	1,243,752	1.59%
Income	10	0.665	907,086	1,001,148	1,114,952	1,418,789	2.26%
<sup>1</sup> Historical data used: 2012-2019, 2023, 2024							
CAGR: Compound annual growth rate							

**Table 2N: Enplanement Projection Based on Travel Propensity Factor (TPF)**

Year	Enplanements	County Population	TPF
2015	782,725	513,199	1.5252
2016	798,804	515,913	1.5483
2017	809,976	516,583	1.5679
2018	832,831	517,295	1.6100
2019	876,640	520,468	1.6843
2020	395,347	524,821	0.7533
2021	643,473	524,423	1.2270
2022	768,837	525,368	1.4634
2023	863,141	528,469	1.6333
2024	907,086	530,320	1.7105
<b>Constant Share of 2024 TPF (CAGR = 0.22%)</b>			
2029	921,507	538,751	1.7105
2034	933,035	545,491	1.7105
2044	947,146	553,741	1.7105
<b>Increasing Share TPF (CAGR = 1.93%)</b>			
2029	996,689	538,751	1.8500
2034	1,090,982	545,491	2.0000
2044	1,328,978	553,741	2.4000
CAGR: Compound Annual Growth Rate			

**Table 2P: Forecasts Based on US Domestic Enplanement Estimates**

Year	ICT Enplanements <sup>1</sup>	Total US Domestic Enplanements (millions) <sup>2</sup>	ICT Market Share
2015	782,725	696	0.11246%
2016	798,804	727	0.10988%
2017	809,976	744	0.10887%
2018	832,831	781	0.10664%
2019	876,640	813	0.10783%
2020	395,347	464	0.08520%
2021	643,473	508	0.12667%
2022	768,837	740	0.10390%
2023	863,141	811	0.10643%
2024	907,086	864	0.10499%
<b>Constant Market Share of U.S. Domestic Enplanements (CAGR = 2.33%)</b>			
2029	991,075	944	0.10499%
2034	1,118,109	1,065	0.10499%
2044	1,437,269	1,369	0.10499%
<b>10-Year Average Market Share of U.S. Domestic Enplanements (CAGR = 2.45%)</b>			
2029	1,014,108	944	0.10743%
2034	1,144,094	1065	0.10743%
2044	1,470,671	1,369	0.10743%



Table 2Q: Growth Rate Forecasts

Year	Enplanements <sup>1</sup>	Employment <sup>2</sup>	Income <sup>2</sup>
2015	782,725	330,773	47,882
2016	809,976	333,167	46,750
2017	809,976	331,754	49,053
2018	832,831	335,517	50,605
2019	876,640	341,053	52,345
2020	395,347	328,621	53,094
2021	643,473	339,423	57,362
2022	768,837	353,752	59,790
2023	863,141	356,713	63,863
2024	907,086	358,483	66,917
<b>CAGR 2015-2024</b>	<b>1.49%</b>	<b>0.81%</b>	<b>3.40%</b>
<b>Enplanement Forecast</b>			
2029	976,708	944,317	1,072,335
2034	1,051,674	983,076	1,267,689
2044	1,219,308	1,065,431	1,771,645
<b>CAGR 2024-2044</b>	<b>1.49%</b>	<b>0.81%</b>	<b>3.40%</b>



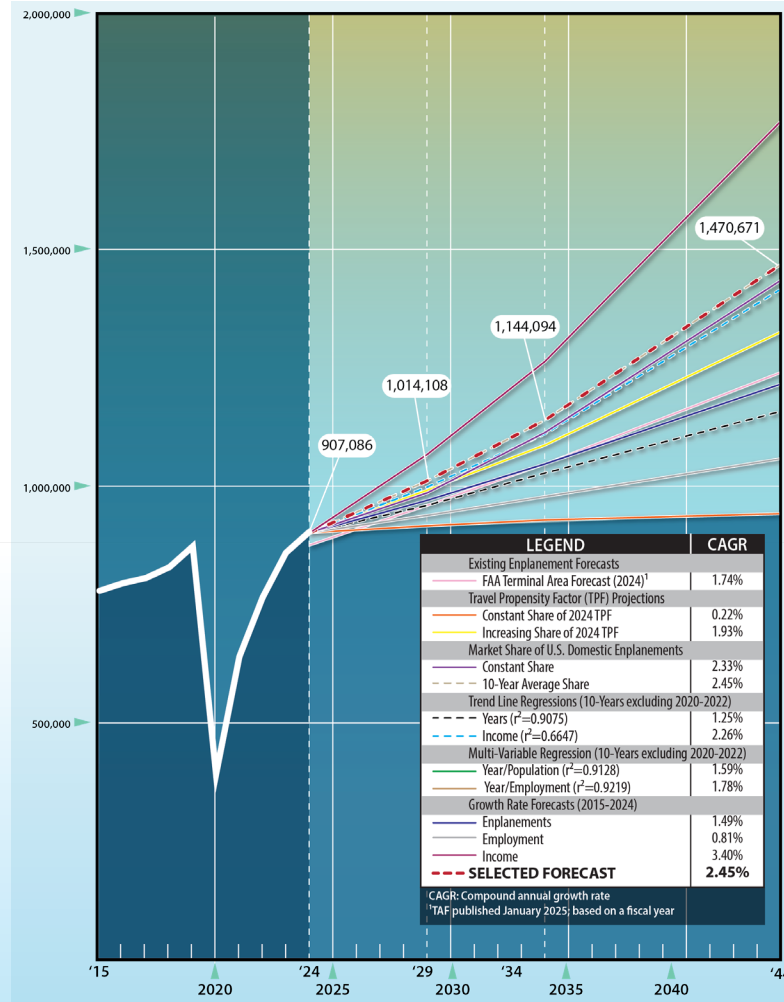
**Table 2R: Enplanement Projection Summary**

Forecasts	2024	2029	2034	2044	CAGR 2024-2044
<b>Existing Enplanement Forecasts</b>					
FAA Terminal Area Forecast (2024) <sup>1</sup>	881,299	965,592	1,051,781	1,245,035	<b>1.74%</b>
<b>Travel Propensity Factor (TPF) Projections</b>					
Constant Share of 2024 TPF	907,086	921,507	933,035	947,146	<b>0.22%</b>
Increasing Share of 2024 TPF	907,086	996,689	1,090,982	1,328,978	<b>1.93%</b>
<b>Market Share of U.S. Domestic Enplanements</b>					
Constant Share	907,086	991,075	1,118,109	1,437,269	<b>2.33%</b>
10-Year Average Share	907,086	1,014,108	1,144,094	1,470,671	<b>2.45%</b>
<b>Trend Line Regressions (10 years, excludes 2020-2022)</b>					
Years ( $r^2=0.9075$ )	907,086	967,892	1,032,571	1,161,929	<b>1.25%</b>
Income ( $r^2=0.6647$ )	907,086	1,001,148	1,114,952	1,418,789	<b>2.26%</b>
<b>Multi-Variable Regression (10 years, excludes 2020-2022)</b>					
Year/Population ( $r^2=0.9128$ )	907,086	975,363	1,055,900	1,243,752	<b>1.59%</b>
Year/Employment ( $r^2=0.9219$ )	907,086	994,938	1,091,490	1,290,025	<b>1.78%</b>
<b>Growth Rate Forecasts (2015-2024)</b>					
Enplanements	907,086	976,708	1,051,674	1,219,308	<b>1.49%</b>
Employment	907,086	944,317	983,076	1,065,431	<b>0.81%</b>
Income	907,086	1,072,335	1,267,689	1,771,645	<b>3.40%</b>
<b>SELECTED FORECAST</b>	<b>907,086</b>	<b>1,014,108</b>	<b>1,144,094</b>	<b>1,470,671</b>	<b>2.45%</b>
CAGR: Compound annual growth rate					





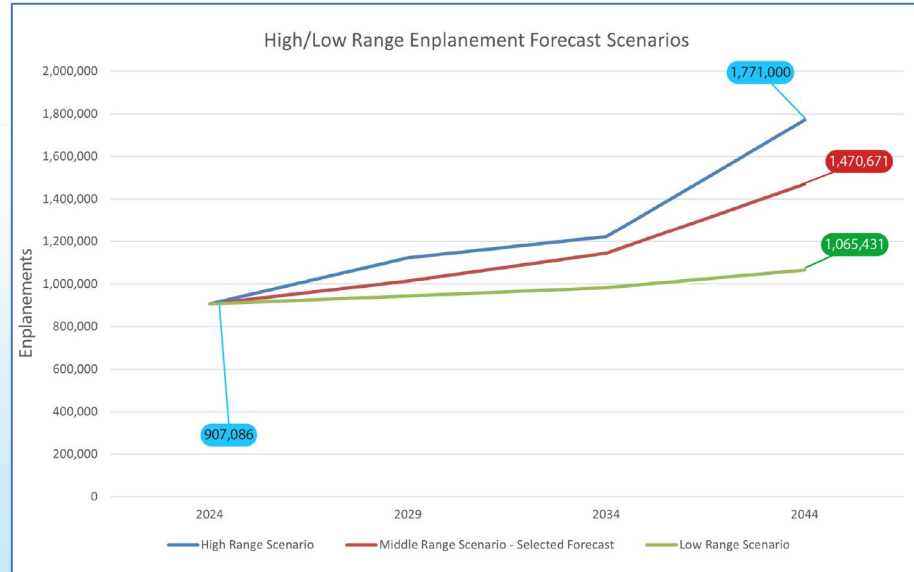
## Exhibit 2E: Enplanement Forecast Summary





**Table 2S: Range Scenario Enplanement Forecast**

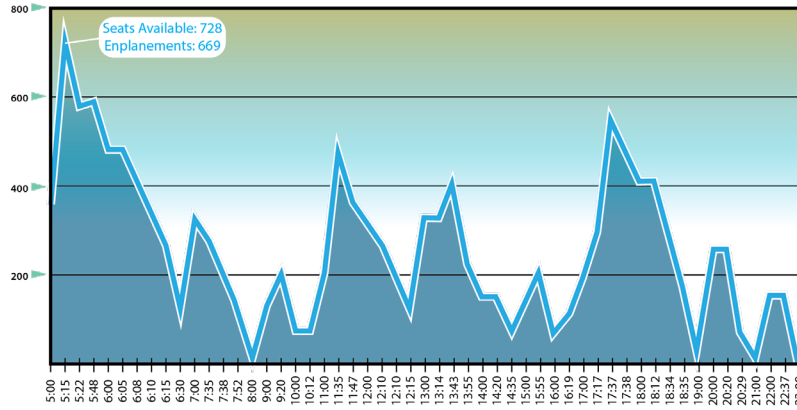
Scenario	2024	2029	2034	2044	CAGR
High Range Scenario	907,086	1,122,000	1,222,000	1,771,000	3.40%
Middle Range Scenario - Selected Forecast	907,086	1,014,108	1,144,094	1,470,671	2.45%
Low Range Scenario	907,086	944,317	983,076	1,065,431	0.81%



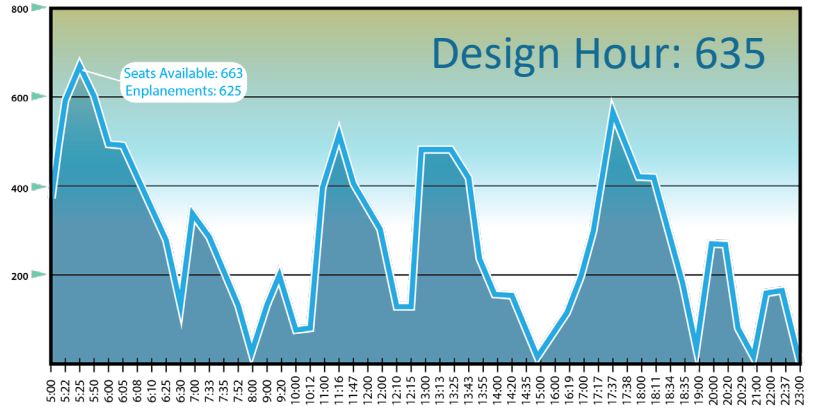


# Exhibit 2G: Peak Hour Seats Available and Enplanements

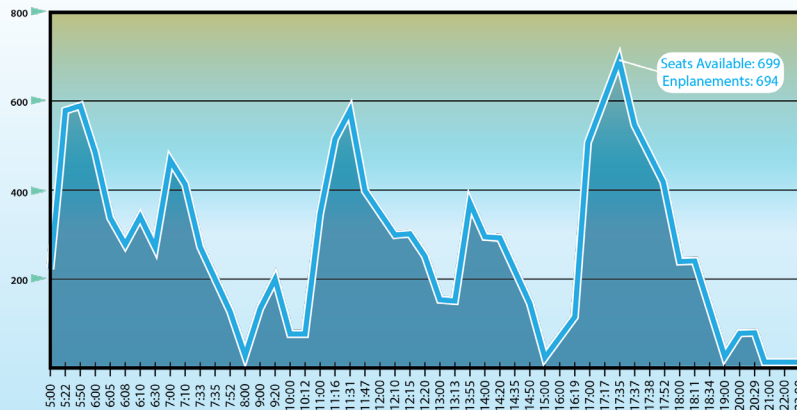
Sunday 7/7/2024



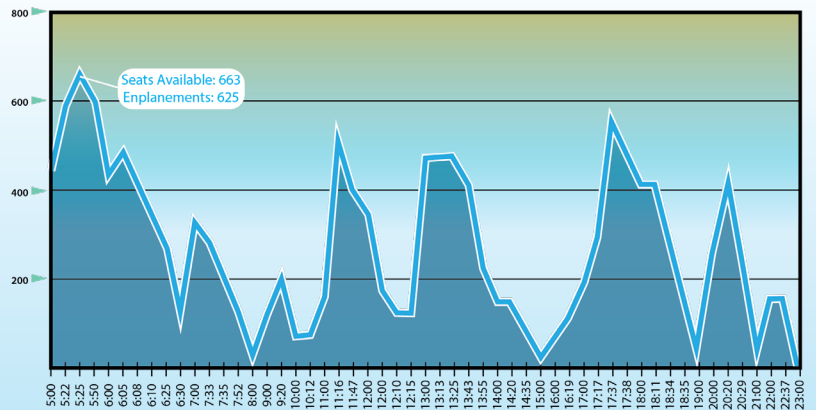
Thursday 7/11/2024



Wednesday 7/17/2024



Thursday 7/18/2024







**Table 2U: Airline Operations Fleet Mix Forecast**

Seating Capacity	Typical Aircraft	Historical			Forecast		
		2012	2019	2024	2029	2034	2044
175+	B737-800/900 MAX; A321	0.03%	1.47%	0.51%	7.0%	9.0%	9.0%
155-174	B737-800; A320	0.24%	1.12%	9.35%	11.0%	14.0%	16.0%
135-154	B737-700; A320	17.34%	17.83%	3.22%	3.0%	3.0%	0.0%
115-134	B737-700; B717; A319	4.46%	16.65%	22.77%	15.0%	10.0%	8.0%
95-114	B717-200, ERJ-190; A220	8.52%	0.08%	0.00%	3.0%	6.0%	9.0%
80-94	Q-400; ERJ-190	10.11%	16.91%	18.44%	20.0%	22.0%	25.0%
70-79	CRJ-900; ERJ-175	9.72%	6.58%	29.85%	30.0%	30.0%	30.0%
60-69	CRJ-700; ERJ-170	0.00%	0.07%	0.00%	3.0%	3.0%	3.0%
40-59	CRJ-200; ERJ-140,145	49.57%	39.27%	15.87%	8.0%	3.0%	0.0%
<b>Total</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Avg. Seats per Departure		80.7	91.6	94.3	101.5	105.9	106.4
Boarding Load Factor		76.03%	80.3%	80.6%	81.0%	82.0%	84.0%
Enplaned per Departure		61.4	73.6	75.9	82.2	86.8	89.4
Annual Enplanements		752,108	876,640	907,086	1,014,108	1,144,094	1,470,671
Annual Departures		12,258	11,912	11,946	12,332	13,176	16,453
Annual Operations		24,515	23,824	23,893	24,665	26,353	32,907

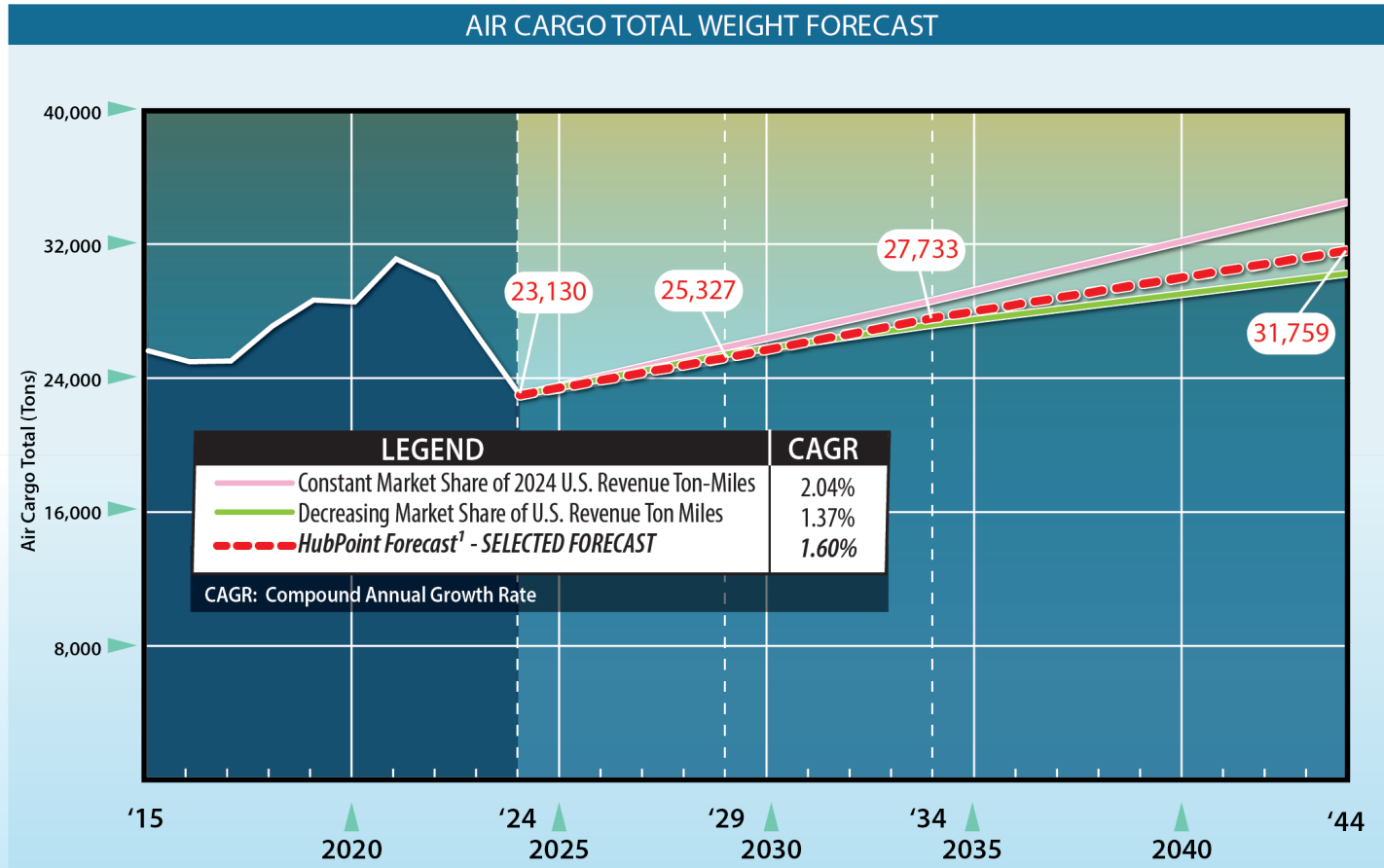


Table 2Z: Airline Peak Periods

	Factor	2024	FORECAST		
			2029	2034	2044
<b>Enplanements</b>					
Annual	100%	907,086	1,014,108	1,144,094	1,470,671
Peak Month	9.84%	89,257	99,788	112,579	144,714
Design Day	3.23%	2,879	3,219	3,632	4,668
Design Hour	22.69%	653	730	824	1,059
<b>Total Passenger Peaks</b>					
Annual	100%	1,814,172	2,028,216	2,288,189	2,941,343
Peak Month	9.84%	178,515	199,576	225,158	289,428
Design Day	3.23%	5,759	6,438	7,263	9,336
Design Hour	22.69%	1,307	1,461	1,648	2,118
<b>Visitor Peak</b>					
Design Hour Visitor Peak	58%	692	731	825	1,061
<b>Airline Operations</b>					
Annual	100%	23,893	24,665	26,353	32,907
Peak Month	9.48%	2,266	2,339	2,499	3,120
Design Day	3.14%	71	74	79	98
Design Hour	12.63%	9	9	10	12
<b>Departures</b>					
Design Day	NA	36	37	39	49
Design Hour	NA	5	5	5	6
<b>Arrivals</b>					
Design Day	NA	35	37	37	49
Design Hour	NA	5	5	5	6



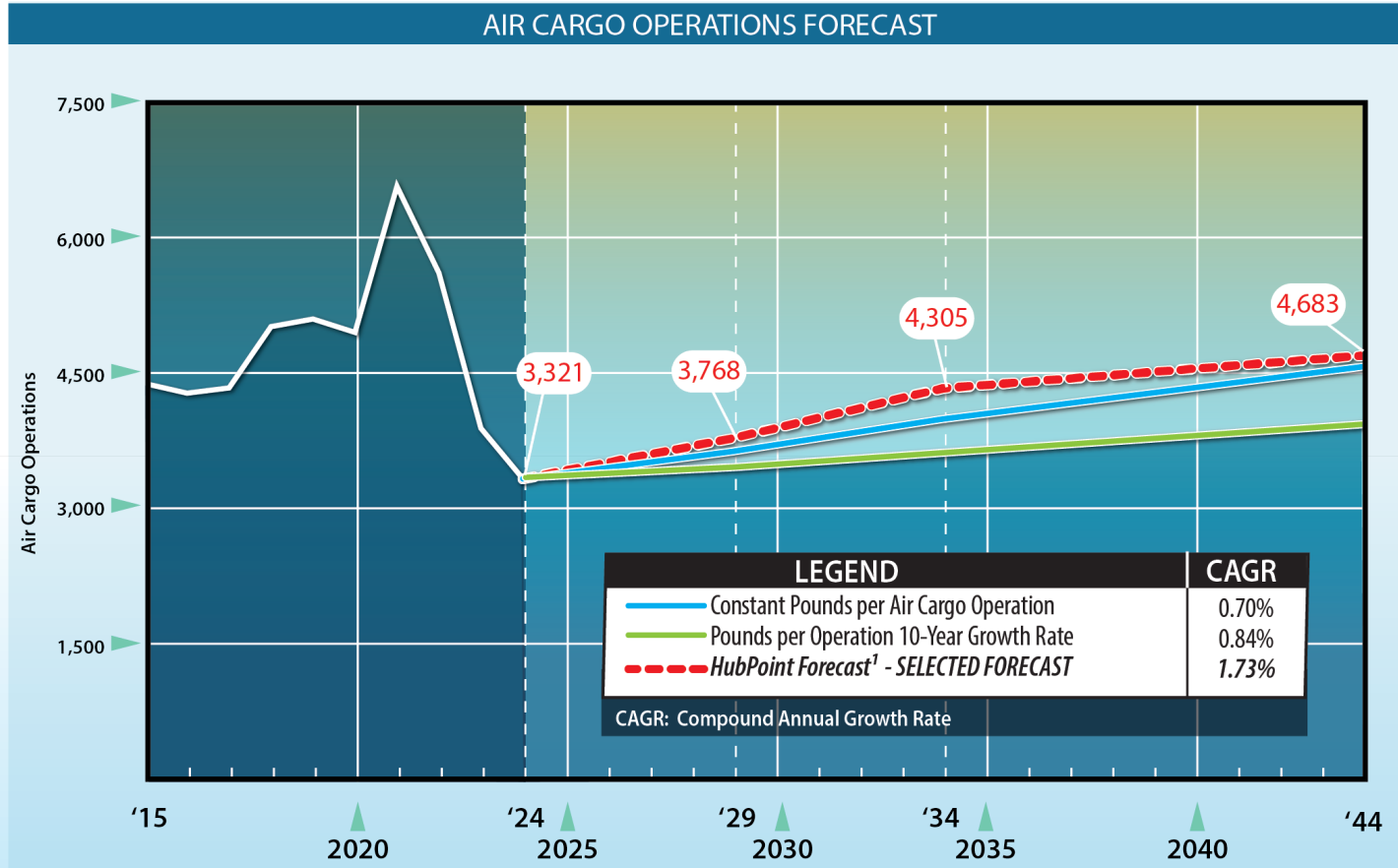
## Exhibit 2H: Air Cargo Forecasts



<sup>1</sup>HubPoint Strategic Advisors



## Exhibit 2H: Air Cargo Forecasts

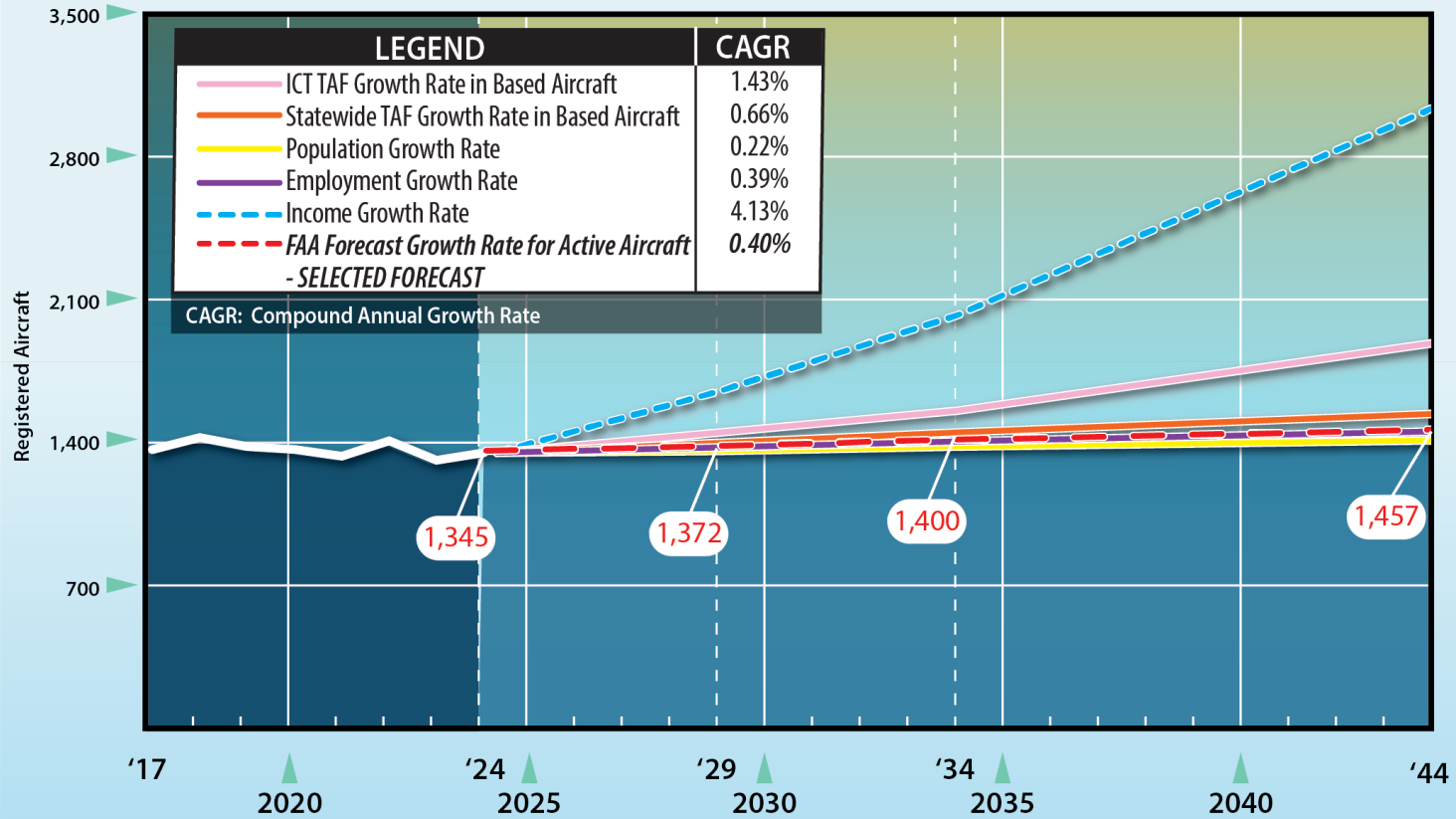


<sup>1</sup>HubPoint Strategic Advisors



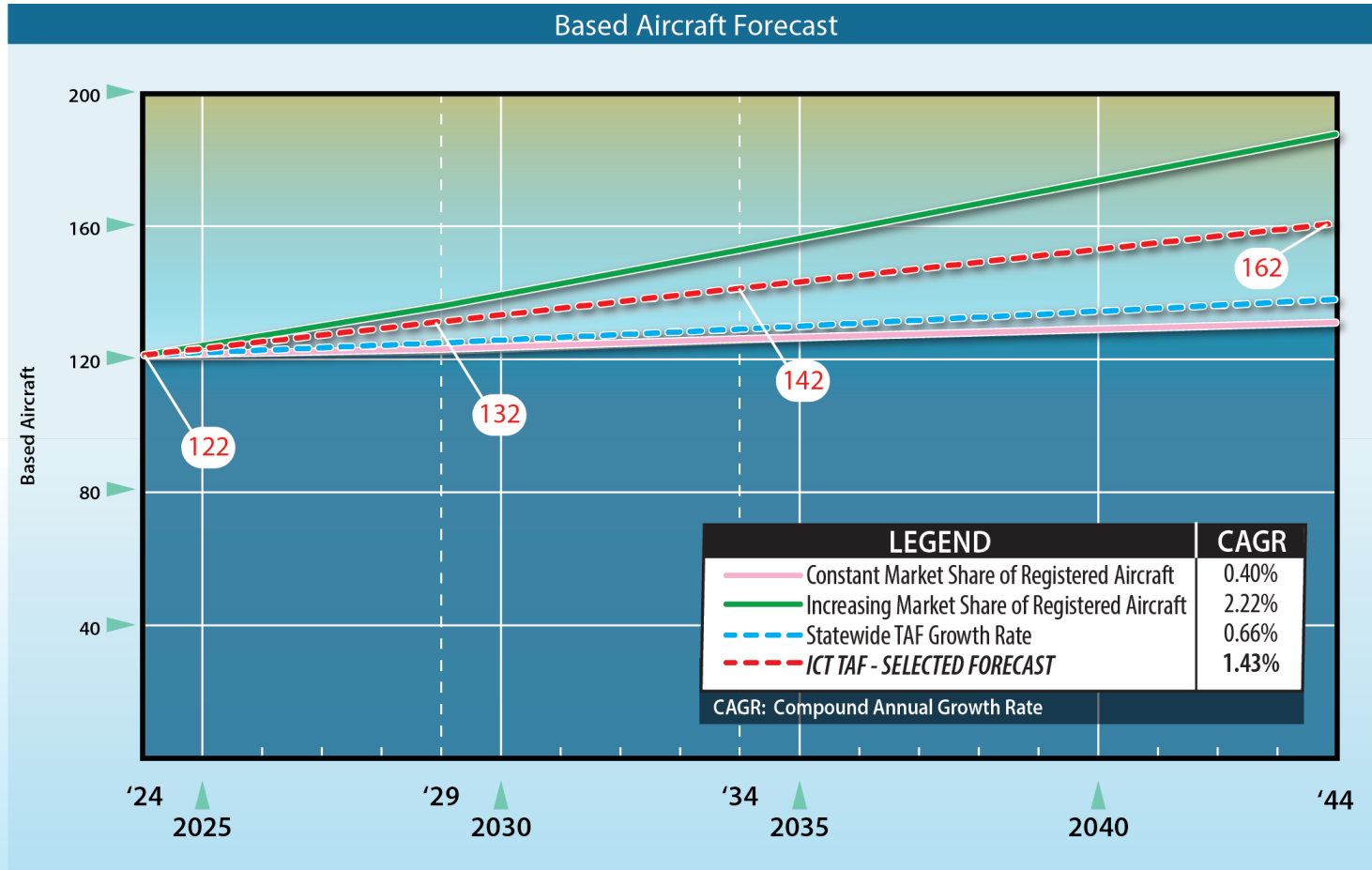
## Exhibit 2J: Based Aircraft Forecasts

### Sedgwick County Registered Aircraft Forecasts



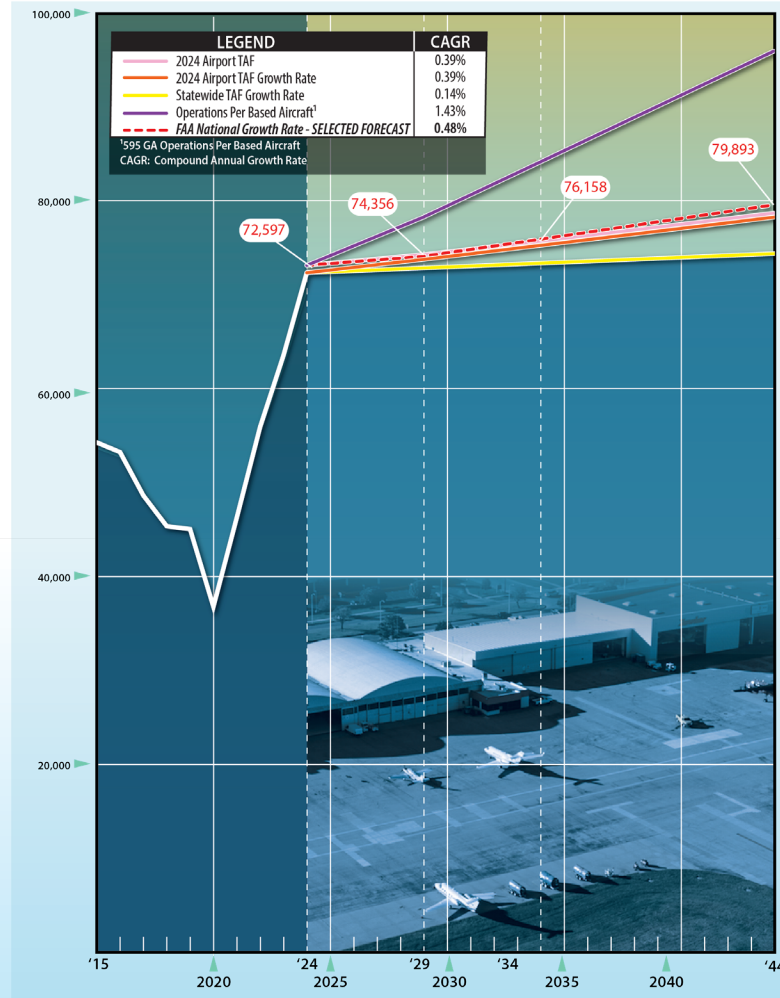


## Exhibit 2J: Based Aircraft Forecasts





## Exhibit 2K: General Aviation Operations Forecasts



**Table 2LL: Other Air Taxi Operations Forecast**

Year	ICT Other Total Air Taxi Operations <sup>1</sup>	U.S. ATCT Air Taxi Operations <sup>2</sup>	ICT Percent
2015	11,668	7,895,000	0.1478%
2016	11,886	7,580,000	0.1568%
2017	10,329	7,180,000	0.1439%
2018	9,345	7,126,000	0.1311%
2019	8,024	7,234,000	0.1109%
2020	5,534	5,472,000	0.1011%
2021	8,881	5,885,000	0.1509%
2022	10,152	6,522,000	0.1557%
2023	9,781	6,456,000	0.1515%
2024	9,911	6,476,000	0.1530%
<b>Constant Market Share Projection (CAGR = 0.73%)</b>			
2029	9,773	6,386,000	0.1530%
2034	10,327	6,748,000	0.1530%
2044	11,463	7,490,000	0.1530%
<b>2024 FAA TAF<sup>3</sup> Growth Rate Projection - SELECTED FORECAST (CAGR = 1.25%)</b>			
2029	10,546	6,386,000	0.1651%
2034	11,222	6,748,000	0.1663%
2044	12,706	7,490,000	0.1696%
CAGR = Average Annual Growth Rate from 2024 to 2044			



**Table 2NN: Military Operations Forecast**

Year	Military Itinerant	Military Local	Total
2015	14,498	8,936	23,434
2016	15,231	7,345	22,576
2017	15,922	8,951	24,873
2018	15,153	6,828	21,981
2019	14,579	8,899	23,478
2020	11,511	5,781	17,292
2021	8,447	5,025	13,472
2022	11,675	5,975	17,650
2023	11,508	4,076	15,584
2024	7,070	1,718	8,788
<b>Military Operations Forecast (CAGR - 0.0%)</b>			
2029	7,962	1,852	9,814
2034	7,962	1,852	9,814
2044	7,962	1,852	9,814

Forecast: FAA Terminal Area Forecast (TAF)  
CAGR: Compound annual growth rate



## Exhibit 2L: Forecast Summary

	BASE	FORECAST			CAGR
	2024	2029	2034	2044	2024-2044
<b>ENPLANEMENTS AND AIR CARGO</b>					
Annual Enplanements	907,086	1,014,108	1,144,094	1,470,671	2.45%
Air Cargo (tons)	23,130	25,327	27,733	31,759	1.60%
<b>ANNUAL OPERATIONS</b>					
<i>Commercial Operations (Itinerant)</i>					
Air Carrier (60+ seats)	20,100	22,692	25,298	32,907	2.50%
Commuter Airline (<60 seats)	3,791	1,973	1,054	0	NA
Air Cargo	3,321	3,768	4,305	4,683	1.73%
Other Air Taxi	9,911	10,546	11,222	12,706	1.25%
<i>Total Commercial Operations</i>	<i>37,123</i>	<i>38,979</i>	<i>41,880</i>	<i>50,296</i>	<i>1.53%</i>
<i>General Aviation Operations</i>					
Itinerant	42,621	43,870	44,933	47,137	0.50%
Local	29,976	30,486	31,225	32,756	0.44%
<i>Total General Aviation Operations</i>	<i>72,597</i>	<i>74,356</i>	<i>76,158</i>	<i>79,893</i>	<i>0.48%</i>
<i>Military Operations</i>					
Itinerant	7,070	7,962	7,962	7,962	0.60%
Local	1,718	1,852	1,852	1,852	0.38%
<i>Total Military Operations</i>	<i>8,788</i>	<i>9,814</i>	<i>9,814</i>	<i>9,814</i>	<i>0.55%</i>
<i>Total Itinerant Operations</i>	<i>86,814</i>	<i>90,811</i>	<i>94,775</i>	<i>105,395</i>	<i>0.97%</i>
<i>Total Local Operations</i>	<i>31,694</i>	<i>32,338</i>	<i>33,077</i>	<i>34,608</i>	<i>0.44%</i>
<b>TOTAL ANNUAL OPERATIONS</b>	<b>118,508</b>	<b>123,149</b>	<b>127,852</b>	<b>140,003</b>	<b>0.84%</b>
<b>BASED AIRCRAFT</b>					
Single Engine Piston	66	69	72	78	0.84%
Multi-Engine Piston	5	5	5	5	0.00%
Turboprop	9	11	13	18	3.53%
Jet	38	42	46	53	1.68%
Helicopter	4	5	6	8	3.53%
<b>TOTAL BASED AIRCRAFT</b>	<b>122</b>	<b>132</b>	<b>142</b>	<b>162</b>	<b>1.43%</b>



## Exhibit 2L: Forecast Summary

<b>PEAKING ACTIVITY PROJECTIONS</b>					
<b>AIRLINE PASSENGER ACTIVITY</b>	<b>2024</b>	<b>2029</b>	<b>2034</b>	<b>2044</b>	<b>CAGR</b>
Annual Enplanements	907,086	1,014,108	1,144,094	1,470,671	2.45%
Peak Month Enplanements	89,257	99,788	112,579	144,714	2.45%
Design Day Enplanements	2,879	3,219	3,632	4,668	2.45%
Design Hour Enplanements	653	730	824	1,059	2.45%
<b>AIRLINE OPERATIONS</b>					
Annual Operations	23,893	24,665	26,353	32,907	1.61%
Peak Month	2,266	2,339	2,499	3,120	1.61%
Design Day	71	74	79	98	1.61%
Design Hour	9	9	10	12	1.61%
<b>TOTAL AIRPORT OPERATIONS</b>					
Annual Operations	118,508	123,149	127,852	140,003	0.84%
Peak Month	11,517	11,970	12,427	13,608	0.84%
Design Day	372	386	401	439	0.84%
Busy Day	477	552	573	628	1.38%
Design Hour	51	53	55	60	0.83%



**Table 2VV: Forecast Comparison to the 2024 FAA Terminal Area Forecast (TAF)**

	2024	2029	2034	2044	CAGR 2024-2044
<b>Passenger Enplanements</b>					
Master Plan Forecast	907,086	1,014,108	1,144,094	1,470,671	2.45%
FAA TAF 2024 <sup>1</sup>	881,299	965,592	1,051,781	1,245,035	1.74%
% Difference	2.9%	4.9% ←	8.4% ←	16.6%	
<b>Commercial Operations (Air Carrier/Commuter/Air Taxi)</b>					
Master Plan Forecast	37,123	38,979	41,880	50,296	1.53%
FAA TAF 2024 <sup>1</sup>	36,650	41,331	43,717	48,697	1.43%
% Difference	1.3%	5.9% ←	4.3% ←	3.2%	
<b>Total Operations</b>					
Master Plan Forecast	118,508	123,149	127,852	140,003	0.84%
FAA TAF 2024 <sup>1</sup>	119,578	125,682	129,520	137,495	0.70%
% Difference	0.9%	2.0% ←	1.3% ←	1.8%	
<b>Based Aircraft</b>					
Master Plan Forecast	122	132	142	162	1.43%
FAA TAF 2024 <sup>1</sup>	122	132	142	162	1.43%
% Difference	0.0%	0.0% ←	0.0% ←	0.0%	
CAGR: Compound annual growth rate					

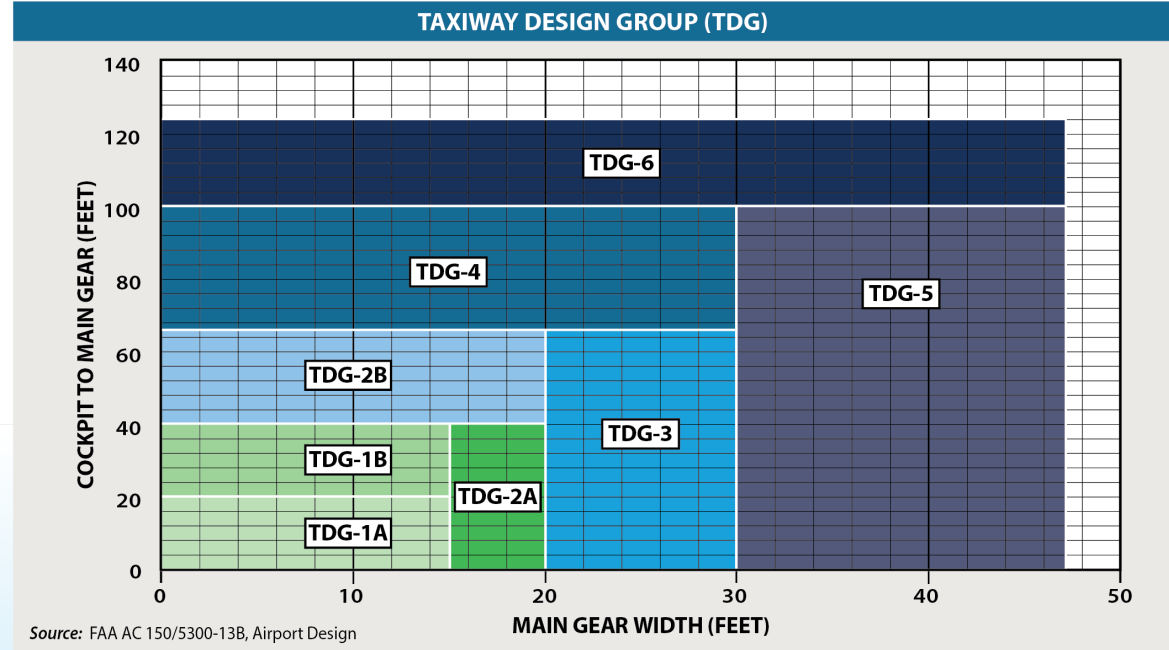
Within 10%

Within 15%



## Exhibit 2M: Aircraft Classification Parameters

AIRCRAFT APPROACH CATEGORY (AAC)		
Category	Approach Speed	
A	less than 91 knots	
B	91 knots or more but less than 121 knots	
C	121 knots or more but less than 141 knots	
D	141 knots or more but less than 166 knots	
E	166 knots or more	
AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (ft)	Wingspan (ft)
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
VISIBILITY MINIMUMS		
RVR* (ft)	Flight Visibility Category (statute miles)	
VIS	3-mile or greater visibility minimums	
5,000	Not lower than 1-mile	
4,000	Lower than 1-mile but not lower than ¾-mile	
2,400	Lower than ¾-mile but not lower than ½-mile	
1,600	Lower than ½-mile but not lower than ¼-mile	
1,200	Lower than ¼-mile	



\*RVR: Runway Visual Range



## Exhibit 2N: Aircraft Reference Codes

A-I	Aircraft	TDG	B-II <i>over 12,500 lbs.</i>	Aircraft	TDG	C/D-II	Aircraft	TDG	C/D-IV	Aircraft	TDG
	<ul style="list-style-type: none"> <li>Beech Bonanza</li> <li><b>Cessna 150, 172</b></li> <li>Piper Comanche, Seneca</li> </ul>	1A 1A 1A		<ul style="list-style-type: none"> <li>Beech Super King Air 350</li> <li>Cessna Citation CJ3(525B)</li> <li><b>Cessna Citation CJ4 (525C)</b></li> <li>Cessna Citation Latitude</li> <li>Embraer Phenom 300</li> <li>Falcon 20</li> <li>Pilatus PC-24</li> </ul>	2A 2A <b>1B</b> 1B 1B 1B 2A		<ul style="list-style-type: none"> <li>Challenger 600/604</li> <li>Cessna Citation III, VI, VII, X</li> <li>Embraer Legacy 135/140</li> <li><b>Gulfstream IV (D-II)</b></li> <li>Gulfstream G280</li> <li>Lear 70, 75</li> <li>Falcon 50, 900, 2000</li> <li>Hawker 800XP, 4000</li> </ul>	1B 1B 2B <b>2A</b> 1B 1B 2A 1B		<ul style="list-style-type: none"> <li>Airbus A300</li> <li>Boeing 757-200</li> <li><b>Boeing 767-300, 400</b></li> <li>MD-11</li> </ul>	5 4 5 6
	<ul style="list-style-type: none"> <li>Eclipse 500</li> <li>Beech Baron 55/58</li> <li><b>Beech King Air 100</b></li> <li>Cessna 421</li> <li>Cessna Citation M2 (525)</li> <li>Cessna Citation 1(500)</li> <li>Embraer Phenom 100</li> </ul>	1A 1A 1A 2A 1A 1A 1A	<b>A/B-III</b> 	<ul style="list-style-type: none"> <li>Bombardier Dash 8</li> <li><b>Bombardier Global 7500</b></li> <li>Falcon 7X, 8X</li> </ul>	3 <b>2B</b> 2A	<b>C/D-III</b> <i>less than 150,000 lbs.</i> 	<ul style="list-style-type: none"> <li>Gulfstream V</li> <li>Gulfstream 550, 600, 650</li> <li><b>Global 5000, 6000</b></li> </ul>	2B <b>2B</b> 2B	<b>C/D-V</b> 	<ul style="list-style-type: none"> <li>Airbus A330-200, 300</li> <li>Airbus A340-500, 600</li> <li>Boeing 747-100 - 400</li> <li>Boeing 777-300</li> <li><b>Boeing 787-8, 9</b></li> </ul>	5 6 5 6 5
<b>A/B-II</b> <i>12,500 lbs. or less</i> 	<ul style="list-style-type: none"> <li>Beech Super King Air 200</li> <li>Beech King Air 90</li> <li><b>Cessna 441 Conquest</b></li> <li>Cessna Citation CJ2</li> <li>Pilatus PC-12</li> </ul>	2A 1A 1A 2A 2	<b>C/D-I</b> 	<ul style="list-style-type: none"> <li><b>Lear 35, 40, 45, 55, 60XR</b></li> <li>F-16</li> </ul>	<b>1B</b> 1A	<b>C/D-III</b> <i>over 150,000 lbs.</i> 	<ul style="list-style-type: none"> <li>Airbus A319, A320, A321</li> <li><b>Boeing 737-800, 900</b></li> <li>MD-83, 88</li> </ul>	3 3 4	<b>E-I</b> 	<ul style="list-style-type: none"> <li><b>F-15</b></li> </ul>	<b>1B</b>

Note: Aircraft pictured is identified in bold type.



## Exhibit 2P: Historical Jet and Turboprop Operations

### Approach Category

AC	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
A	3,592	3,540	3,458	3,174	3,166	2,886	3,100	2,600	2,404	2,580
B	26,308	26,894	24,730	23,908	22,276	17,602	20,076	21,298	19,406	16,996
C	26,558	26,102	25,632	26,180	24,544	20,780	22,066	25,598	23,590	25,448
D	9,364	9,440	9,056	9,470	11,170	4,834	7,722	5,328	7,466	7,380
E	4	0	2	2	0	8	0	0	0	0
<b>Total</b>	<b>65,826</b>	<b>65,976</b>	<b>62,878</b>	<b>62,734</b>	<b>61,156</b>	<b>46,110</b>	<b>52,964</b>	<b>54,824</b>	<b>52,866</b>	<b>52,404</b>

### Design Group

DG	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
I	163,44	15,750	14,654	13,270	12,890	9,374	8,502	9,454	9,200	7,480
II	34,230	34,982	32,748	32,606	31,252	22,976	29,220	28,570	23,196	24,252
III	13,572	13,558	13,822	14,820	14,826	11,606	13,024	14,664	18,464	18,840
IV	1,678	1,682	1,652	2,038	2,186	2,154	2,214	2,136	1,996	1,828
V	0	4	2	0	0	0	4	0	10	4
VI	2	0	0	0	2	0	0	0	0	0
<b>Total</b>	<b>65,826</b>	<b>65,976</b>	<b>62,878</b>	<b>62,734</b>	<b>61,156</b>	<b>46,110</b>	<b>52,964</b>	<b>54,824</b>	<b>52,866</b>	<b>52,404</b>

### Taxiway Design Group

TDG	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1A	16,522	16,148	15,574	13,806	13,734	10,510	10,136	10,756	10,552	9,054
1B	18,934	19,914	18,382	19,108	18,986	11,762	14,688	13,840	12,400	12,656
2A	7,622	7,644	7,298	7,748	7,326	6,036	7,744	8,482	7,176	6,614
2B	10,888	10,580	9,450	8,840	7,022	7,190	8,772	7,944	6,246	6,990
3	7,230	7,386	7,942	8,262	8,296	8,172	9,356	11,548	14,448	15,238
4	3,476	3,818	3,662	4,606	5,448	2,144	1,936	2,090	1,970	1,788
5/6	1,088	416	514	322	256	224	256	48	36	8
<b>Total</b>	<b>65,760</b>	<b>65,906</b>	<b>62,822</b>	<b>62,692</b>	<b>61,068</b>	<b>46,038</b>	<b>52,888</b>	<b>54,708</b>	<b>52,828</b>	<b>52,348</b>



Table 2WW: Jet &amp; Turboprop Fleet Mix Forecast by Aircraft Reference Code

Design Category	Historical Jet & Turboprop Operations				Forecast Jet & Turboprop Operations					
	2015	%	2024	%	2029	%	2034	%	2044	%
AAC A/B	29,900	45.4%	19,576	37.4%	18,263	33.0%	17,470	30.0%	17,995	27.0%
AAC C	26,558	40.3%	25,448	48.6%	29,332	53.0%	32,029	55.0%	37,990	57.0%
AAC D	9,364	14.2%	7,380	14.1%	7,748	14.0%	8,735	15.0%	10,664	16.0%
<b>Total</b>	<b>65,822</b>	<b>100.0%</b>	<b>52,404</b>	<b>100.0%</b>	<b>55,344</b>	<b>100.0%</b>	<b>58,234</b>	<b>100.0%</b>	<b>66,650</b>	<b>100.0%</b>
ADG I	16,342	24.8%	7,484	14.3%	7,195	13.0%	6,988	12.0%	7,331	11.0%
ADG II	34,230	52.0%	24,252	46.3%	24,905	45.0%	25,041	43.0%	27,326	41.0%
ADG III	13,572	20.6%	18,840	36.0%	21,031	38.0%	23,294	40.0%	28,659	43.0%
ADG IV/V	1,678	2.5%	1,828	3.5%	2,214	4.0%	2,912	5.0%	3,332	5.0%
<b>Total</b>	<b>65,822</b>	<b>100.0%</b>	<b>52,404</b>	<b>100.0%</b>	<b>55,344</b>	<b>100.0%</b>	<b>58,234</b>	<b>100.0%</b>	<b>66,650</b>	<b>100.0%</b>

AAC: Aircraft Approach Category; ADG: Airplane Design Group





Table 2YY: Runway Usage by Aircraft Reference Code

	2024 Fleet Mix by Runway		
	Runway 1L-19R	Runway 1R-19L	Runway 14-32
	37.75%	58.73%	3.51%
AAC A/B	7,390	11,498	688
AAC C	9,607	14,947	894 ←
AAC D	2,786 ←	4,335 ←	259
<b>Total</b>	<b>19,783</b>	<b>30,779</b>	<b>1,841</b>
ADG I	2,825	4,396	263
ADG II	9,156	14,244	852
ADG III	7,112	11,066	662 ←
ADG IV/V	690 ←	1,074 ←	64
<b>Total</b>	<b>19,783</b>	<b>30,779</b>	<b>1,841</b>

AAC: Aircraft Approach Category; ADG: Airplane Design Group



Table 2ZZ: Runway 14-32 Future RDC Determination

	Runway 14-32 (3.51 % of Operations)		
	2029	2034	2044
AAC A/B	642	614	632
AAC C	1,031	1,125	1,335 ←
AAC D	272	307	375
<b>Total</b>	<b>1,945</b>	<b>2,046</b>	<b>2,342</b>
ADG I	253	246	258
ADG II	875	880	960
ADG III	739	819	1,007 ←
ADG IV/V	78	102	117
<b>Total</b>	<b>1,945</b>	<b>2,046</b>	<b>2,342</b>

RDC: Runway Design Code  
AAC: Aircraft Approach Category  
ADG: Airplane Design Group

**Table 2AAA: Airport and Runway Classifications**

	Current	Future
Airport Reference Code (ARC)	D-IV	D-IV
Airport Critical Aircraft	D-IV-4	D-IV-4
<b>Runway Design Code (RDC)</b>		
Runway 1L-19R	D-IV-2400	D-IV-2400
Runway 1R-19L	D-IV-2400	D-IV-2400
Runway 14-32	C-III-4000	C-III-4000
<b>Approach Reference Code (APRC)</b>		
Runway 1L-19R	D-IV-2400/D-V-2400	D-IV-2400/D-V-2400
Runway 1R-19L	D-IV-2400/D-V-2400	D-IV-2400/D-V-2400
Runway 14-32	D-IV-4000/D-V-4000	D-IV-4000/D-V-4000
<b>Departure Reference Code (DPRC)</b>		
Runway 1L-19R	D-IV/D-V	D-IV/D-V
Runway 1R-19L	D-IV/D-V	D-IV/D-V
Runway 14-32	D-IV/D-V	D-IV/D-V



# NEXT STEPS



**Facility  
Requirements,  
Alternatives**