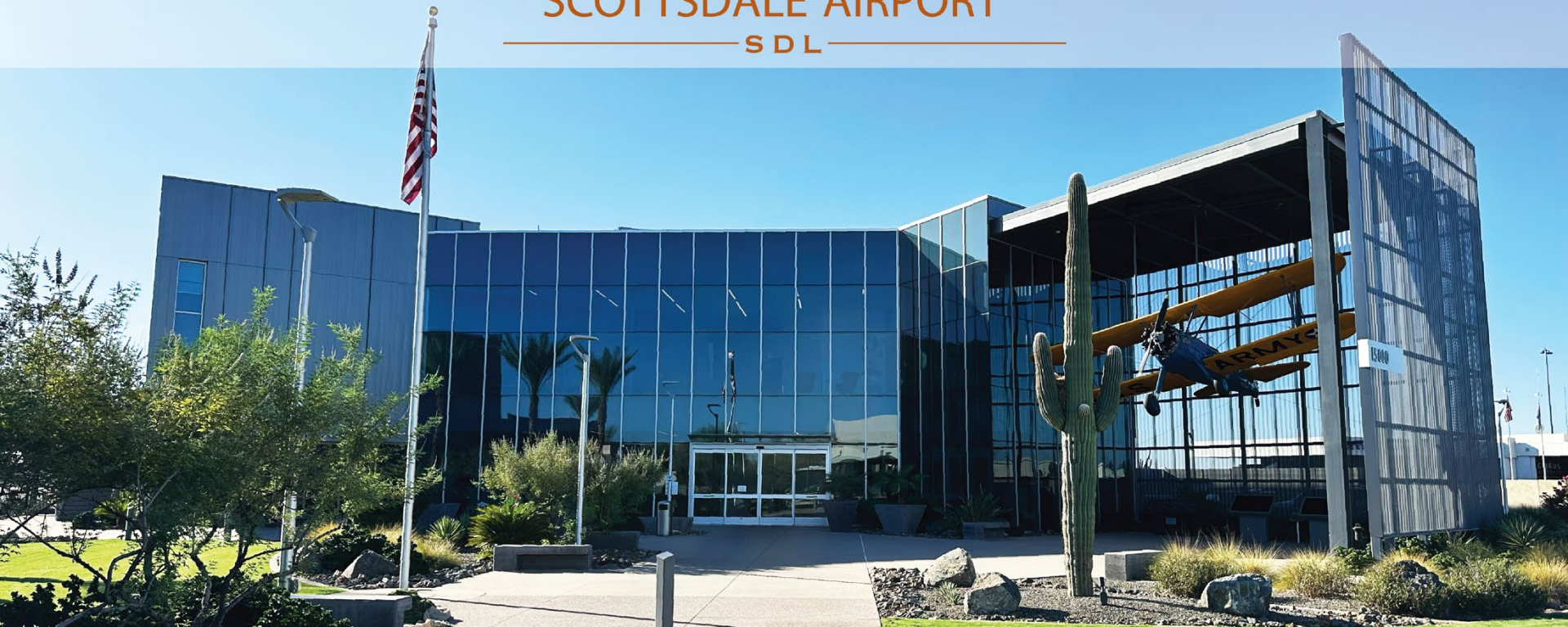
Airport Master Plan

SCOTTSDALE AIRPORT

SDL



AGENDA

Planning Advisory Committee (PAC)
Meeting #2
Thursday, March 20, 2025
1:30 p.m.

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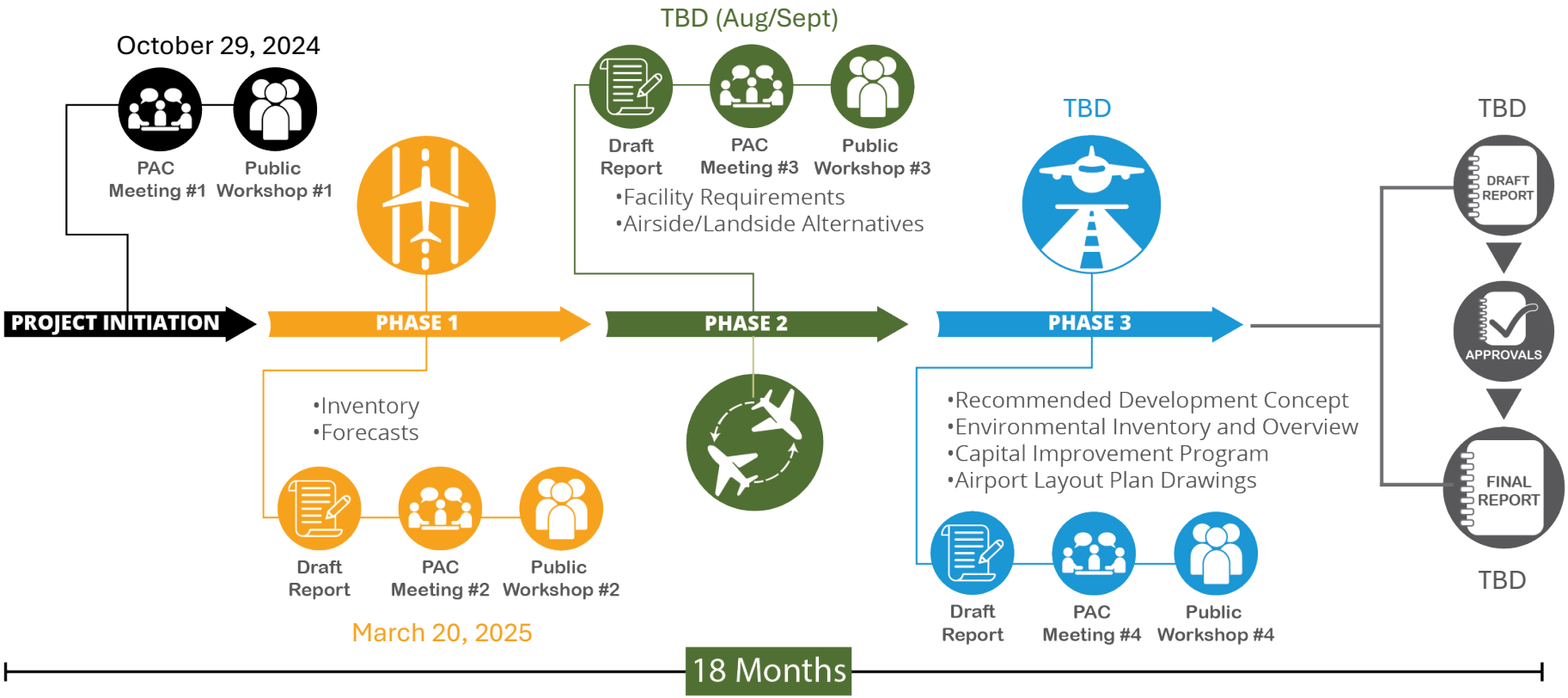
1. Welcome/Introductions
2. Review of the Master Plan Process
3. Introduction/SWOT Review
4. Inventory
5. Forecasts
6. Discussion

MASTER PLAN PROCESS



PROJECT TEAM

Coffman Associates Airport Consultants

Prime Consultant: Responsible for all aspects of the master plan. Airport planning, environmental analysis, sustainability planning, land use planning, capital improvement plan, airport layout plan.

MTZ Martinez Geospatial

FAA-required Airports Geographic Information System (AGIS) survey. Aeronautical surveys, data collection, and aerial photography.

Compass Rose Communications

Public involvement, public information workshops, project website contributions, and press releases.

Quest Energy Group

Assessment of airport owned and operated facilities and the FBO facilities. Identify opportunities to improve energy efficiency.

Kimley-Horn and Associates, Inc.

Economic Benefit Analysis.

SWCA Environmental Consultants

Cultural resource literature review.

Mead & Hunt

Project cost estimates.

SCOTTSDALE AIRPORT
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Introduction

Table iA: SWOT Analysis

STRENGTHS	• Central location	• Strong political support for the airport
	• Robust community investment	• Availability of sustainable aviation fuels (SAFs)
	• Reputation as the premier business aviation hub	• Three world class FBOs
	• Strong international brand	• Robust public involvement program for MP
	• U.S. Customs processing	• Transparency
	• Excellent facilities	• Community events (movie night)
	• Strong airport management team	• Condition of airport pavements
	• Clean airport	• Airport/Tracon/ATCT relationship
	• Good flying weather	
WEAKNESSES	• Limited land for development	• Airspace traffic flow
	• Lack of auto parking	• Constraints to facility growth
	• Lack of aircraft parking apron	• Meeting airport design standards (FAA)
	• Need more hangars	• Wingspan and weight limits
	• Limit to size of aircraft that can use the airport	• Getting from one side of SDL to the other
	• Some airpark facilities are not aeronautical	• Instrument approach capability (need straight-in)

Table iA: SWOT Analysis

OPPORTUNITIES	• Promoting the economic benefits • Capitalize on uptick in international interest • Implementing sustainability initiatives • Availability of air travel through a general aviation airport • Redevelopment of older facilities	• New chip plant (and other businesses) in the area • Sustainability is a great opportunity • Increase in transient operations • Airpark development momentum
THREATS	• Competition from other airports • Growth plans of other airports • Other airports are striving to be "Scottsdale" • Airport design standards should align with activity • No straight-in instrument approaches (RNP only) • Congested airspace	• Changing economic climate • Land locked • Airfield capacity • PHX operations get priority • Northeast flight training area • Residential noise concerns

SCOTTSDALE AIRPORT
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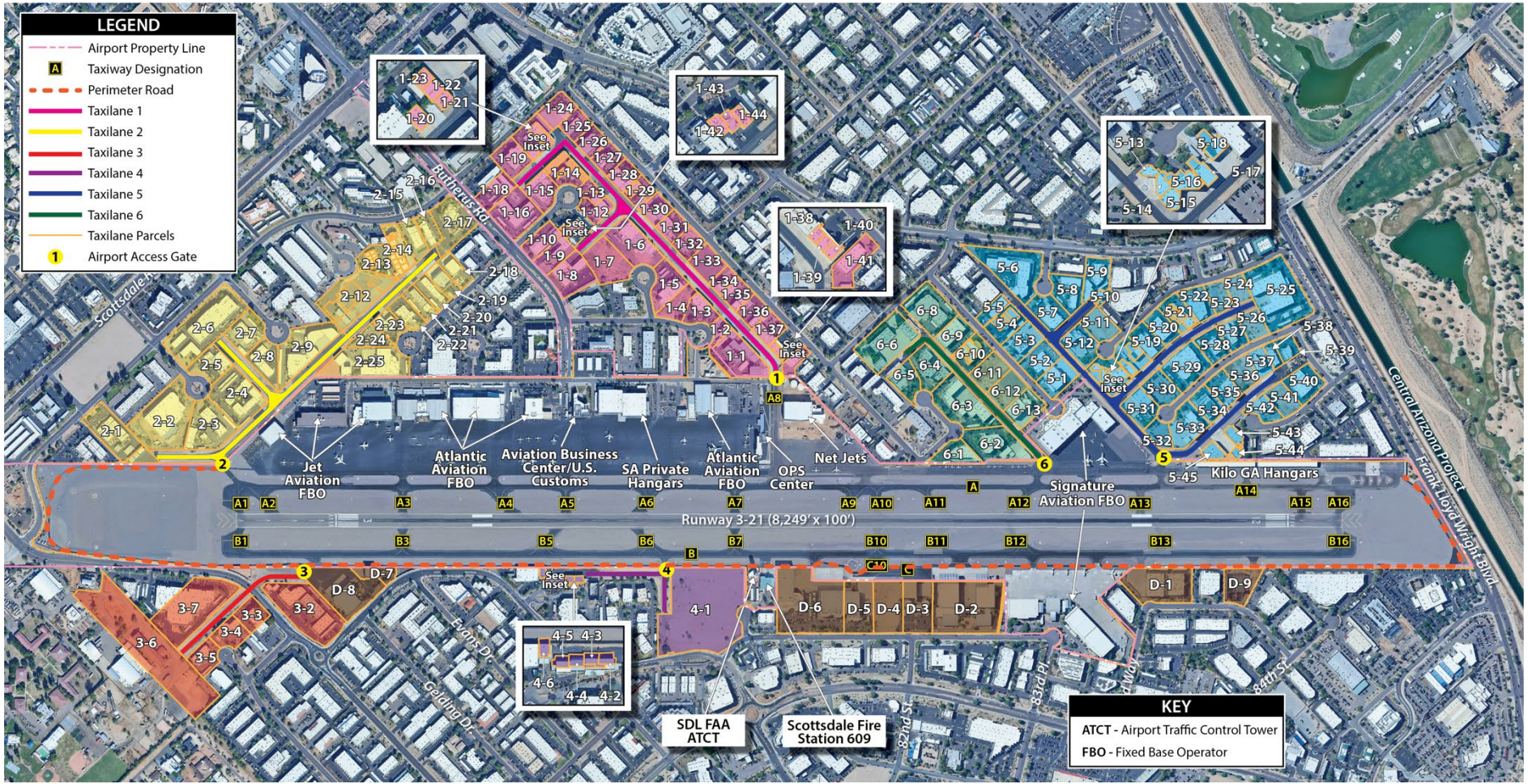
Chapter 1
Inventory

Figure 1-1: Economic Impact

Ex 1D: Airport/Airpark Parcels



Ex 1E: Federal Grant History

FEDERAL GRANT HISTORY						
Fiscal Year	Project Description	AIP/ Entitlement	AIP/ Discretionary	CARES/CRR-SA/ARPA	BIL/AIG	Grand Total
2006	Construct Taxiway/Access Road	$394,250	-	-	-	$394,250
2007	Construct Taxiway/Install Apron Lighting	-	$3,794,217	-	-	$3,794,217
2009	Rehabilitate Apron (Design)	$1,232,693	-	-	-	$1,232,693
2010	Rehabilitate Apron	$326,307	$1,673,693	-	-	$2,000,000
2010	Conduct Environmental Study	$273,738	-	-	-	$273,738
2011	Rehabilitate Apron	$69,233	$584,863	-	-	$654,096
2011	Reconstruction of North Apron (32,680sy)	$1,892,097	$23,750	-	-	$1,915,847
2012	Update Master Plan Study	$427,500	-	-	-	$427,500
2013	Rehabilitate Rwy Lighting & Signage	$318,710	-	-	-	$318,710
2014	Rehabilitate Taxiway B	$2,733,759	$1,000,000	-	-	$3,733,759
2015	Rehabilitate Taxiway	$161,595	$2,121,309	-	-	$2,282,904
2016	Install Beacon & Misc. Improvements	$768,546	-	-	-	$768,546
2017	Rehabilitate Apron	-	$1,304,159	-	-	$1,304,159
2017	Rehabilitate Taxiway & Lighting	$3,150,000	$1,219,696	-	-	$4,369,696
2018	Rehabilitate Delta Apron (4,500sy)	$150,000	$2,291,345	-	-	$2,441,345
2019	Rehabilitate Runway Lighting	$549,845	-	-	-	$549,845
2020	Reconstruct Apron	$750,000	-	$73,632	-	$823,632
2021	Rehabilitate Runway	$959,956	$8,736,515	$988,628	-	$10,685,099
2021	CRRSA Act General Funds	-	-	$57,000	-	$57,000
2021	General ARPA Funds	-	-	$148,000	-	$148,000
2022	Extend Taxiway	$649,602	$3,420,000	-	-	$4,069,602
2022	Reconfigure Existing Taxiway	-	-	-	$763,000	$763,000
2023	Apron Lighting, Rehabilitate Taxiway	-	-	-	$844,000	$844,000
2024	Update Airport Master Plan	$910,600	-	-	-	$910,600
2024	Rehabilitate Apron	-	-	-	$846,003	$846,003
	TOTAL	$15,718,431	$26,169,547	$1,267,260	$2,453,003	$45,608,241

AIP: Airport Improvement Program
CARES: Coronavirus Aid, Relief, and Economic Security Act, 2020
CRRSA: Coronavirus Response and Relief Supplemental Appropriations Act, 2020
ARPA: American Rescue Plan Act of 2021
BIL/AIG: Bipartisan Infrastructure Law/Airport Infrastructure Grant

Source: FAA Records accessed on 11.10.14. http://www.faa.gov/airports/aip/grantapportion_data/

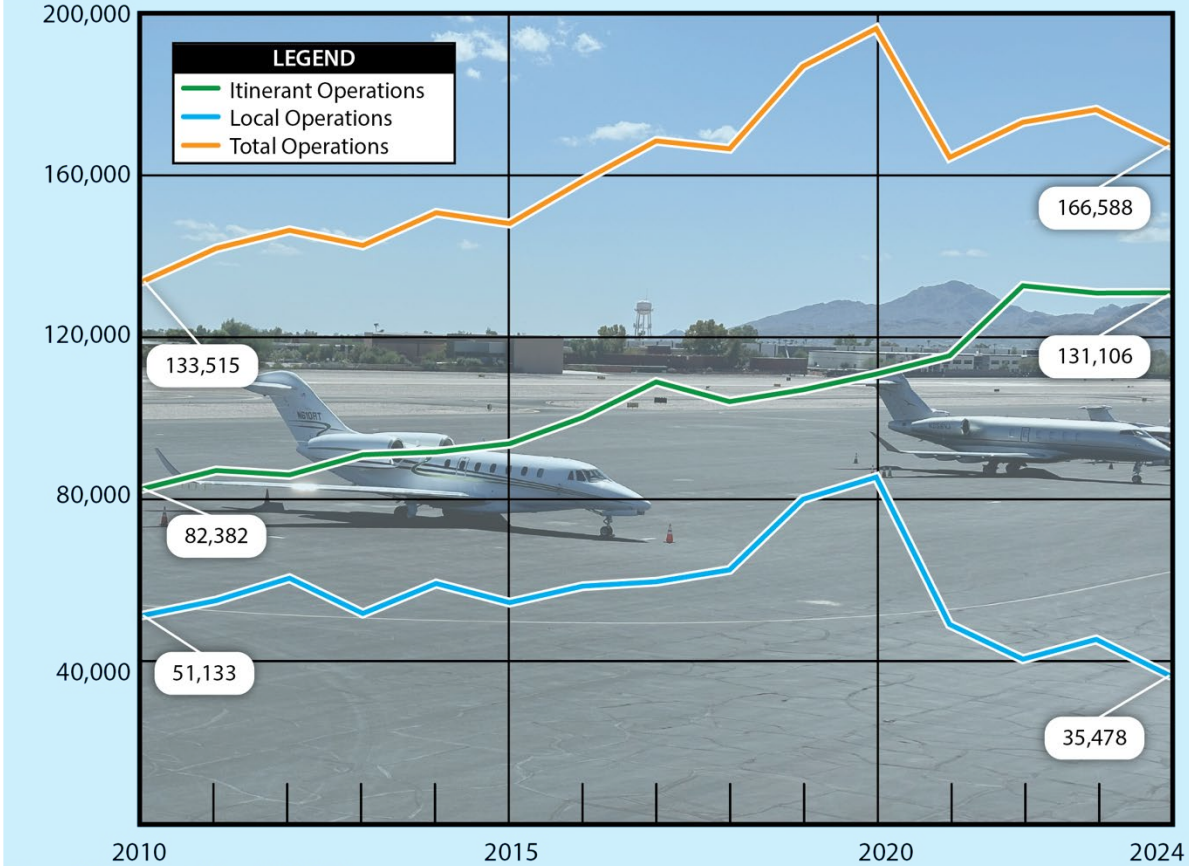
Ex 1E: State Grant History

ADOT STATE GRANT HISTORY		
Date	Project Description	Total ($)
TBD - 2025	Kilo Apron Rehabilitation	$41,529
11/22/24	Airport Master Plan	$44,700
2/12/24	Main Apron Lighting Upgrades	$18,976
1/6/23	Airport Drive Rehabilitation	$839,736
4/19/22	Reconstruct Perimeter Service Road	$728,090
11/8/22	Reconstruct 760 LF of TWY A & Associated A13 Apron Connector	$37,455
11/8/22	Reconstruct Taxiway A to Include Five Aircraft Runup	$199,771
3/18/21	Upgrade Airport Security Fence	$301,860
12/7/20	Rehab/Reconst Rwy 3-21 - Design Only	$50,000
11/13/19	Rehabilitate Runway Lighting	$26,991
2/1/19	Rehabilitate D Apron	$119,842
11/30/17	Rehabilitate Apron - Transient Aircraft Parking Apron in Front of the Terminal Building (Matching AIP# 3-04-0032-034-2017)	$64,019
11/30/17	Rehabilitate Taxiway A and Rehabilitate Taxiway A Lighting (Matching AIP# 3-04-0032-035-2017)	$214,502
10/3/16	Install Airport Beacons, Misc. Airport Improvements	$37,727
8/29/16	Runway 3 Approach Area Rock Project	$360,000
8/11/15	Place Additional Rock in the Approach Area of Rwy 3 (Approx. 70,000 sy)	$50,000
8/10/15	Rehabilitate Taxiway Bravo	$112,065
3/30/15	Rehabilitate Parallel Taxiway "B" - Phase 1	$183,284
10/29/13	Rehabilitate Runway Lighting	$15,645
11/28/12	Conduct Airport Master Plan Update	$20,986
1/17/12	Reconstruction of Landmark North Apron (Approximately 32,680 Square Yards), Phase IV	$50,417
	TOTAL	$3,517,595

Source: Airport records

Ex 1F: Historical Activity Statistics

AIRCRAFT OPERATIONS

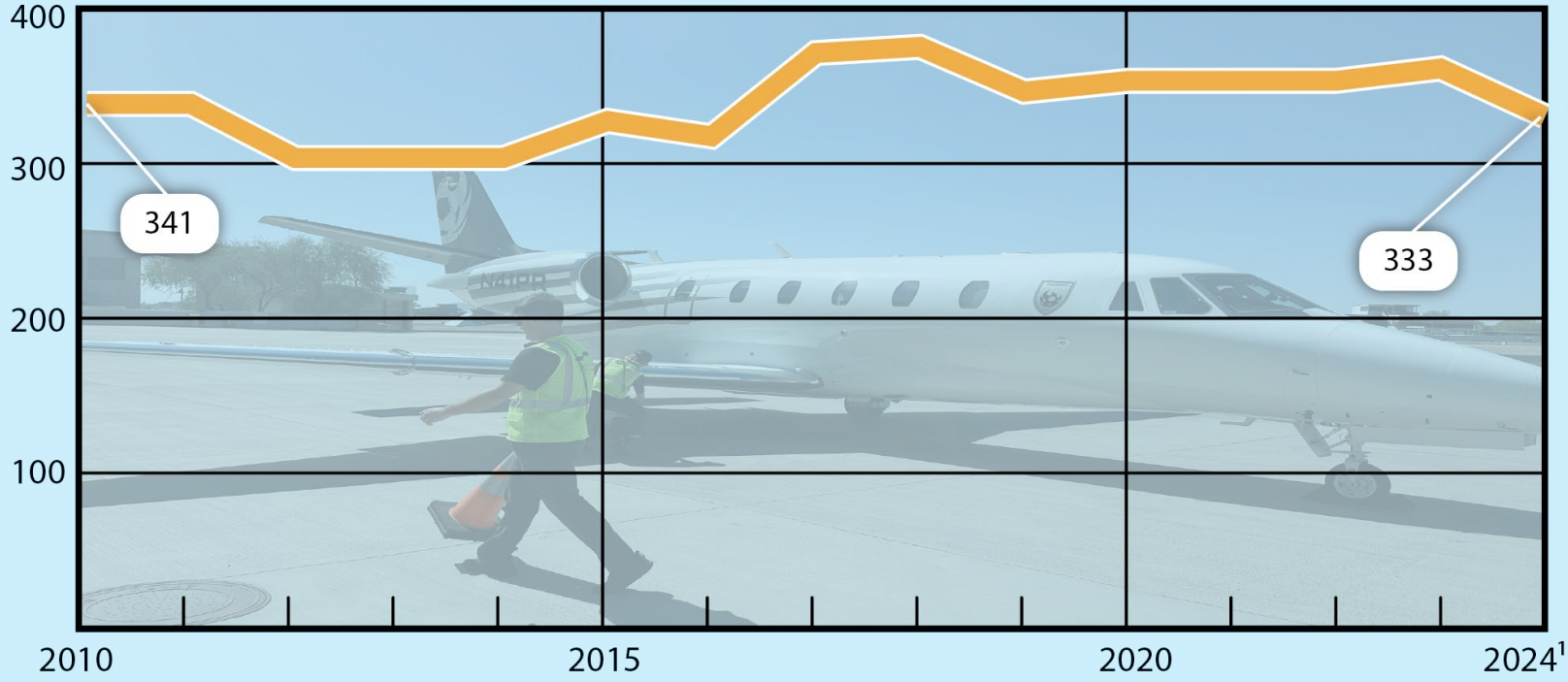


Source: FAA Operations Network (OPSNET)

Ex 1F: Historical Activity Statistics

2024 CHARTER/AIR TAXI ENPLANEMENTS = 43,765

BASED AIRCRAFT



[1]basedaircraft.com *Source: TAF (2025 pub.)*

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Ex 1G: Airside Facilities

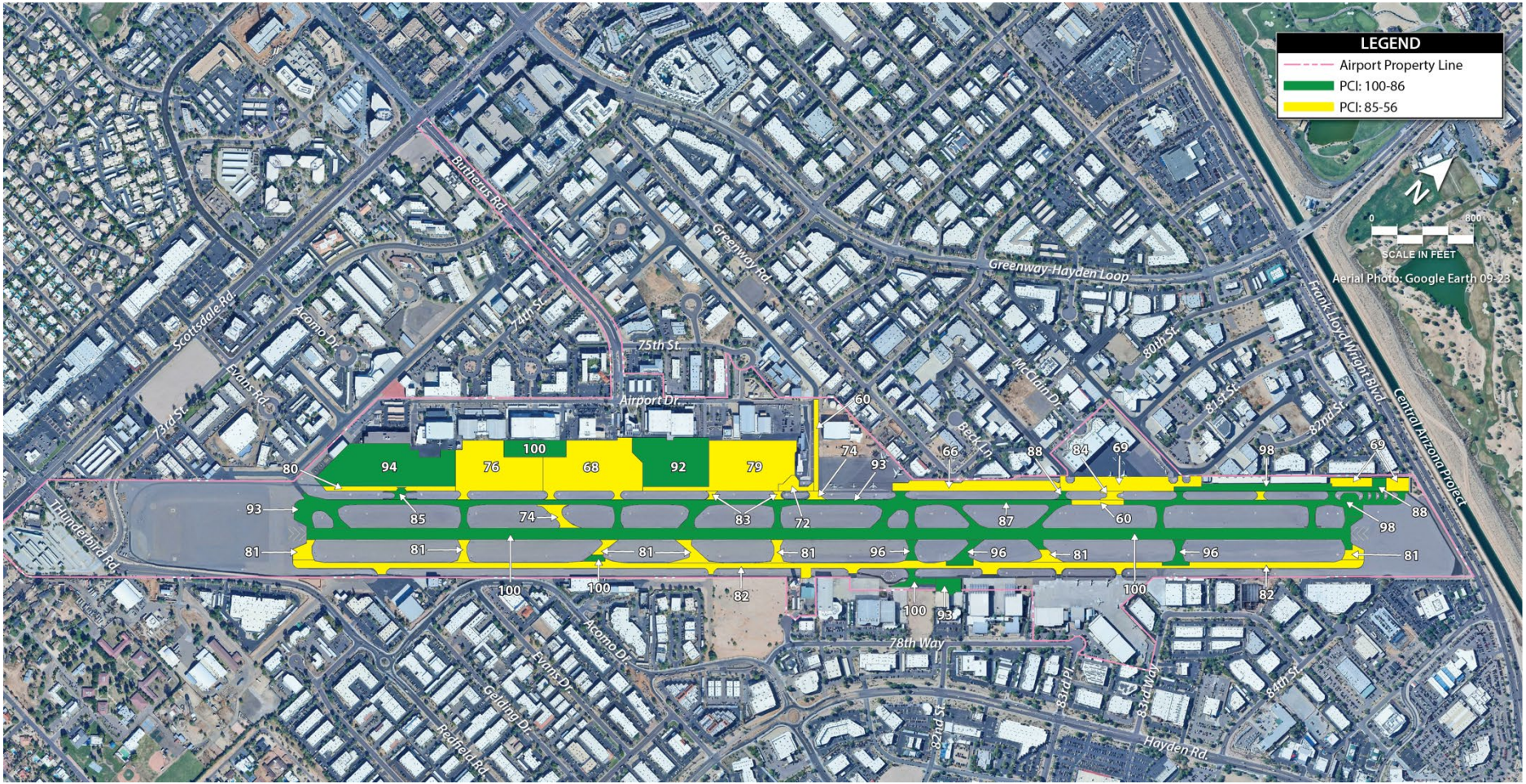
	Airfield Data	
RUNWAY		
Runway Designation	**3**	**21**
Length	8,249'	
Width	100'	
End Elevation	1,444.2'	1,510.1'
Gradient	0.98%	
Surface Material	Asphalt	
Markings/Condition	Non-Precision	Non-Precision
Runway Edge Lighting	MIRL	
Other Lighting	REILs	REILs
Load Bearing Strength	45,000 lbs. SWL, 75,000 lbs. DWL	
Visual Approach Aids	PAPI-2 L	PAPI-2 L
Instrument Approach Procedures	Non-Precision	Non-Precision
Traffic Pattern	Left	Right

	Airfield Data
TAXIWAYS	
Lighting	MITL
Surface Material	Asphalt
Width	40' - 50'
WEATHER AND NAVIGATIONAL AIDS	
Lighted Wind Cone	ASOS
Segmented Circle	ATCT
Airport Beacon	ATIS

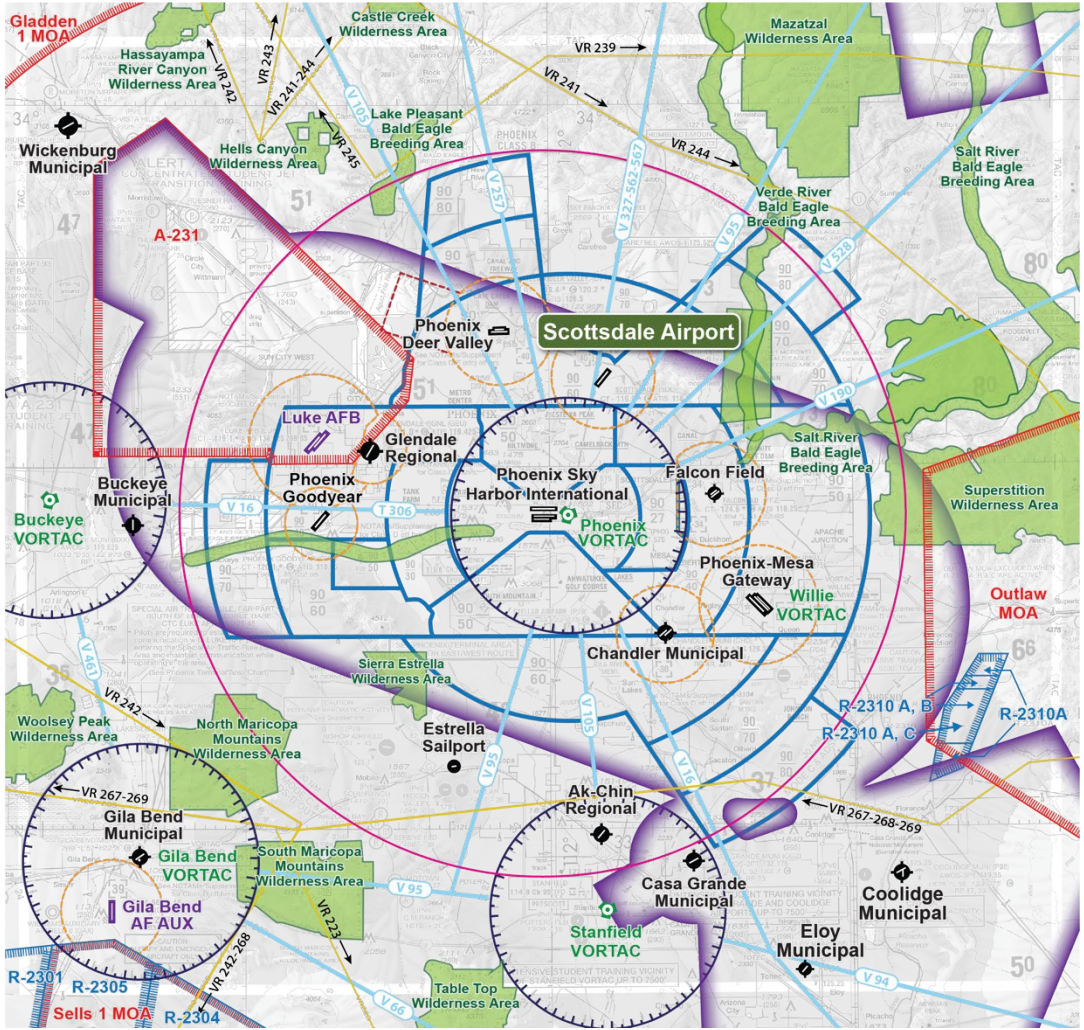
KEY

- **ASOS** - Automated Weather Observation Station
- **ATCT** - Airport Traffic Control Tower
- **ATIS** - Automatic Terminal Information Service
- **DWL** - Dual Wheel Landing Gear
- **MIRL** - Medium Intensity Runway Lights
- **MITL** - Medium Intensity Taxiway Lights
- **PAPI** - Precision Approach Path Indicator
- **REIL** - Runway End Identification Lights
- **SWL** - Single Wheel Landing Gear

Ex 1H: Pavement Condition



Ex 1K: Vicinity Airspace



LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069' (Military airfields are shown in Purple, public in Black)
- Compass Rose
- VORTAC
- Alert Area and Military Operations Area (MOA)
- Restricted Areas
- Class B Airspace
- Class D Airspace
- Class E Airspace
- Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Mode C
- Victor Airways
- Military Training Routes
- Wilderness/Monument Area

Source: Phoenix Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, 9/19/2024.

Ex 1L: Instrument Approach Procedures

Summary of Instrument Approach Data				
	Category A	Category B	Category C	Category D
RNAV (RNP) Runway 21				
RNP 0.16 DA	486'/1⅜-mile			NA
RNAV (GPS) Y Runway 3				
RNP 0.30 DA	359'/1¼-mile			NA
RNAV (GPS) Z Runway 3				
RNP 0.30 DA	359'/1¼-mile			NA
RNAV (GPS) D				
Circling	570'/1-mile	590'/1-mile	950'/2¾-mile	1790'/3-mile
RNAV (GPS) E				
Circling	630'/1-mile		950'/2¾-mile	1790'/3-mile
VOR/DME-A				
Circling	870'/1½-mile		950'/2¾-mile	1790'/3-mile

Aircraft categories are based on the approach speed of aircraft, which is determined as 1.3 times the stall speed in landing configuration. The approach categories are as follows:

Category A: 0-90 knots (e.g., Cessna 172)
Category B: 91-120 knots (e.g., Beechcraft KingAir)
Category C: 121-140 knots (e.g., B-737, Regional Jets, Canadair Challenger)
Category D: 141-166 knots (e.g., B-747, Gulfstream IV)
Category E: Greater than 166 knots (e.g., Certain large military or cargo aircraft)

Abbreviations:
GPS - Global Positioning System
RNAV- A technical variant of GPS - area navigation
RNP - Required navigation performance
DA - Decision Altitude (Used for vertically guided approaches)
Note: (xxx'/ x-mile) = Visibility (in feet)/Cloud ceiling height (in miles)

Source: U.S. Terminal Procedures (Effective August 8, 2024)

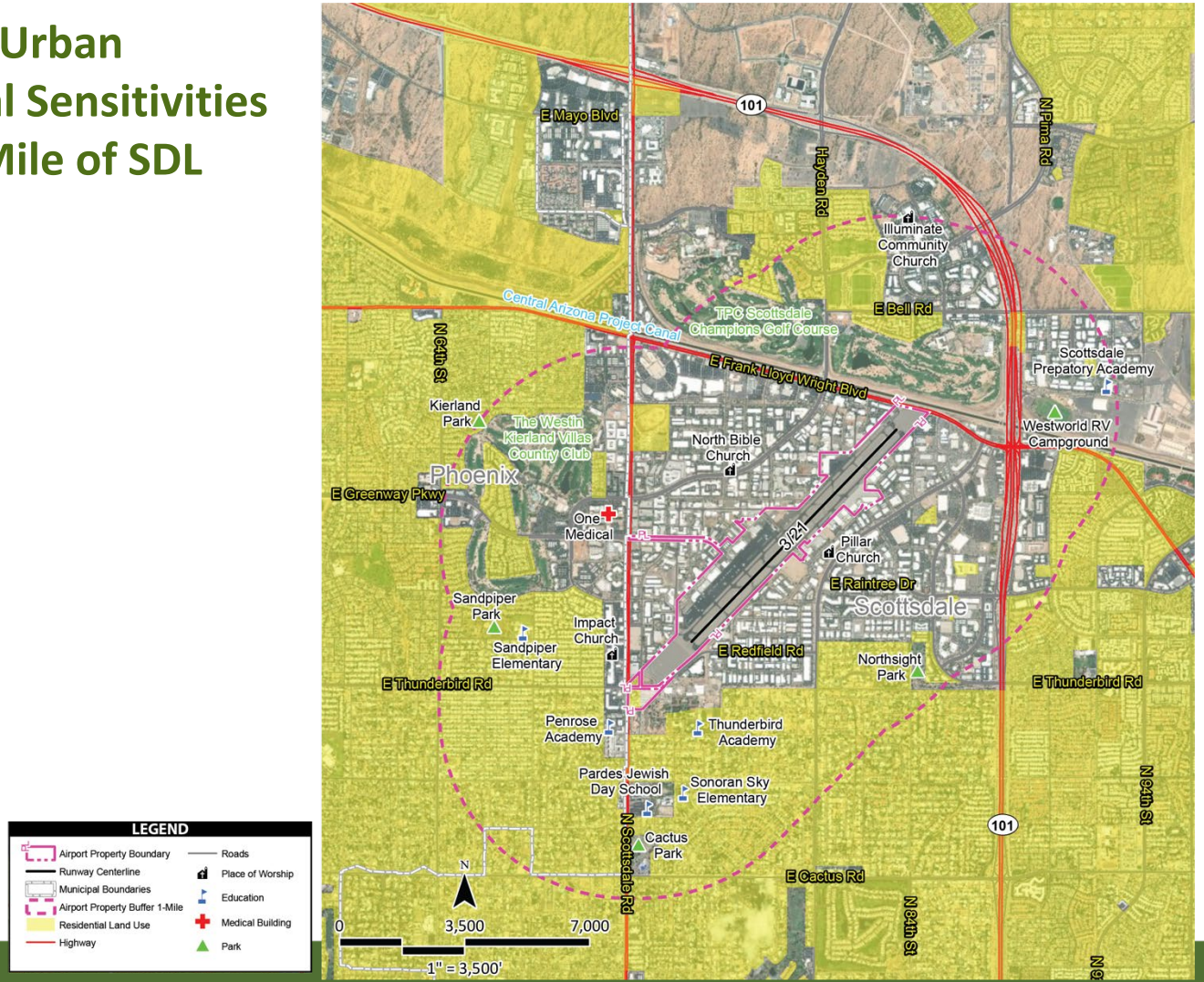
Ex 1M: Landside Facilities

BUILDING KEY

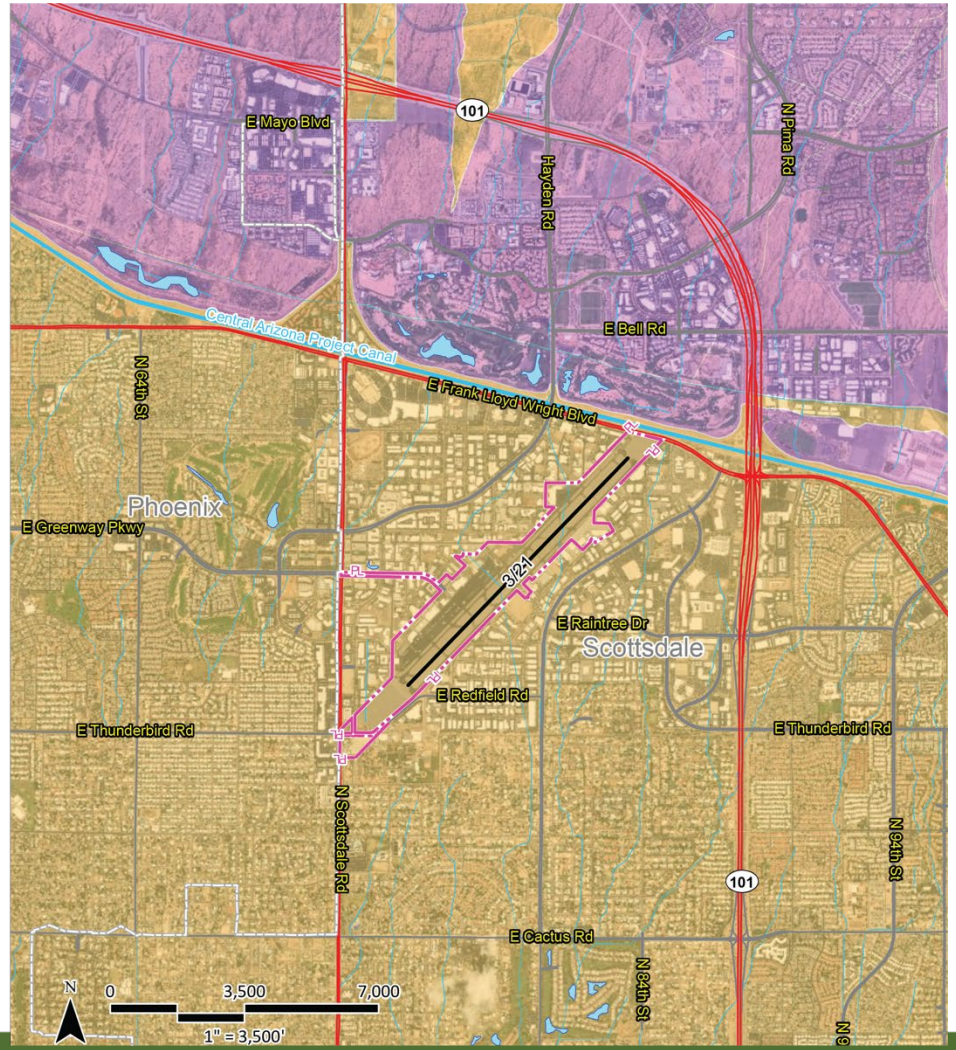
#	Hangar Space Footprint (sf)	Office Space Footprint (sf)	Building Type	Operator/Function
1	NA	23,781	Aviation Business Center	Scottsdale Airport
2	NA	10,000	Operations Center	Scottsdale Airport
3	16,500	1,500	Conventional Hangar	Jet Aviation/Helicopter Flight School
4	24,700	0	Linear Hangars	Jet Aviation/Air Commerce Center
4(2nd level)	NA	24,000	Hangar/Office	Jet Aviation/Air Commerce Center
5	29,000	8,900	Conventional Hangar	Jet Aviation
6	23,000	3,300	Conventional Hangar	Atlantic South
7	23,000	3,300	Conventional Hangar	Atlantic South
8	56,800	9,500	Conventional Hangar	Atlantic
9	19,500	3,800	Atlantic Main Terminal	Atlantic
10	28,800	5,000	Conventional Hangar	SA Private Hangars
11	28,800	3,300	Conventional Hangar	SA Private Hangars
12	NA	3,400	Office	Atlantic
13	NA	8,700	Office	Atlantic
14	25,600	1,500	Conventional Hangar	Atlantic

#	Hangar Space Footprint (sf)	Office Space Footprint (sf)	Building Type	Operator/Function
15	12,000	1,500	Conventional Hangar	Atlantic
16	25,000	7,700	Conventional Hangar	NetJets
17	22,700	6,000	Conventional Hangar	Signature Flight Support
18	20,000	3,200	Conventional Hangar	Signature Flight Support
19	10,000	8,000	Conventional Hangar	Signature Flight Support
20	16,800	5,000	Conventional Hangar	Flightworks
21	22,200	0	Connected Box Hangars	Private Hangars
22	22,200	0	Connected Box Hangars	Private Hangars
23	23,500	5,200	Conventional Hangars	Signature Flight Support
24	23,500	5,200	Conventional Hangars	Signature Flight Support
25	NA	12,400	Signature Terminal	Signature Flight Support
26	24,400	10,000	Conventional Hangar	Signature Flight Support
27	NA	8,600	Firestation #609	Scottsdale Fire Department
28	NA	5,000	Control Tower	FAA
29	NA	3,400	Aircraft Wash Rack	Scottsdale Airport

Ex 1R: Urban Environmental Sensitivities Within 1-Mile of SDL



Ex 1S: Natural Resources Near SDL



LEGEND

- Airport Property Boundary
- Runway Centerline
- Municipal Boundaries
- Highway
- Roads
- 100-Year Flood Plain
- 500-Year Flood Plain
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond/Lake
- River/Stream

SCOTTSDALE AIRPORT
SDL

Chapter 2
Forecasts

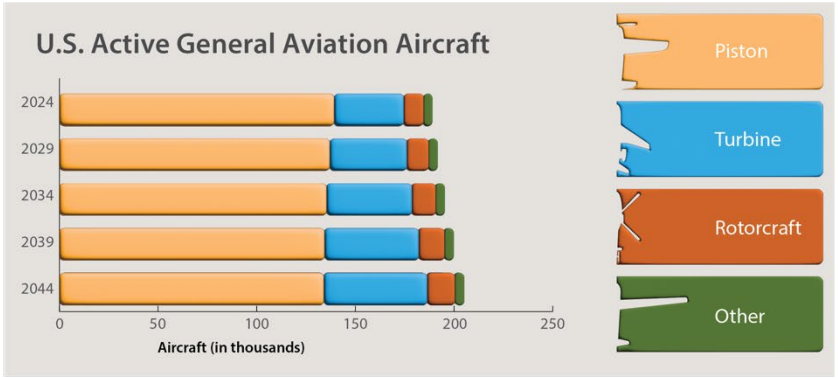
FORECAST ELEMENTS

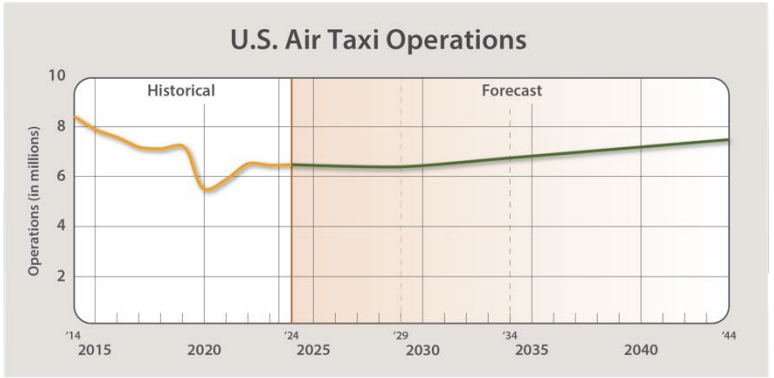
1. General Aviation
   - Based Aircraft and Fleet Mix
   - Operations (GA, Air Taxi, Military)
   - Operations Fleet Mix
2. Charter Activity
   - Charter Enplanements
   - Charter Operations
3. Peaking Characteristics
   - Operational Peaks
4. Critical Aircraft Determination
   - Runway Design Code

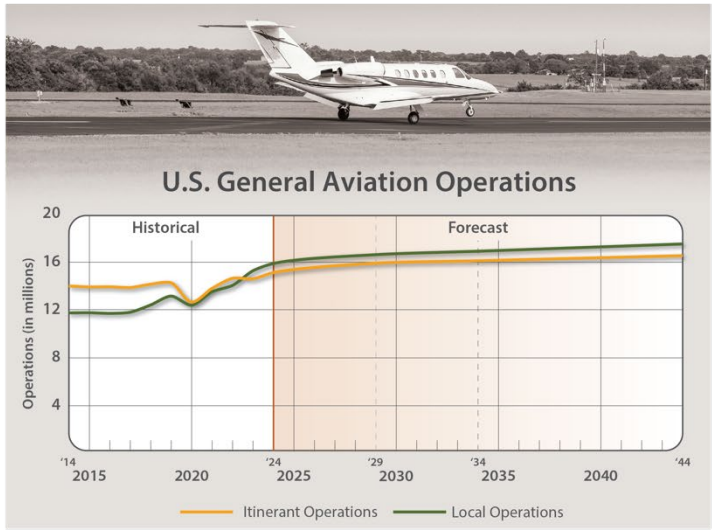
FORECAST PROCESS

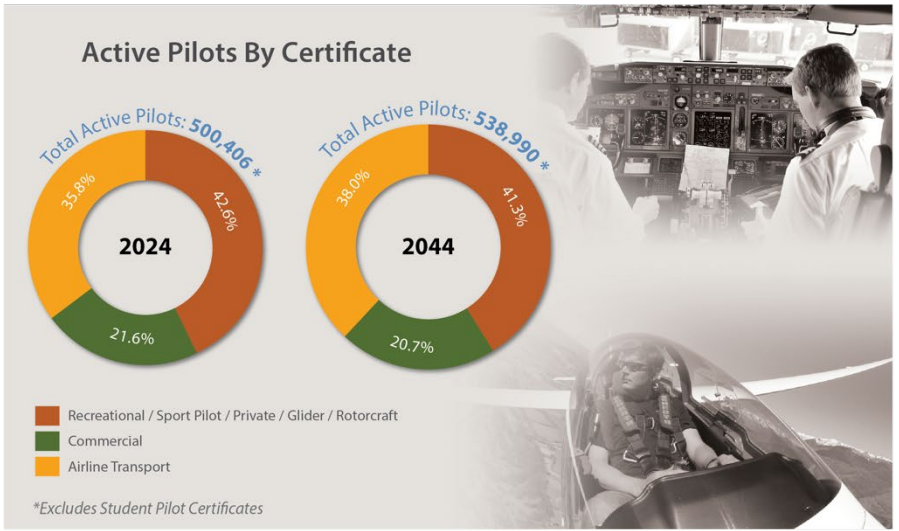
1. Review Existing Forecasts
2. Collect Recent Data (Calendar Year 2024)
3. Research Trends
4. Employ Multiple Methods Creating a Planning Envelope
   - Regression Analysis
   - Market Share Analysis
   - Ratio Trends
5. Select a Single Forecast (or a blend of forecasts)
6. Test Against the FAA Terminal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

Exhibit 2A: FAA Forecasts









Source: FAA Aerospace Forecasts FY2024-2044

Exhibit 2B: FAA AAM Forecasts

ADVANCED AIR MOBILITY (AAM) FORECASTS							
Fiscal Year	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Year 6**	**CAGR**
AAM Departures							
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%
AAM Passengers**							
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.

Source: FAA Aerospace Forecasts FY 2024-2044

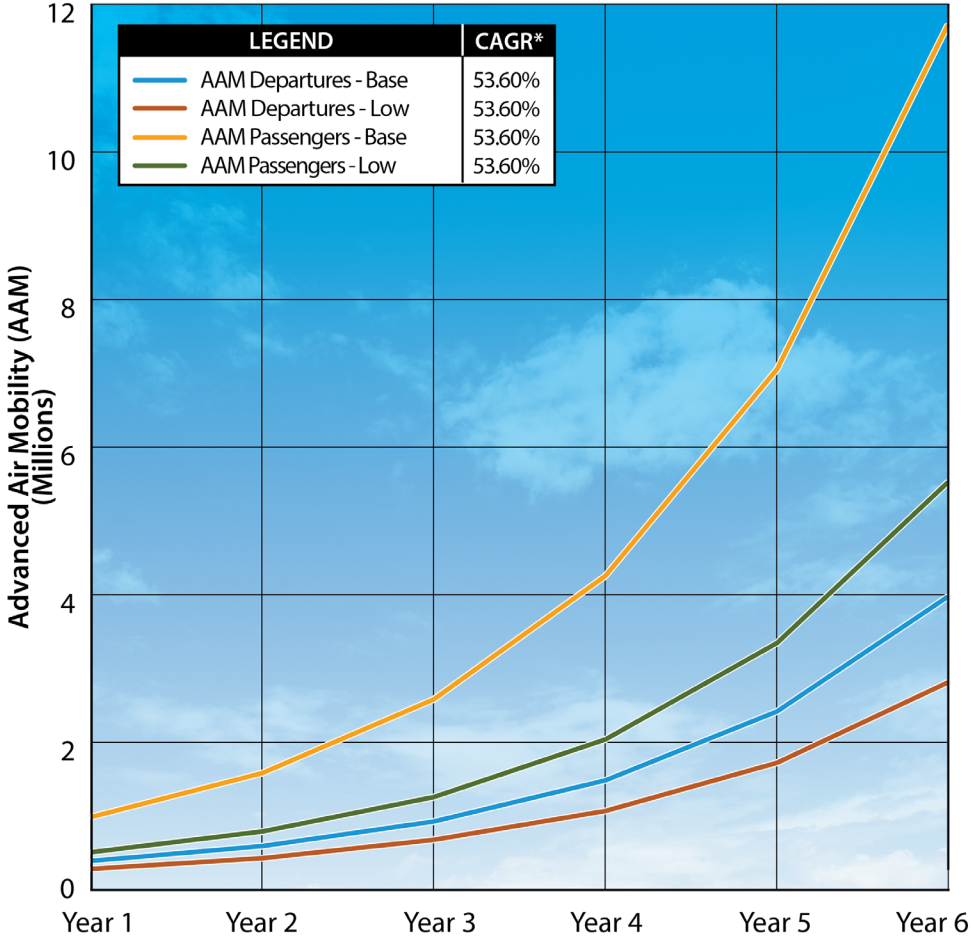


Table 2F: 2015 Master Plan Forecasts

Parameter	2012 Baseline	2022	2032	CAGR
ANNUAL OPERATIONS				
Itinerant Operations				
Air Taxi	15,258	16,590	18,900	1.08%
General Aviation	74,255	82,950	94,500	1.21%
Military	638	630	630	-0.06%
Total Itinerant Operations:	**90,151**	**100,170**	**114,030**	**1.18%**
Local Operations				
Local	63,246	70,350	78,750	1.10%
Total Local Operations:	**63,246**	**70,350**	**78,750**	**1.10%**
TOTAL ANNUAL OPERATIONS:	**153,397**	**170,520**	**192,780**	**1.15%**
BASED AIRCRAFT				
Based Aircraft	368	430	500	1.54%
TOTAL BASED AIRCRAFT:	**368**	**430**	**500**	**1.54%**

Table 2E: 2024 FAA Terminal Area Forecast (TAF)

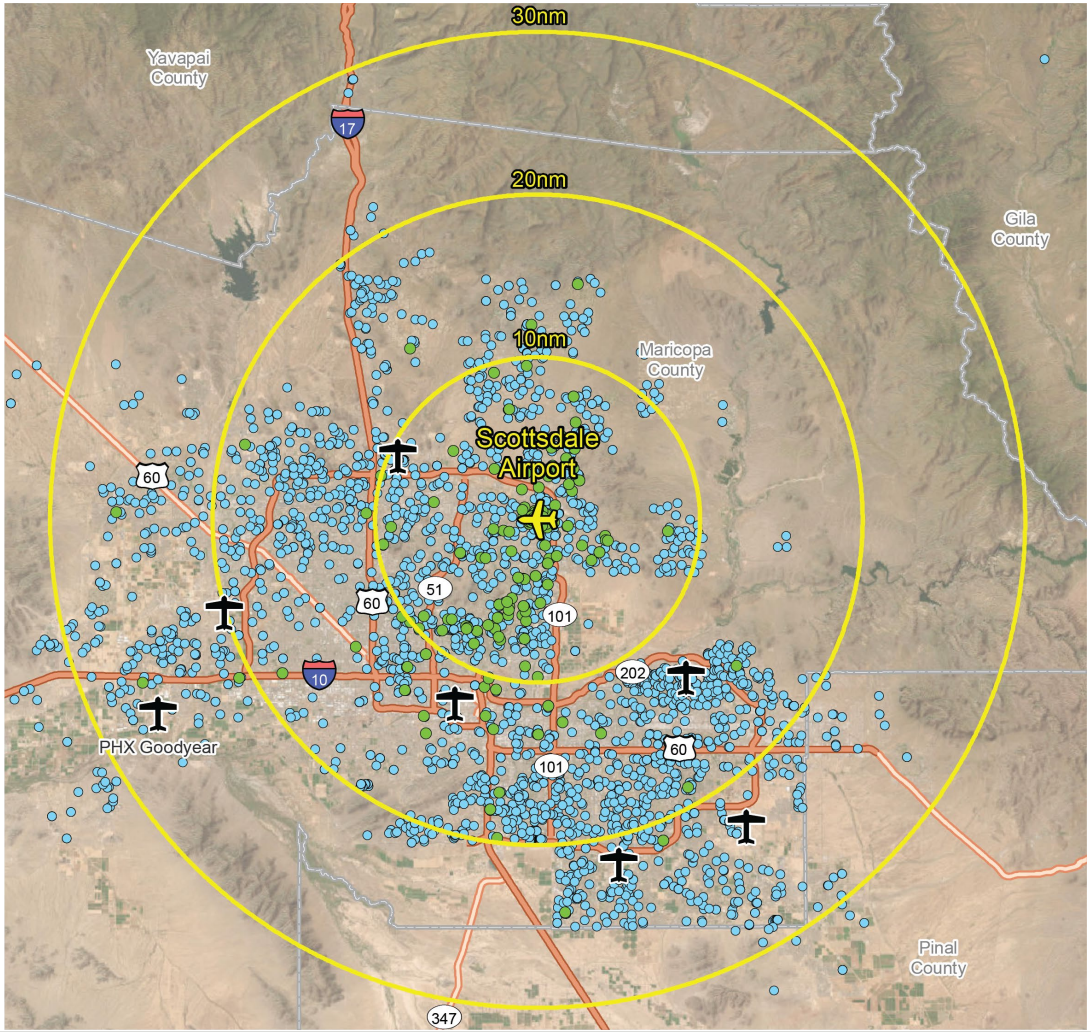
Parameter	2024	2029	2034	2044	CAGR
ANNUAL OPERATIONS					
Itinerant Operations					
Air Taxi (Charter)	63,600	77,761	95,060	142,061	4.10%
General Aviation	66,668	74,054	74,425	75,172	0.60%
Military	365	365	365	365	0.00%
Total Itinerant Operations:	**130,633**	**152,180**	**169,850**	**217,598**	**2.58%**
Local Operations					
General Aviation	38,572	55,379	56,213	57,918	2.05%
Military	2	2	2	2	0.00%
Total Local Operations:	**38,574**	**55,381**	**56,215**	**57,920**	**2.05%**
TOTAL ANNUAL OPERATIONS:	**169,207**	**207,561**	**226,065**	**275,518**	**2.47%**
BASED AIRCRAFT					
Based Aircraft	340	355	375	415	1.00%
TOTAL BASED AIRCRAFT:	**340**	**355**	**375**	**415**	**1.00%**
ENPLANEMENTS					
Air Taxi (Charter)	27,323	35,904	35,904	35,904	1.37%
TOTAL ENPLANEMENTS:	**27,323**	**35,904**	**35,904**	**35,904**	**1.37%**

CAGR = compound annual growth rate

BASED AIRCRAFT FORECASTS

Includes Registered Aircraft Forecasts for Maricopa County

Exhibit 2C: Based Aircraft Locations



LEGEND

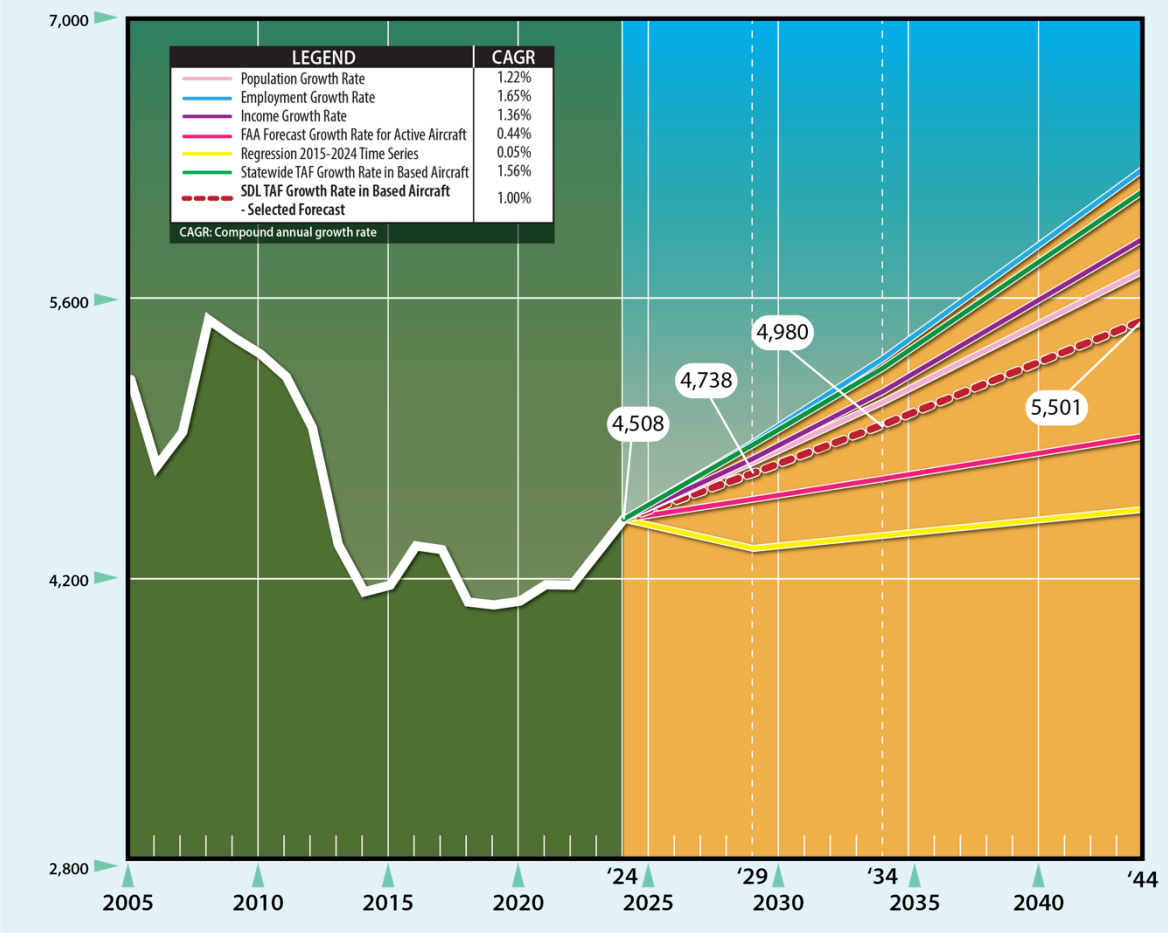
- Scottsdale Airport (SDL)
- NPIAS Airports
- The Address of Based Aircraft Owners at SDL
- The Address of Registered Aircraft Owners in the Area
- County Boundary

Registered & Based Aircraft		
Distance From SDL	**SDL Based Aircraft**	**FAA Registered Aircraft**
0 - 10nm	181	1,367
10 - 20nm	38	2,224
20 - 30nm	6	848
Total	225*	4,439

*185 SDL based aircraft are registered to addresses beyond 30nm from SDL.

MARICOPIA COUNTY REGISTERED AIRCRAFT

Exhibit 2D: Maricopa County Registered Aircraft Forecasts



BASED AIRCRAFT FORECASTS

2024 BASED AIRCRAFT

- There are approximately 420 aircraft based at the airport. This includes those aircraft that are hangared in the Airpark, which is off airport property.
- FAA requires that airports enter based aircraft information into the National Based Aircraft Inventory Program database (basedaircraft.com).
- FAA then validates those entries by comparing against based aircraft claimed by other airports.
- FAA only validates those based aircraft that are on airport property.
- FAA requires that the validated based aircraft figure be used as the baseline for forecasting.
- Therefore, the baseline based aircraft figure is 333 rather than 420 for this master plan study.
- We will develop two sets of facility needs to address the overall airport and airpark needs.

Table 2L: Based Aircraft Forecasts as a Function of Registered Aircraft

Year	Maricopa County Registered Aircraft	Based Aircraft	Market Share
2015	4,179	330	7.90%
2016	4,375	320	7.31%
2017	4,356	374	8.59%
2018	4,095	378	9.23%
2019	4,080	349	8.55%
2020	4,099	356	8.69%
2021	4,181	356	8.51%
2022	4,179	356	8.52%
2023	4,343	364	8.38%
2024	4,508	333	7.39%
Constant Share Projection (CAGR = 1.00%)			
2029	4,738	350	7.39%
2034	4,980	368	7.39%
2044	5,501	406	7.39%
Increasing Market Share Projection (CAGR = 2.14%)			
2029	4,738	367	7.75%
2034	4,980	423	8.50%
2044	5,501	509	9.25%
Statewide TAF Growth Rate (CAGR = 1.56%)			
2029	4,738	360	7.60%
2034	4,980	389	7.81%
2044	5,501	454	8.25%
SDL TAF (CAGR = 1.11%)			
2029	4,738	355	7.49%
2034	4,980	375	7.53%
2044	5,501	415	7.54%

CAGR = compound annual growth rate
TAF = Terminal Area Forecast

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Table 2M: Regression Analysis Based Aircraft Forecasts

Independent Variable	r^2 Value	Dependent Variable (Based Aircraft)				CAGR 2024-2044
		2024	2029	2034	2044	
Year (Time Series)	0.03	333	362	368	379	0.65%
Population	0.04	333	363	369	381	0.68%
Employment	0.03	333	361	365	374	0.58%
Income	0.03	333	358	361	367	0.48%

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Table 2N: Based Aircraft Forecasts as a Function of National Fleet Forecasts

Year	FAA Active Aircraft Forecast[1]	Based Aircraft	Market Share
2015	210,031	330	0.15712%
2016	211,794	320	0.15109%
2017	211,757	374	0.17662%
2018	211,749	378	0.17851%
2019	210,981	349	0.16542%
2020	204,140	356	0.17439%
2021	209,194	356	0.17018%
2022	209,540	356	0.16990%
2023	209,730	364	0.17356%
2024	210,105	333	0.15849%
Constant Share Projection (CAGR = 0.43%)			
2029	213,370	338	0.15849%
2034	217,685	345	0.15849%
2044	228,975	363	0.15849%
Increasing Market Share Projection (CAGR = 1.35%)			
2029	213,370	341	0.16000%
2034	217,685	370	0.17000%
2044	228,975	435	0.19000%

CAGR = compound annual growth rate

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Table 2P: Based Aircraft Forecasts as a Function of Population

Year	Maricopa Population[1]	Based Aircraft	Aircraft per 1,000 Residents
2015	4,106,807	330	0.08035
2016	4,176,050	320	0.07663
2017	4,232,574	374	0.08836
2018	4,293,298	378	0.08804
2019	4,364,459	349	0.07996
2020	4,445,059	356	0.08009
2021	4,499,438	356	0.07912
2022	4,555,833	356	0.07814
2023	4,585,871	364	0.07937
2024	4,649,484	333	0.07162
Constant Share of Population Ratio Projection (CAGR = 1.22%)			
2029	4,970,672	356	0.07162
2034	5,292,885	379	0.07162
2044	5,929,280	425	0.07162
Increasing Share of the 10-Year Average Aircraft per 1,000 Residents (CAGR = 1.80%)			
2029	4,970,672	367	0.07376
2034	5,292,885	402	0.07590
2044	5,929,280	475	0.08017
CAGR = compound annual growth rate			

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Table 2Q: Based Aircraft Forecasts as a Function of Employment

Year	Maricopa Employment[1]	Based Aircraft	Aircraft per 1,000 Jobs
2015	2,439,527	330	0.13527
2016	2,517,630	320	0.12710
2017	2,597,415	374	0.14399
2018	2,690,527	378	0.14049
2019	2,756,810	349	0.12660
2020	2,755,090	356	0.12922
2021	2,884,525	356	0.12342
2022	3,038,704	356	0.11716
2023	3,106,741	364	0.11716
2024	3,163,334	333	0.10527
Constant Share Projection (CAGR = 1.65%)			
2029	3,465,843	365	0.10527
2034	3,773,389	397	0.10527
2044	4,391,689	462	0.10527
Increasing Share to the 10-Year Average of Aircraft per 1,000 Jobs (CAGR = 2.59%)			
2029	3,465,843	383	0.11059
2034	3,773,389	437	0.11592
2044	4,391,689	556	0.12657
CAGR = compound annual growth rate			

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting.
There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Table 2R: Based Aircraft Forecasts as a Function of Income

Year	Maricopa Income	Based Aircraft	Aircraft per $1,000 of Income
2015	44,129	330	7.47808
2016	45,074	320	7.09944
2017	46,390	374	8.06208
2018	47,791	378	7.90944
2019	49,834	349	7.00325
2020	53,484	356	6.65620
2021	55,911	356	6.36726
2022	54,635	356	6.51597
2023	56,955	364	6.39101
2024	57,729	333	5.76833
Constant Share Projection (CAGR = 1.36%)			
2029	61,810	357	5.76833
2034	66,178	382	5.76833
2044	75,691	437	5.76833
Increasing Share to the 10-Year Average Aircraft per $1,000 of Income (CAGR = 2.29%)			
2029	61,810	374	6.05752
2034	66,178	420	6.34672
2044	75,691	524	6.92511
CAGR = compound annual growth rate			

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting.
There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Table 2S: Based Aircraft Forecast Summary

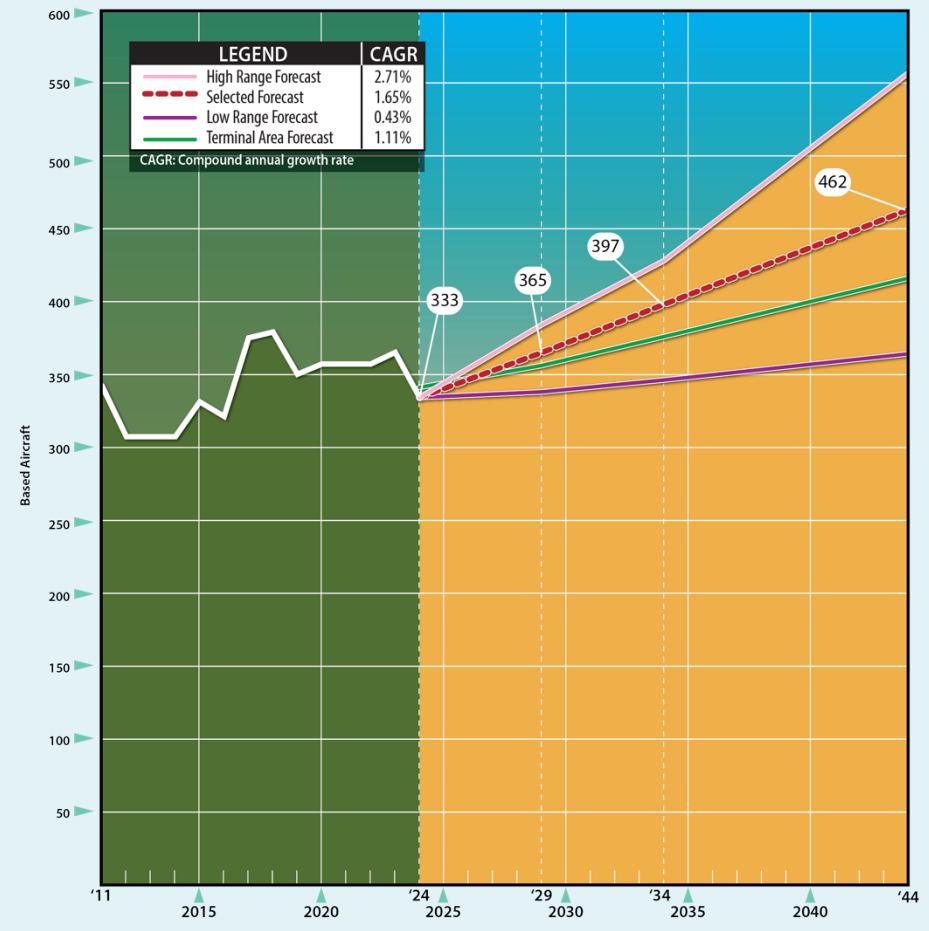
Method	2024	2029	2034	2044	CAGR
Market Share of U.S. Active Aircraft (Constant)	333	338	345	363	0.43%
Regression 10-Year Income	333	358	361	367	0.48%
Regression 10-Year Trend Line	333	362	368	379	0.65%
Regression 10-Year Employment	333	361	365	374	0.58%
Regression 10-Year Population	333	363	369	381	0.68%
Market Share of Registered Aircraft (Constant)	333	350	368	406	1.00%
SDL Terminal Area Forecast (TAF)	333	355	375	415	1.11%
Market Share of Population to Based Aircraft (Constant)	333	356	379	425	1.22%
Market Share of U.S. Active Aircraft (Increasing)	333	341	370	435	1.35%
Market Share of Income (Constant)	333	357	382	437	1.36%
Statewide TAF Growth Rate for Based Aircraft	333	360	389	454	1.56%
Market Share of Employment (Constant) – SELECTED FORECAST	**333**	**365**	**397**	**462**	**1.65%**
Market Share of Population to Based Aircraft (10-Year Average)	333	367	402	475	1.80%
Market Share of Registered Aircraft (Increasing)	333	367	423	509	2.14%
Market Share of Income (10-Year Average)	333	374	420	524	2.29%
Market Share of Employment (10-Year Average)	333	383	437	556	2.59%

CAGR = compound annual growth rate

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting.
There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Exhibit 2E: Based Aircraft Forecast and Fleet Mix

	EXISTING		FORECAST					
Aircraft Type	**2024**	**%**	**2029**	**%**	**2034**	**%**	**2044**	**%**
Single Engine Piston	115	34.5%	121	33.2%	130	32.7%	145	31.4%
Multi-Engine Piston	10	3.0%	10	2.7%	10	2.5%	10	2.2%
Turboprop	11	3.3%	18	4.9%	24	6.0%	35	7.6%
Jet	157	47.1%	171	46.8%	183	46.1%	212	45.9%
Helicopter	40	12.0%	45	12.3%	50	12.6%	60	13.0%
Totals	**333**	**100.0%**	**365**	**100.0%**	**397**	**100.0%**	**462**	**100.0%**



Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

OPERATIONS FORECASTS

Itinerant General Aviation
Local General Aviation
Air Taxi
Military

Table 2U: Historical General Aviation Operations

Year	Itinerant	% of Total	Local	% of Total	Total	Year Over Year Percent Change +/-
2015	77,281	58.8%	54,158	41.2%	131,439	N/A
2016	83,950	59.0%	58,270	41.0%	142,220	8.2%
2017	93,124	61.1%	59,368	38.9%	152,492	7.2%
2018	87,810	58.5%	62,245	41.5%	150,055	-1.6%
2019	89,634	52.9%	79,743	47.1%	169,377	12.9%
2020	87,161	50.6%	85,160	49.4%	172,321	1.7%
2021	78,906	61.7%	48,880	38.3%	127,786	-25.8%
2022	84,200	67.6%	40,298	32.4%	124,498	-2.6%
2023	74,486	62.2%	45,204	37.8%	119,690	-3.9%
2024	64,608	64.6%	35,478	35.4%	100,086	-16.4%

Table 2V: Regression Analysis – Itinerant GA Operations

Independent Variable	r^2 Value	Dependent Variable (Itinerant GA Ops)				CAGR 2024-2044
		2024	2029	2034	2044	
Time Series (2015-2024)	0.30	64,608	67,485	59,785	44,385	-1.86%
Time Series (2010-2024)	0.05	64,608	84,112	86,251	90,527	1.70%
Time Series (2000-2024)	0.54	64,608	60,487	51,137	32,437	-3.39%
Population (2015-2024)	0.27	64,608	68,484	60,908	45,945	-1.69%

Table 2W: General Aviation Itinerant Operations Forecast

Year	SDL GA Itinerant Operations[1]	U.S. GA Itinerant Operations[2] (thousands)	Market Share of National GA Itinerant Operations
2015	77,281	13,887	0.5565%
2016	83,950	13,905	0.6037%
2017	93,124	13,839	0.6729%
2018	87,810	14,130	0.6214%
2019	89,634	14,245	0.6292%
2020	87,161	12,608	0.6913%
2021	78,906	13,775	0.5728%
2022	84,200	14,635	0.5753%
2023	74,486	14,591	0.5105%
2024	64,608	15,125	0.4272%
Constant Market Share of 2024 Share of U.S. Itinerant Operations (CAGR = 0.46%)			
2029	68,018	15,924	0.4272%
2034	68,913	16,133	0.4272%
2044	70,773	16,569	0.4272%
SDL Terminal Area Forecast (CAGR = 0.76%)			
2029	74,054	15,924	0.2900%
2034	74,425	16,133	0.3000%
2044	75,172	16,569	0.3200%
2024 FAA TAF Projection Growth Rate (CAGR = 0.60%)			
2029	66,570	15,924	0.4181%
2034	68,591	16,133	0.4252%
2044	72,819	16,569	0.4395%
Increasing Market Share of U.S. Itinerant Operations (CAGR = 1.65%) – SELECTED FORECAST			
2029	70,812	15,924	0.4447%
2034	77,019	16,133	0.4774%
2044	89,636	16,569	0.5410%

CAGR = compound annual growth rate from 2024 to 2044

Exhibit 2F: Itinerant General Aviation Operations Forecast

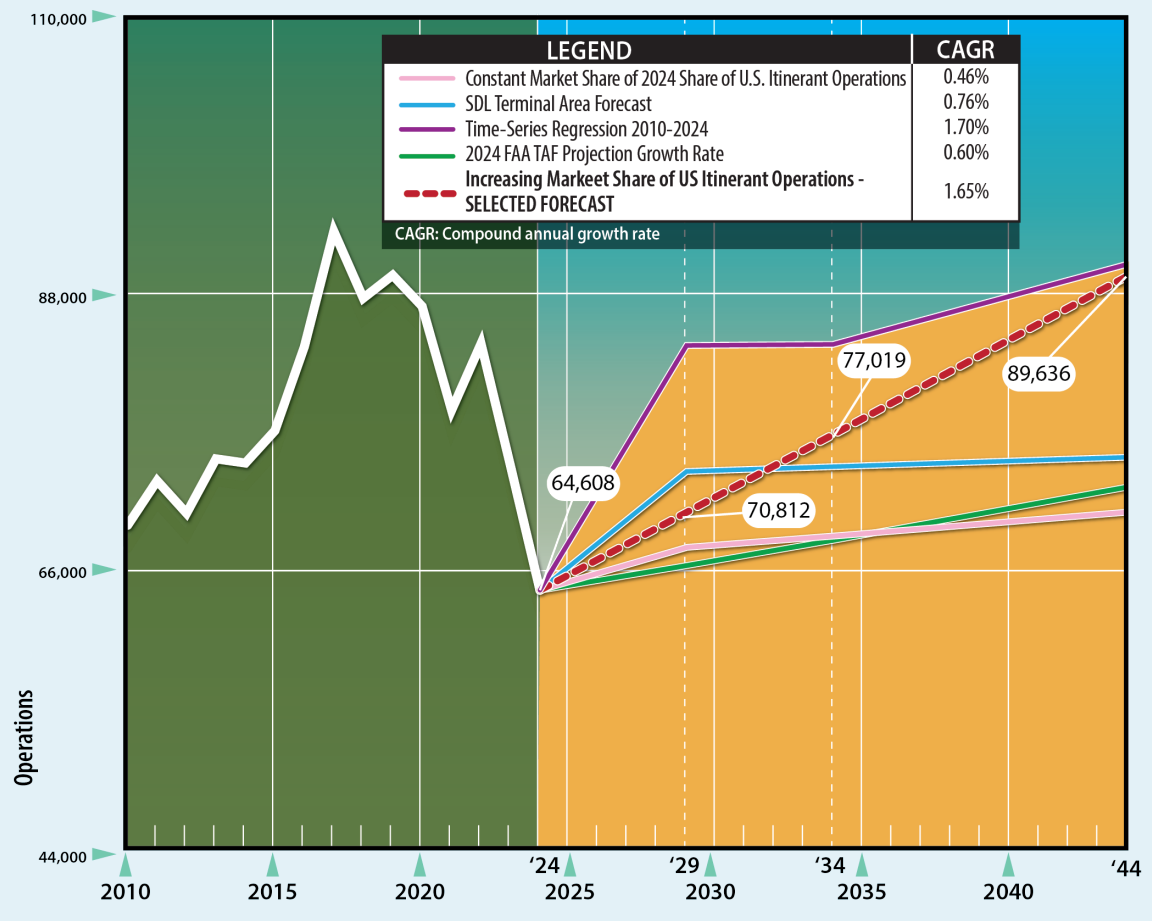


Table 2Y: Regression Analysis – Local GA Operations

Independent Variable	r^2 Value	Dependent Variable (Local GA Operations)				CAGR 2024-2044
		2024	2029	2034	2044	
Time Series (2015-2024)	0.20	35,478	34,448	22,642	-971	N/A
Time Series (2010-2024)	0.03	35,478	50,262	47,730	42,664	0.93%
Population (2015-2024)	0.17	35,478	36,370	24,971	2,458	-12.50%

Table 2Z: General Aviation Local Operations Forecast

Year	SDL GA Local Operations[1]	US GA Local Operations[2] (thousands)	Market Share Local Operations
2015	54,158	11,691	0.4632%
2016	58,270	11,633	0.5009%
2017	59,368	11,732	0.5060%
2018	62,245	12,354	0.5038%
2019	79,743	13,109	0.6083%
2020	85,160	12,333	0.6905%
2021	48,880	13,479	0.3626%
2022	40,298	14,029	0.2872%
2023	45,204	15,282	0.2958%
2024	35,478	15,900	0.2231%
Constant Market Share of 2024 Share of U.S. Local Operations (CAGR = 0.50%)			
2029	37,163	16,655	0.2231%
2034	37,821	16,950	0.2231%
2044	39,205	17,571	0.2231%
Increasing Market Share of U.S. Local Operations (CAGR = 3.73%)			
2029	43,304	16,655	0.2600%
2034	54,242	16,950	0.3200%
2044	73,798	17,571	0.4200%
SDL Terminal Area Forecast (CAGR = 2.48%)			
2029	55,379	16,655	0.3325%
2034	56,213	16,950	0.3316%
2044	57,918	17,571	0.3296%
2024 FAA TAF Projection Growth Rate (CAGR = 2.05%) – SELECTED FORECAST			
2029	39,267	16,655	0.2358%
2034	43,460	16,950	0.2564%
2044	53,238	17,571	0.3030%
CAGR = compound annual growth rate from 2024 to 2044			

Exhibit 2G: Local General Aviation Operations Forecast

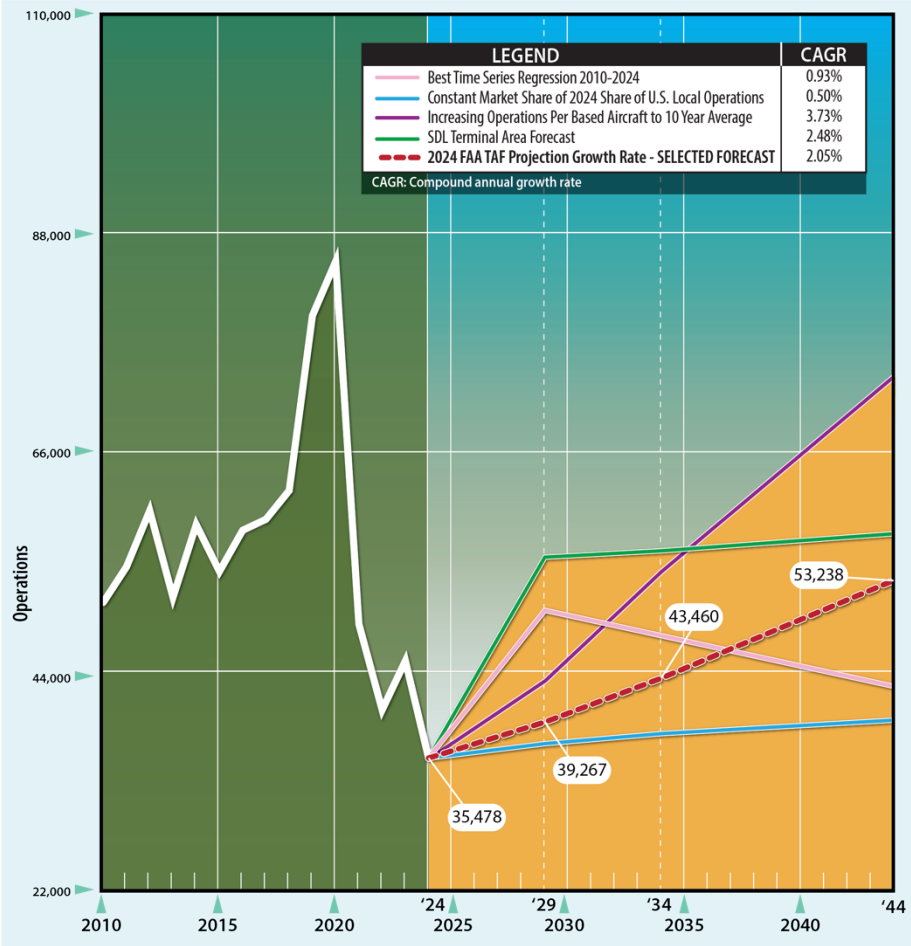


Table 2AA: Regression Analysis – Air Taxi Operations

Independent Variable	r^2 Value	Dependent Variable (Air Taxi Operations)				CAGR 2024-2044
		2024	2029	2034	2044	
Time Series (2015-2024)	0.84	66,178	86,477	115,884	174,699	4.97%
Time Series (2010-2024)	0.68	66,178	63,986	80,194	112,611	2.69%
Time Series (2000-2024)	0.56	66,178	45,717	53,501	69,070	0.21%
Population (2015-2024)	0.80	66,178	85,002	115,234	174,945	4.98%
Population (2010-2024)	0.66	66,178	63,204	79,912	112,910	2.71%

Table 2BB: Air Taxi Operations Forecast

Year	SDL Total Air Taxi Operations[1]	U.S. ATCT Air Taxi Operations[2] (thousands)	SDL Percent
2015	15,362	7,895	0.1946%
2016	15,404	7,580	0.2032%
2017	15,000	7,180	0.2089%
2018	15,304	7,126	0.2148%
2019	16,513	7,234	0.2283%
2020	23,150	5,472	0.4231%
2021	35,805	5,885	0.6084%
2022	47,734	6,522	0.7319%
2023	55,587	6,456	0.8610%
2024	66,178	6,476	1.0219%
Constant Market Share of US Air Taxi Operations (CAGR = 0.73%)			
2029	65,261	6,386	1.0219%
2034	68,960	6,748	1.0219%
2044	76,543	7,490	1.0219%
Increasing Market Share of US Air Taxi Operations (CAGR = 4.81%)			
2029	78,470	6,386	1.2288%
2034	96,876	6,748	1.4356%
2044	169,498	7,490	2.2630%
2024 Terminal Area Forecast (CAGR = 3.89%)			
2029	77,761	6,386	1.2177%
2034	95,060	6,748	1.4087%
2044	142,061	7,490	1.8967%
2024 FAA TAF[3] Growth Rate Projection (CAGR = 4.10%) – SELECTED FORECAST			
2029	80,903	6,386	1.2669%
2034	98,906	6,748	1.4657%
2044	147,818	7,490	1.9735%
CAGR = compound annual growth rate (2024-2044)			

Exhibit 2H: Air Taxi Operations Forecast

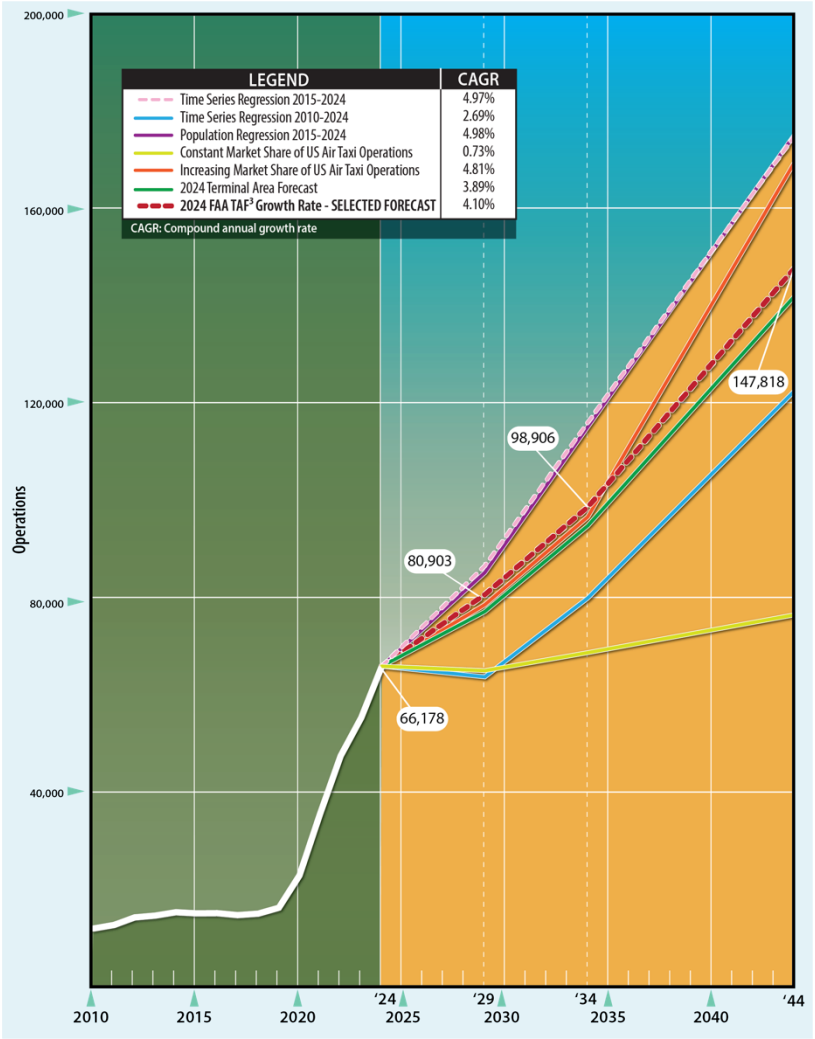


Table 2CC: Military Operations Forecast

Year	Military Itinerant	Military Local	Total
2015	824	128	952
2016	593	78	671
2017	577	62	639
2018	731	101	832
2019	606	18	624
2020	316	65	381
2021	436	24	460
2022	481	34	515
2023	541	8	549
2024	320	4	324
Military Operations Forecast (CAGR = 0.0%)			
2029	365	2	367
2034	365	2	367
2044	365	2	367

Table 2DD: Total Operations Forecast

Year	ITINERANT OPERATIONS				LOCAL OPERATIONS			TOTAL OPERATIONS
	Air Taxi	GA	MIL	Subtotal	GA	MIL	Subtotal	
2024	66,178	64,608	320	131,106	35,478	4	35,482	166,588
2029	80,903	70,812	365	152,080	39,267	2	39,269	191,349
2034	98,906	77,019	365	176,290	43,460	2	43,462	219,752
2044	147,818	89,636	365	237,819	53,238	2	53,240	291,059
CAGR 2024-2044	**4.10%**	**1.65%**	**N/A**	**3.02%**	**2.05%**	**N/A**	**2.05%**	**2.83%**

CAGR = compound annual growth rate

PEAKING CHARACTERISTICS

Peak Month
Design Day
Design Hour

Table 2FF: Peak Operations Forecast

Peaking Parameter	Factor	2024	2029	2034	2044
Annual Operations	100% of tower count	166,588	191,354	219,758	291,059
Peak Month	9.38% of annual operations	15,627	18,600	21,360	28,291
Design Day	3.3% of peak month	521	620	712	943
Design Hour	13.0% of design day	68	85	98	129

Table 2EE: Design Hour Operations Determination

Time	Thursday 4/4/24	Thursday 4/11/24	Thursday 4/18/24	Wednesday 4/24/24
12-1 a.m.	4	5	0	6
1-2 a.m.	0	0	0	0
2-3 a.m.	0	0	0	0
3-4 a.m.	0	0	0	0
4-5 a.m.	0	0	3	3
5-6 a.m.	2	2	1	0
6-7 a.m.	7	21	5	8
7-8 a.m.	15	20	22	32
8-9 a.m.	44	35	20	32
9-10 a.m.	43	64	70	43
10-11 a.m.	55	61	67	56
11-12 a.m.	57	43	38	56
12-1 p.m.	53	***65***	57	61
1-2 p.m.	42	38	46	45
2-3 p.m.	53	40	49	55
3-4 p.m.	63	47	***73***	49
4-5 p.m.	***67***	57	59	***65***
5-6 p.m.	39	33	53	31
6-7 p.m.	26	25	25	32
7-8 p.m.	33	17	17	12
8-9 p.m.	0	4	20	***9***
9-10 p.m.	0	0	12	6
10-11 p.m.	0	3	4	0
11-12 p.m.	0	0	0	2
Total:	**603**	**580**	**641**	**603**
Peak Hour %:	**11.11%**	**11.21%**	**11.39%**	**10.78%**

Design Hour is the average of 67, 65, 73, 65 = 68
Note: Peak Hour is ***bold italicized***.

Table 2HH: Fleet Mix Operations Forecast

	2024	2029	2034	2044
Local Operations				
Single-Engine Piston	24,682	27,469	30,662	38,440
Multi-Engine Piston	800	800	800	800
Helicopter	10,000	11,000	12,000	14,000
Total Local Operations:	**35,482**	**39,269**	**43,462**	**53,240**
Itinerant Operations				
Single-Engine Piston	60,046	63,162	67,860	75,690
Multi-Engine Piston	1,200	1,200	1,200	1,200
Turboprop	6,192	12,915	15,877	22,639
Jet	57,668	67,803	83,353	128,290
Helicopters	6,000	7,000	8,000	10,000
Total Itinerant Operations:	**131,106**	**152,080**	**176,290**	**237,819**
TOTAL OPERATIONS:	**166,588**	**191,349**	**219,752**	**291,059**

CHARTER/AIR TAXI ENPLANEMENTS

Private Charters, Public Charters, Fractionals, Aerial Tours, Air Ambulance

Exhibit 2J: Charter Enplanement Forecast

Year	Enplanements
2024	43,765
2029	92,243
2034	140,072
2044	236,870

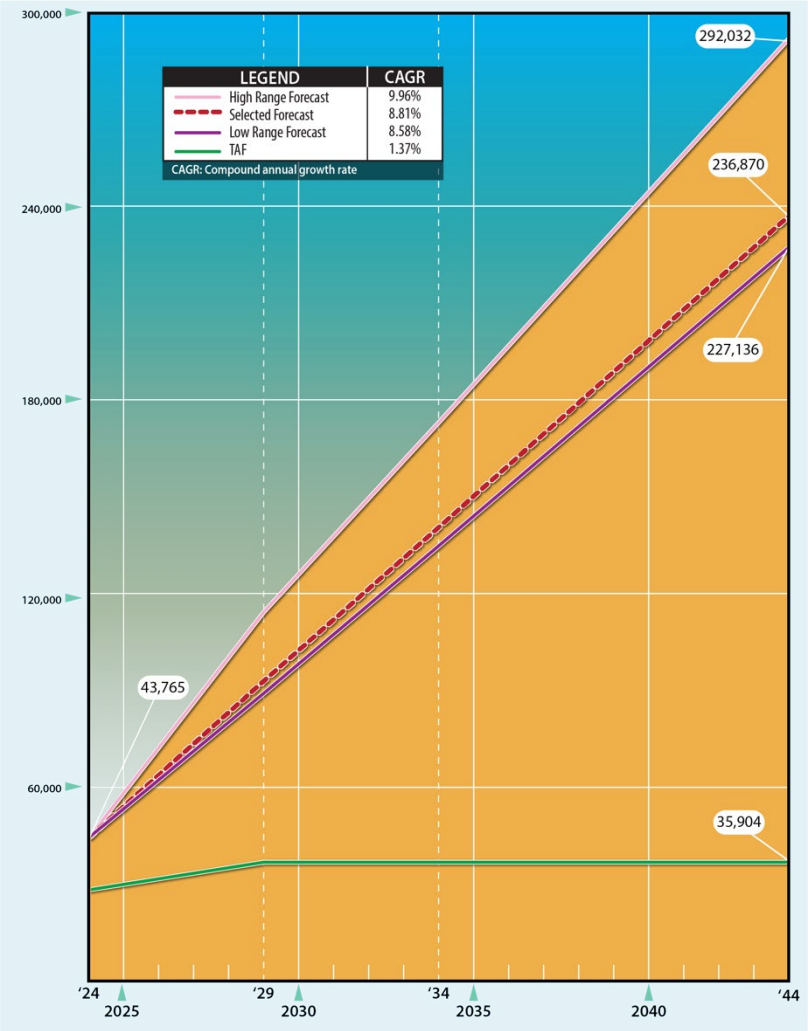


Exhibit 2K: Forecast Summary

	BASE	FORECAST			CAGR
	2024	2029	2034	2044	2024-2044
ANNUAL OPERATIONS					
Air Taxi/Charter Operations (Itinerant)					
Air Taxi	66,178	80,903	98,906	147,818	4.10%
Total Air Taxi/Charter Operations	*66,178*	*80,903*	*98,906*	*147,818*	*4.10%*
General Aviation Operations					
Itinerant	64,608	70,812	77,019	89,636	1.65%
Local	35,478	39,267	43,460	53,238	2.05%
Total General Aviation Operations	*100,086*	*110,079*	*120,479*	*142,874*	*1.80%*
Military Operations					
Itinerant	320	365	365	365	0.66%
Local	4	2	2	2	-3.41%
Total Military Operations	*324*	*367*	*367*	*367*	*0.63%*
Total Itinerant Operations	*131,106*	*152,080*	*176,290*	*237,819*	*3.02%*
Total Local Operations	*35,482*	*39,269*	*43,462*	*53,240*	*2.05%*
TOTAL ANNUAL OPERATIONS	**166,588**	**191,349**	**219,752**	**291,059**	**2.83%**
ENPLANEMENTS					
Charter Enplanements	43,765	92,243	140,072	236,870	8.81%

Exhibit 2K: Forecast Summary

	BASE	FORECAST			CAGR
	2024	2029	2034	2044	2024-2044
BASED AIRCRAFT					
Single Engine Piston	115	121	130	145	1.17%
Multi-Engine Piston	10	10	10	10	0.00%
Turboprop	11	18	24	35	5.96%
Jet	157	171	183	212	1.51%
Helicopter	40	45	50	60	2.05%
TOTAL BASED AIRCRAFT	**333**	**365**	**397**	**462**	**1.65%**

PEAKING ACTIVITY PROJECTIONS	2024	2029	2034	2044
Annual Operations	166,588	191,349	219,752	291,059
Peak Month	15,627	18,599	21,360	28,291
Design Day	521	620	712	943
Design Hour	68	85	98	129

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting.
There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

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

	2024	2029	2034	2044	CAGR 2024-2044
Commercial Operations (Air Taxi)					
Master Plan Forecast	66,178	80,903	98,906	147,818	4.10%
FAA TAF 2024[1]	63,600	77,761	95,060	142,061	4.10%
% Difference:	**4.0%**	**4.0%** ←	**4.0%** ←	**4.0%**	–
Total Operations					
Master Plan Forecast	166,588	191,349	219,752	291,059	2.83%
FAA TAF 2024[1]	169,207	207,561	226,065	275,518	2.47%
% Difference:	**1.6%**	**8.1%** ←	**2.8%** ←	**5.5%**	–
Charter Passenger Enplanements					
Master Plan Forecast	43,765	92,243	140,072	236,870	8.81%
FAA TAF 2024[1]	27,323	35,904	35,904	35,904	1.37%
% Difference:	**46.3%**	**87.9%** ←	**118.4%** ←	**147.3%**	–
Based Aircraft					
Master Plan Forecast	333	365	397	462	1.65%
FAA TAF 2024[1]	340	355	375	415	1.00%
% Difference:	**2.1%**	**2.7%** ←	**5.8%** ←	**10.8%**	–

CAGR = compound annual growth rate

FAA TAF Tolerance:	Within 10%	Within 15%

Note: In 2024, the FAA shows 333 validated based aircraft which is the mandatory baseline figure for forecasting. There are more than 400 based aircraft at SDL when including those off-airport property in the Scottsdale Airpark.

Exhibit 2L: Aircraft Classification Parameters

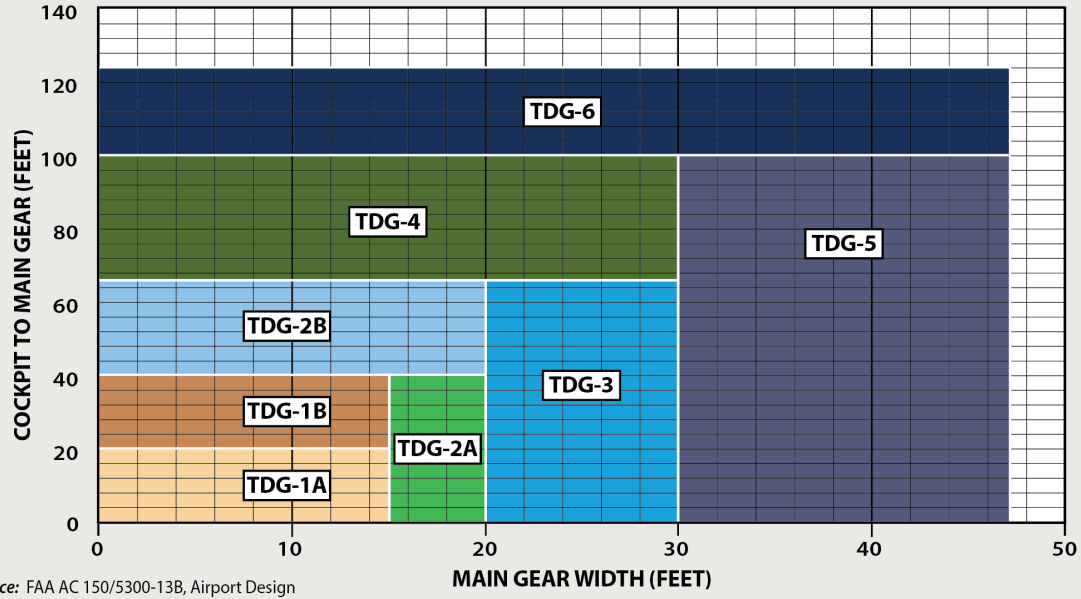
AIRCRAFT APPROACH CATEGORY (AAC)	
Category	**Approach Speed**
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

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

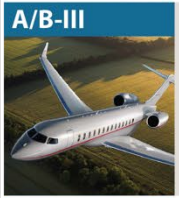
TAXIWAY DESIGN GROUP (TDG)



Source: FAA AC 150/5300-13B, Airport Design

Exhibit 2M: Aircraft Reference Codes

A-I	Aircraft	TDG
	• Beech Bonanza • **Cessna 150**, 172 • Piper Comanche, Seneca	1A **1A** 1A
B-I		
	• Eclipse 500 • Beech Baron 55/58 • **Beech King Air 100** • Cessna 421 • Cessna Citation M2 (525) • Cessna Citation 1(500) • Embraer Phenom 100	1A 1A **1A** 2A 1A 1A 1A
A/B-II *12,500 lbs. or less*		
	• Beech Super King Air 200 • Beech King Air 90 • **Cessna 441 Conquest** • Cessna Citation CJ2 • Pilatus PC-12	2A 1A **1A** 2A 2

B-II *over 12,500 lbs.*	Aircraft	TDG
	• Beech Super King Air 350 • Cessna Citation CJ3(525B) • **Cessna Citation CJ4 (525C)** • Cessna Citation Latitude • Embraer Phenom 300 • Falcon 20 • Pilatus PC-24	2A 2A **1B** 1B 1B 1B 2A
A/B-III		
	• Bombardier Dash 8 • **Bombardier Global 7500** • Falcon 7X, 8X	3 **2B** 2A
C/D-I		
	• **Lear** 35, 40, **45**, 55, 60XR • F-16	**1B** 1A

C/D-II	Aircraft	TDG
	• Challenger 600/604 • Cessna Citation III, VI,VII, X • Embraer Legacy 135/140 • **Gulfstream IV** (D-II) • Gulfstream G280 • Lear 70, 75 • Falcon 50, 900, 2000 • Hawker 800XP, 4000	1B 1B 2B **2A** 1B 1B 2A 1B
C/D-III *less than 150,000 lbs.*		
	• Gulfstream V • Gulfstream 550, 600, 650 • **Global 5000**, 6000	2B **2B** 2B
C/D-III *over 150,000 lbs.*		
	• Airbus A319, A320, A321 • **Boeing 737-800**, 900 • MD-83, 88	3 3 4

C/D-IV	Aircraft	TDG
	• Airbus A300 • Boeing 757-200 • **Boeing 767**-300, 400 • MD-11	5 4 **5** 6
C/D-V		
	• Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • **Boeing 787-8**, 9	5 6 5 6 **5**
E-I		
	• **F-15**	**1B**

Note: Aircraft pictured is identified in bold type.

Note: New aircraft like the G700 and Falcon 10X have not been categorized by FAA yet but they have wingspans between 79' and 118' (ADG III) and have a MTOW greater than 100,000 lbs.

Exhibit 2N: Historical Jet and Turboprop Operations

Approach Category

AC	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
A	2,240	2,704	2,910	2,900	3,130	3,442	4,048	4,460	4,394	4,912
B	18,688	19,988	21,646	21,706	23,040	24,250	31,822	33,898	28,812	28,290
C	15,904	16,098	16,180	16,484	16,550	16,044	21,360	23,382	22,134	26,792
D	1,728	1,756	1,902	2,066	2,344	3,074	4,362	4,936	5,182	3,862
E	2	0	0	0	0	2	2	2	2	2
Total	**38,562**	**40,546**	**42,638**	**43,156**	**45,064**	**46,812**	**61,594**	**66,678**	**60,524**	**63,858**

Design Group

DG	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
I	11,146	10,690	10,844	10,640	11,576	11,676	14,552	14,642	11,320	10,870
II	26,240	28,500	30,394	30,844	31,500	33,324	44,092	48,722	45,500	49,350
III	1,176	1,356	1,400	1,672	1,986	1,812	2,950	3,312	3,704	3,638
IV	0	0	0	0	0	0	0	2	0	0
V	0	0	0	0	2	0	0	0	0	0
Total	**38,562**	**40,546**	**42,638**	**43,156**	**45,064**	**46,812**	**61,594**	**66,678**	**60,524**	**63,858**

Taxiway Design Group

TDG	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1A	9,042	9,266	9,524	9,346	10,646	10,618	12,778	12,696	10,144	9,872
1B	15,202	16,052	17,418	18,732	19,930	21,798	30,128	33,518	31,370	31,656
2A	12,680	13,756	14,094	13,316	12,456	12,444	15,464	16,560	14,860	13,938
2B	1,044	1,182	1,240	1,400	1,618	1,544	2,588	2,860	3,306	7,634
3	16	2	10	20	32	92	156	176	156	148
Total	**37,984**	**40,258**	**42,286**	**42,814**	**44,682**	**46,496**	**61,114**	**65,810**	**59,836**	**63,248**

Source: FAA's Traffic Flow Management System Count (TFMSC) database

Table 2NN: Jet & Turboprop Fleet Mix Forecast by Aircraft Reference Code

	Historical Jet & Turboprop Operations				Forecasted Jet & Turboprop Operations					
Design Category	**2015**	**%**	**2024**	**%**	**2029**	**%**	**2034**	**%**	**2044**	**%**
AAC A/B	20,928	54.3%	33,202	52.0%	54,154	49.0%	62,489	47.0%	80,167	42.0%
AAC C	15,904	41.2%	26,792	42.0%	47,523	43.0%	55,841	42.0%	85,893	45.0%
AAC D	1,730	4.5%	3,864	6.1%	9,947	9.0%	14,625	11.0%	24,814	13.0%
Total:	**38,562**	**100.0%**	**63,858**	**100.0%**	**110,518**	**101.0%**	**132,955**	**100.0%**	**190,874**	**100.0%**
ADG I	11,146	28.9%	10,870	17.0%	14,367	13.0%	15,955	12.0%	20,996	11.0%
ADG II	26,240	68.0%	49,350	77.3%	88,414	80.0%	105,035	79.0%	145,064	76.0%
ADG III	1,176	3.0%	3,638	5.7%	7,736	7.0%	11,966	9.0%	24,814	13.0%
Total:	**38,562**	**100.0%**	**63,858**	**100.0%**	**110,518**	**100.0%**	**132,955**	**100.0%**	**190,874**	**100.0%**

AAC = aircraft approach category
ADG = airplane design group

Table 2QQ: Airport and Runway Classifications

	Current	Future
Airport Reference Code (ARC)	D-III	D-III
Airport Critical Aircraft	D-III-2B	D-III-2B
Runway Design Code (RDC)		
Runway 3-21	D-III-5000	D-III-5000
Approach Reference Code (APRC)		
Runway 3-21	B-II-4000	B-II-4000[1]
Departure Reference Code (DPRC)		
Runway 3-21	B-II	B-II[1]

[1]If the runway-to-taxiway separation were to change, the APRC and DPRC would also change.

DISCUSSION

Direct any questions or comments after this meeting to Coffman Associates team members

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or visit the project website to submit comments online.

https://scottsdale.airportstudy.net

NEXT STEPS

Facility Requirements, Alternatives