

APPENDIX B:DVT Forecast Scenarios

Table B-1: Summary of Scenario 1 – New Flight School

	Year					Average Annual Growth Rate
	2013	2018	2023	2028	2033	
Based Aircraft						
Single Engine Piston	866	945	1102	1307	1444	2.6%
Multi Engine Piston	116	113	131	152	165	1.8%
Turboprop	(a)	35	50	73	82	5.3% (b)
Jet	18	32	40	52	68	6.9%
Helicopter	23	30	40	51	66	5.4%
Glider	10	12	14	16	19	3.3%
Total	1033	1167	1377	1652	1844	2.9%
Annual Operations by FAA Category						
<u>Itinerant</u>						
Air Carrier	17	18	20	24	28	2.5%
Air Taxi	4,622	4,820	5,442	6,407	7,553	2.5%
General Aviation	138,971	144,920	163,647	192,641	227,125	2.5%
Military	57	57	57	79	57	0.0%
Subtotal	143,667	149,815	169,166	199,150	234,763	2.5%
<u>Local</u>						
General Aviation	219,653	226,253	340,878	400,162	469,754	3.9%
Military	32	32	32	32	32	0.0%
Subtotal	219,685	226,285	340,910	400,194	469,786	3.9%
Total	363,352	376,100	510,076	599,344	704,549	3.4%
Annual Operations by Type (24-hour)						
<u>Itinerant</u>						
Single Engine Piston	120,601	122,732	136,715	159,144	185,253	2.2%
Multi Engine Piston	14,400	14,984	16,655	19,299	22,363	2.2%
Turboprop	3,229	3,669	4,418	5,797	7,606	4.4%
Jet	2,114	4,200	5,662	7,499	9,932	8.0%
Helicopter	3,323	4,230	5,716	7,411	9,609	5.5%
Subtotal	143,667	149,815	169,166	199,150	234,763	2.5%
<u>Local</u>						
Single Engine Piston	182,991	184,940	281,283	327,430	381,148	3.7%
Multi Engine Piston	21,850	22,579	34,268	39,708	46,011	3.8%
Helicopter	14,844	18,766	25,359	32,878	42,627	5.4%
Subtotal	219,685	226,285	340,910	400,194	469,786	3.9%
Total Annual Operations	363,352	376,100	510,076	599,344	704,549	3.4%
Peak Hour Operations	133	137	186	218	257	3.3%

(a) Distributed among single-engine and twin-engine piston during 2013.

(b) From 2014.

Sources: HNTB analysis.

Table B-2: Summary of Scenario 2 – High Economic Growth and Loss of Flight Training

	Year					Average Annual Growth Rate
	2013	2018	2023	2028	2033	
Based Aircraft						
Single Engine Piston	866	961	1065	1194	1442	2.6%
Multi Engine Piston	116	116	128	141	167	1.8%
Turboprop	(a)	35	36	40	66	4.1% (b)
Jet	18	32	42	55	73	7.3%
Helicopter	23	31	41	54	71	5.8%
Glider	10	13	15	18	21	3.8%
Total	1033	1188	1328	1502	1839	2.9%
Annual Operations by FAA Category						
<u>Itinerant</u>						
Air Carrier	17	18	21	25	30	2.8%
Air Taxi	4,622	4,904	5,637	6,750	8,094	2.8%
General Aviation	138,971	147,453	169,489	202,976	243,392	2.8%
Military	57	57	57	57	57	0.0%
Subtotal	143,667	152,432	175,204	209,808	251,573	2.8%
<u>Local</u>						
General Aviation	219,653	230,609	177,792	214,398	258,541	0.8%
Military	32	32	32	32	32	0.0%
Subtotal	219,685	230,641	177,823	214,429	258,572	0.8%
Total	363,352	383,073	353,027	424,237	510,145	1.7%
Annual Operations by Type (24-hour)						
<u>Itinerant</u>						
Single Engine Piston	120,601	124,810	141,460	167,529	198,401	2.5%
Multi Engine Piston	14,400	15,382	17,311	20,400	24,040	2.6%
Turboprop	3,229	3,669	4,629	6,136	8,134	4.7%
Jet	2,114	4,200	5,945	7,962	10,662	8.4%
Helicopter	3,323	4,371	5,859	7,782	10,336	5.8%
Subtotal	143,667	152,432	175,204	209,808	251,573	2.8%
<u>Local</u>						
Single Engine Piston	182,991	188,071	135,275	160,204	189,726	0.2%
Multi Engine Piston	21,850	23,178	16,555	19,508	22,989	0.3%
Helicopter	14,844	19,392	25,993	34,525	45,857	5.8%
Subtotal	219,685	230,641	177,823	214,429	258,572	0.8%
Total Annual Operations	363,352	383,073	353,027	424,237	510,145	1.7%
Peak Hour Operations	133	140	129	155	186	1.7%

(a) Distributed among single-engine and twin-engine piston during 2013.

(b) From 2014.

Sources: HNTB analysis.

Table B-3: Summary of Scenario 3 – Low Economic Growth and High Fuel Cost

	2013	2018	Year		2033	Average Annual
			2023	2028		Growth Rate
Based Aircraft						
Single Engine Piston	866	827	917	1025	1143	1.4%
Multi Engine Piston	116	99	109	119	131	0.6%
Turboprop	(a)	30	36	46	59	3.4% (b)
Jet	18	28	35	44	55	5.7%
Helicopter	23	26	34	43	54	4.4%
Glider	10	11	12	14	16	2.4%
Total	1033	1021	1143	1291	1458	1.7%
Annual Operations by FAA Category						
<u>Itinerant</u>						
Air Carrier	17	16	17	20	23	1.5%
Air Taxi	4,622	4,215	4,681	5,377	6,184	1.5%
General Aviation	138,971	126,732	140,745	161,680	185,962	1.5%
Military	57	57	57	57	57	0.0%
Subtotal	143,667	131,020	145,500	167,134	192,226	1.5%
<u>Local</u>						
General Aviation	219,653	197,860	177,792	214,398	258,541	1.4%
Military	32	32	32	32	32	0.0%
Subtotal	219,685	197,892	220,310	253,283	291,191	1.4%
Total	363,352	328,912	365,810	420,417	483,417	1.4%
Annual Operations by Type (24-hour)						
<u>Itinerant</u>						
Single Engine Piston	120,601	107,407	117,605	133,608	151,788	1.2%
Multi Engine Piston	14,400	13,127	14,295	16,178	18,310	1.2%
Turboprop	3,229	3,145	3,787	4,858	6,233	3.3%
Jet	2,114	3,675	4,954	6,308	8,033	6.9%
Helicopter	3,323	3,666	4,859	6,181	7,862	4.4%
Subtotal	143,667	131,020	145,500	167,134	192,226	1.5%
<u>Local</u>						
Single Engine Piston	182,991	161,847	177,215	201,329	228,724	1.1%
Multi Engine Piston	21,850	19,781	21,540	24,378	27,590	1.2%
Helicopter	14,844	16,264	21,555	27,418	34,877	4.4%
Subtotal	219,685	197,892	220,310	253,283	291,191	1.4%
Total Annual Operations	363,352	328,912	365,810	420,417	483,417	1.4%
Peak Hour Operations	133	120	133	153	176	1.4%

(a) Distributed among single-engine and twin-engine piston during 2013.

(b) From 2014.

Sources: HNTB analysis.

Table B-4: Summary of Scenario 4 – Loss of Flight Training

	Year					Average Annual Growth Rate
	2013	2018	2023	2028	2033	
Based Aircraft						
Single Engine Piston	866	945	1030	1132	1346	2.2%
Multi Engine Piston	116	113	123	133	155	1.5%
Turboprop	(a)	35	34	37	62	3.7% (b)
Jet	18	32	40	52	68	6.9%
Helicopter	23	30	40	51	66	5.4%
Glider	10	12	14	16	19	3.3%
Total	1033	1167	1281	1422	1716	2.6%
Annual Operations by FAA Category						
<u>Itinerant</u>						
Air Carrier	17	18	20	24	28	2.5%
Air Taxi	4,622	4,820	5,442	6,407	7,553	2.5%
General Aviation	138,971	144,920	163,647	192,662	227,125	2.5%
Military	57	57	57	57	57	0.0%
Subtotal	143,667	149,815	169,166	199,150	234,763	2.5%
<u>Local</u>						
General Aviation	219,653	226,253	177,792	214,398	258,541	0.5%
Military	32	32	32	32	32	0.0%
Subtotal	219,685	226,285	172,024	203,682	241,166	0.5%
Total	363,352	376,100	341,190	402,832	475,929	1.4%
Annual Operations by Type (24-hour)						
<u>Itinerant</u>						
Single Engine Piston	120,601	122,732	136,715	159,144	185,253	2.2%
Multi Engine Piston	14,400	14,984	16,655	19,299	22,363	2.2%
Turboprop	3,229	3,669	4,418	5,797	7,606	4.4%
Jet	2,114	4,200	5,662	7,499	9,932	8.0%
Helicopter	3,323	4,230	5,716	7,411	9,609	5.5%
Subtotal	143,667	149,815	169,166	199,150	234,763	2.5%
<u>Local</u>						
Single Engine Piston	182,991	184,940	130,737	152,186	177,154	-0.2%
Multi Engine Piston	21,850	22,579	15,928	18,456	21,385	-0.1%
Helicopter	14,844	18,766	25,359	32,878	42,627	5.4%
Subtotal	219,685	226,285	172,024	203,682	241,166	0.5%
Total Annual Operations	363,352	376,100	341,190	402,832	475,929	1.4%
Peak Hour Operations	133	137	124	118	173	1.3%

(a) Distributed among single-engine and twin-engine piston during 2013.

(b) From 2014.

Sources: HNTB analysis.