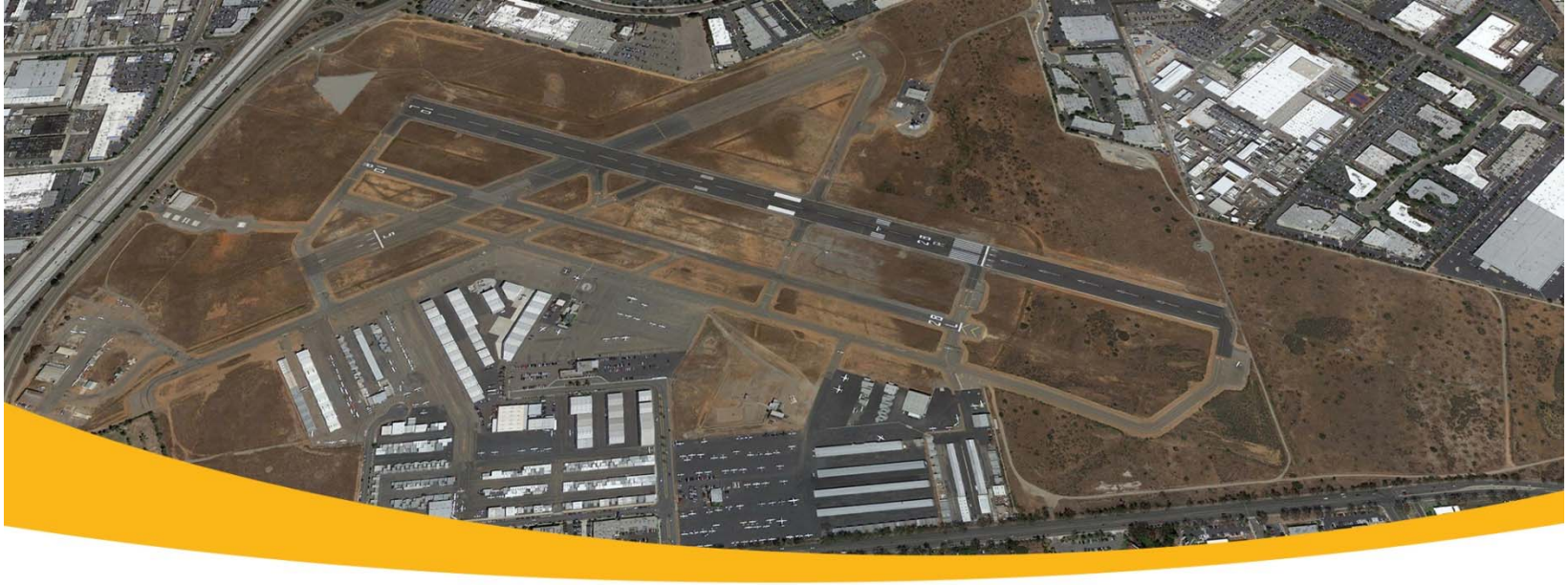

Airport Master Plan for

Montgomery-Gibbs Executive Airport

PAC Meeting #2

SD Airports

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Agenda

- Introductions
- Master Plan Process
- Working Paper #1 - Feedback
- What is an Aviation Demand Forecast?
- Development of the Forecast
- Aviation Trends
- Based Aircraft and Operations Forecast
- Fleet Mix
- Public Comment
- Next Steps

Master Plan Process

Ongoing Public Outreach

ALP – Airport Layout Plan
CEQA – California Environmental Quality Act
FFA – Financial Feasibility Analysis

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Inventory Working Paper #1

- Meet design standards
- Understand community concerns
- Maximize land assets
- Limit environmental constraints
- Keep user balance
- Future fleet mix considerations
- Become more business friendly

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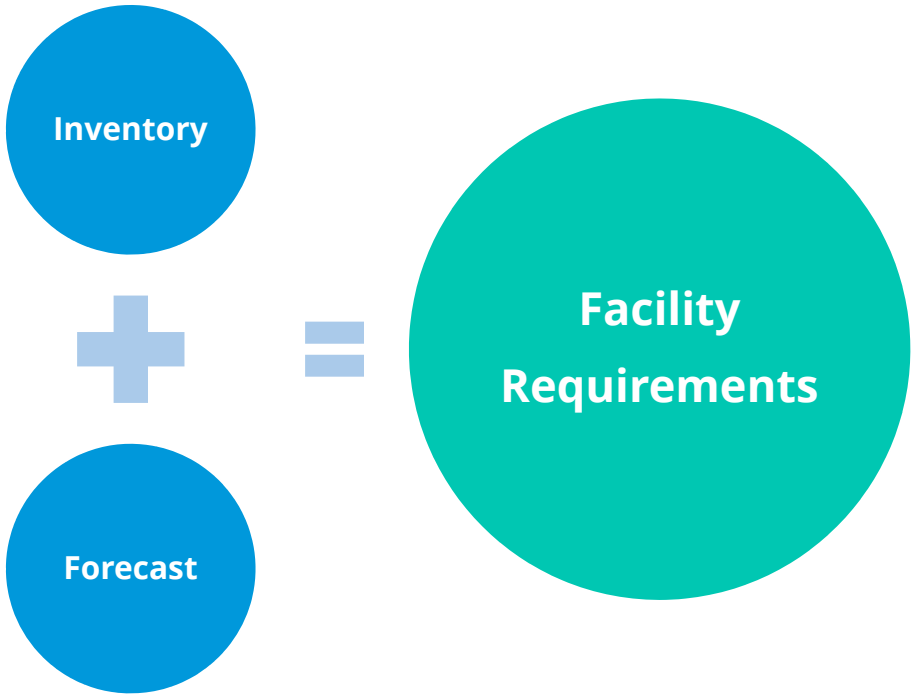
Feedback

What is an Aviation Demand Forecast?

- Future aviation activity
- Future based aircraft
- Short-term (5 years) – operational planning
- Intermediate/Long-term (10 -20 years) – major capital development



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FAA Requirements

Development

Guidance

FAA AC 150/5300-13A

FAA Order 5090.3C

FAA AC 150/5070-6B

ACRP Synthesis #2

FAA Approval

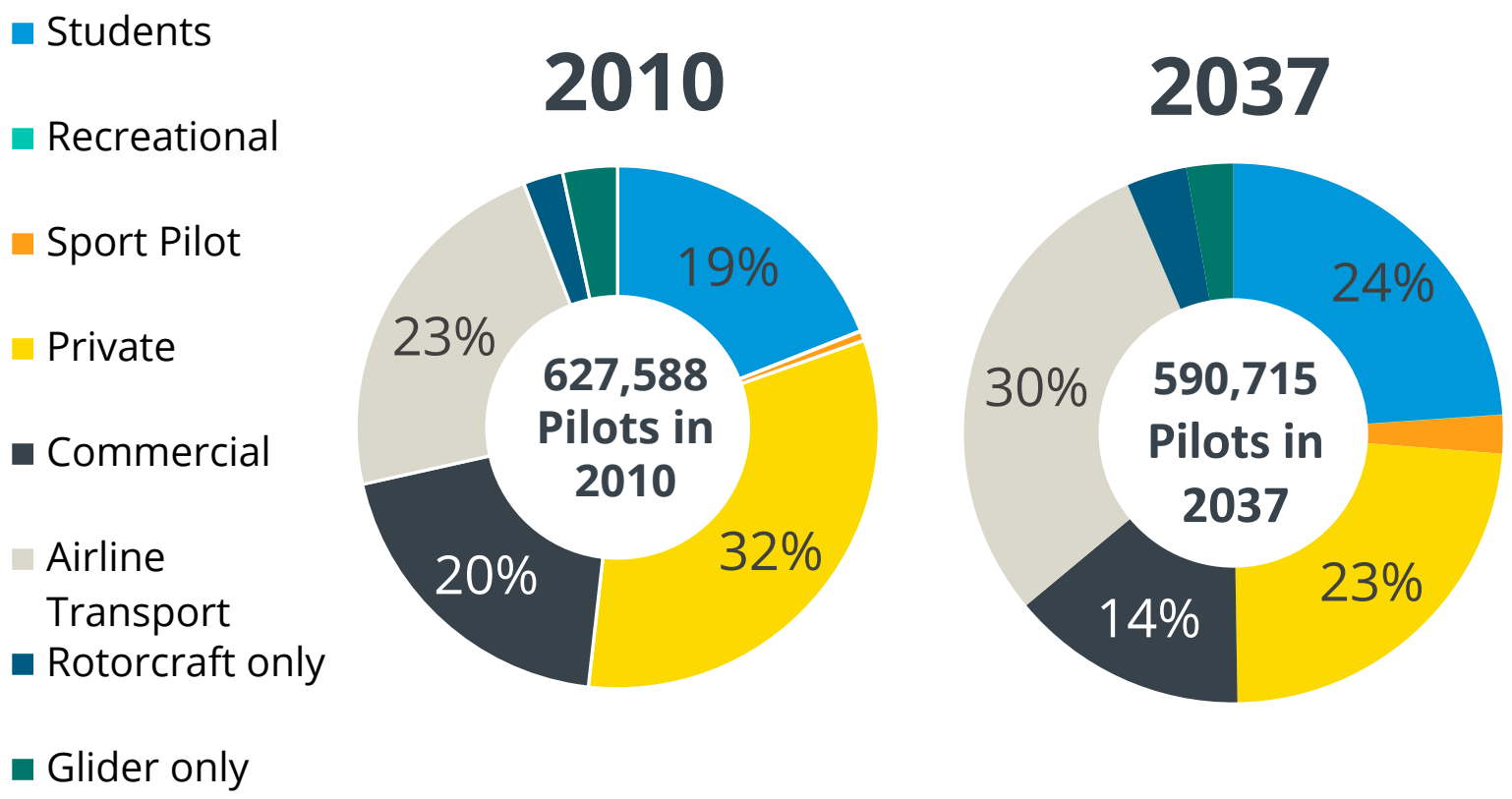
TAF Consistency

< 10% in the 5 year forecast

< 15% in the 10 year forecast

> = FAA HQ Review

National Trends – Historic and Forecast Pilots



Source: FAA Aerospace Forecasts

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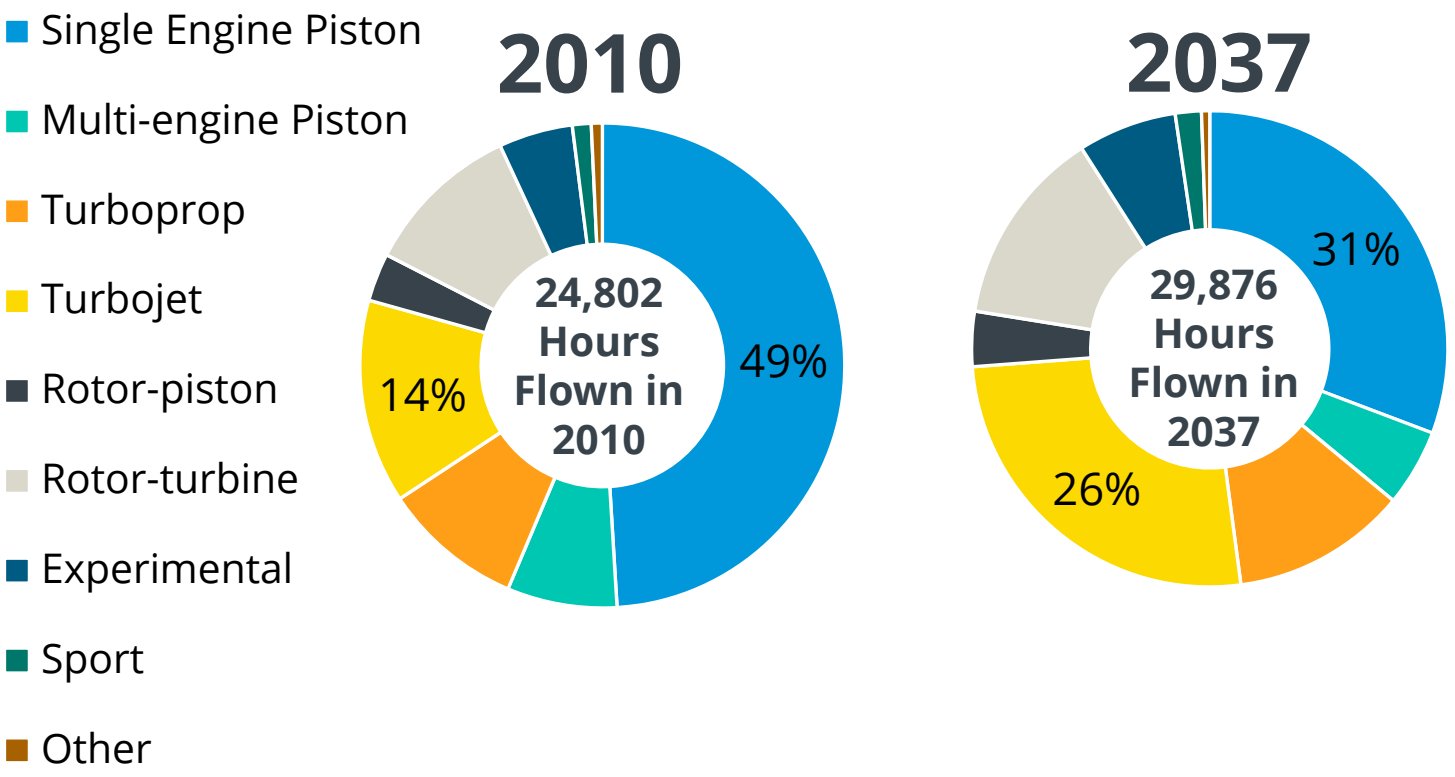
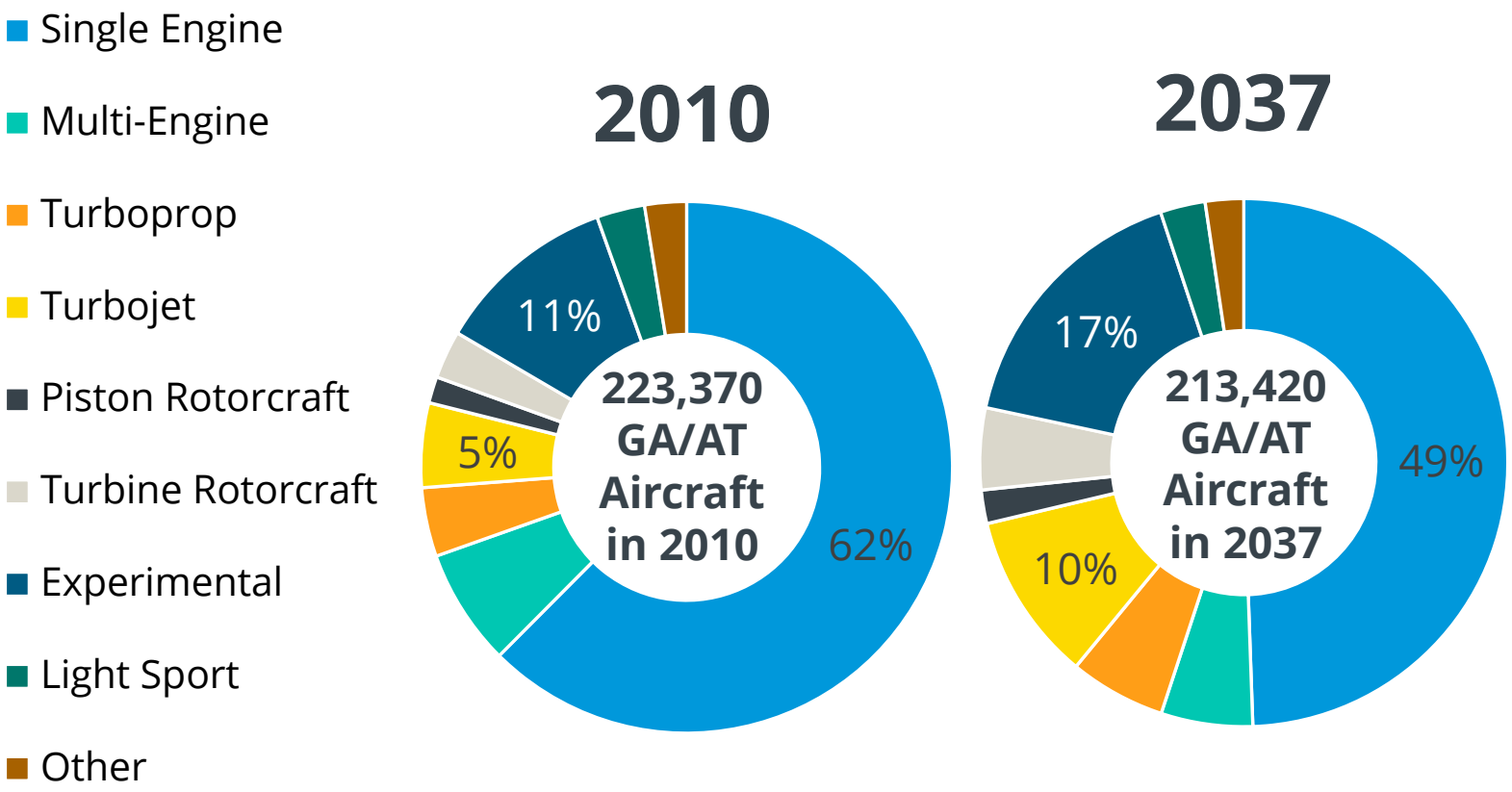
National Trends – GA and Air Taxi Hours Flown



Source: FAA Aerospace Forecasts

National Trends – GA and Air Taxi Fleet



Single Engine Piston	139,519	105,550
Multi-Engine Piston	15,900	11,970
Total	**155,419**	**117,520**

Source: FAA Aerospace Forecasts

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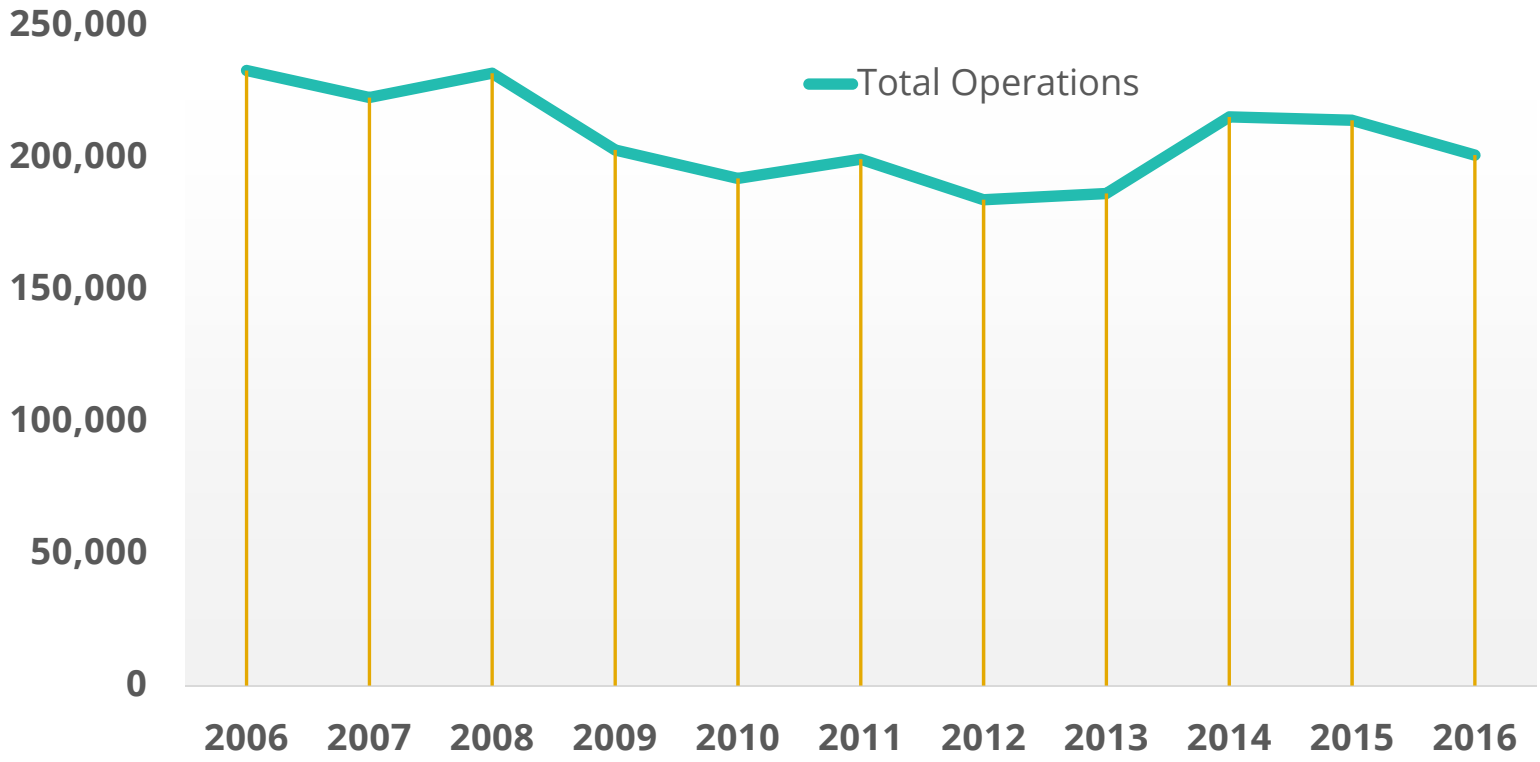
Forecast Process

- Identify Demand Elements
- Collection of Data
- Historical and Existing Aviation Activity
- Review of Aviation Forecasts
- Development of the Forecast Framework
- Development of the Forecast
- Demand Forecast Summary
- Comparison with TAF

Data Sources

FAA Terminal Area Forecast (TAF)	· Official FAA aviation forecast
FAA Air Traffic Activity Data System (ATADS)	· Historical air traffic operations data
FAA Traffic Flow Management System Count (TFMSC)	· Traffic counts on aircraft with flight plans
City of San Diego	· Previous Master Plans · Noise monitoring system
Woods & Poole Economics, Inc.	· Demographic information
Regional Aviation Strategic Plan (RASP)	· Projected aviation activity in the San Diego region

Historical Aviation Operations Trends



Source: 2017 FAA ATADS

AAGR (5 year trend): 0.48%

AAGR (10 year trend): -2.10%

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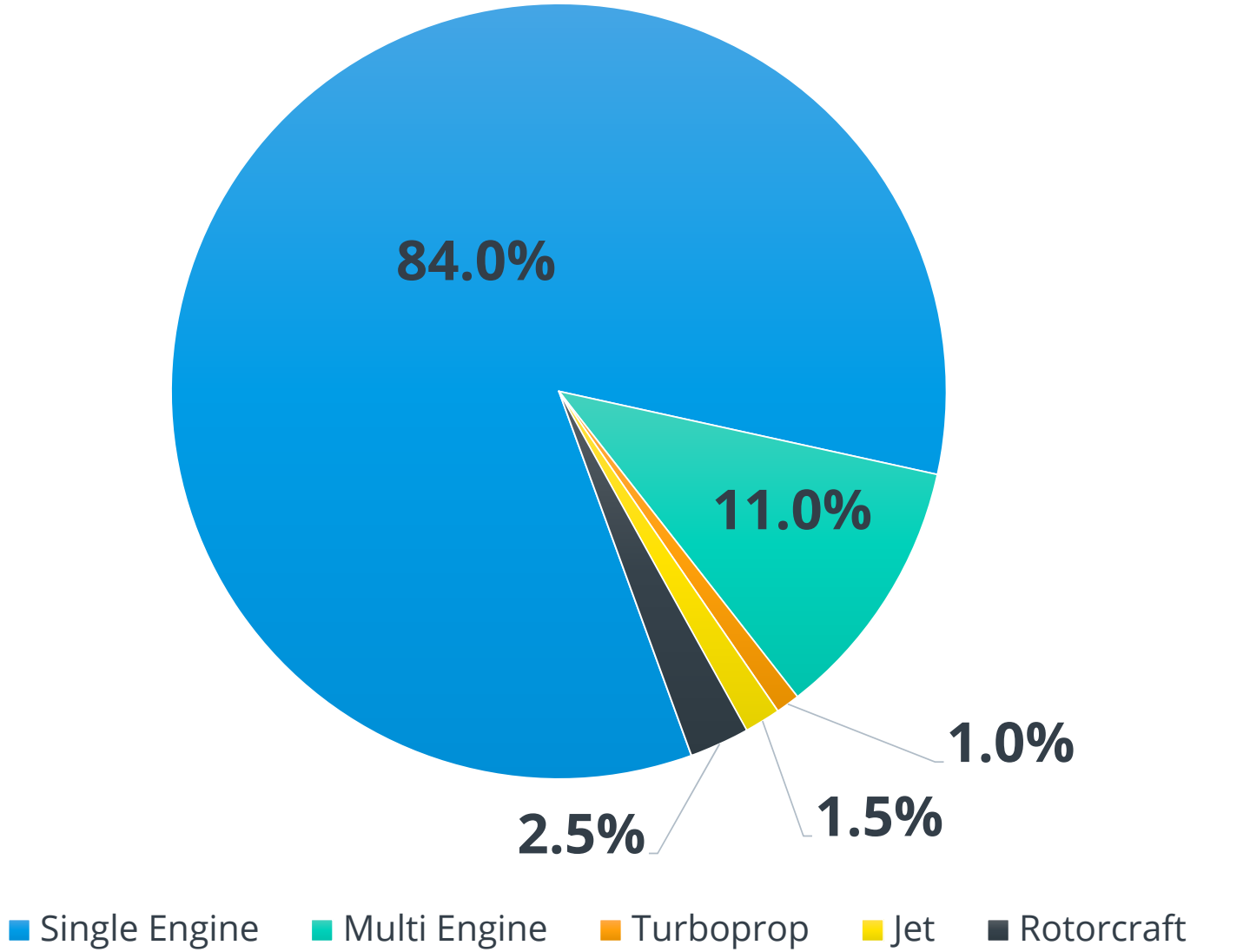
Based Aircraft

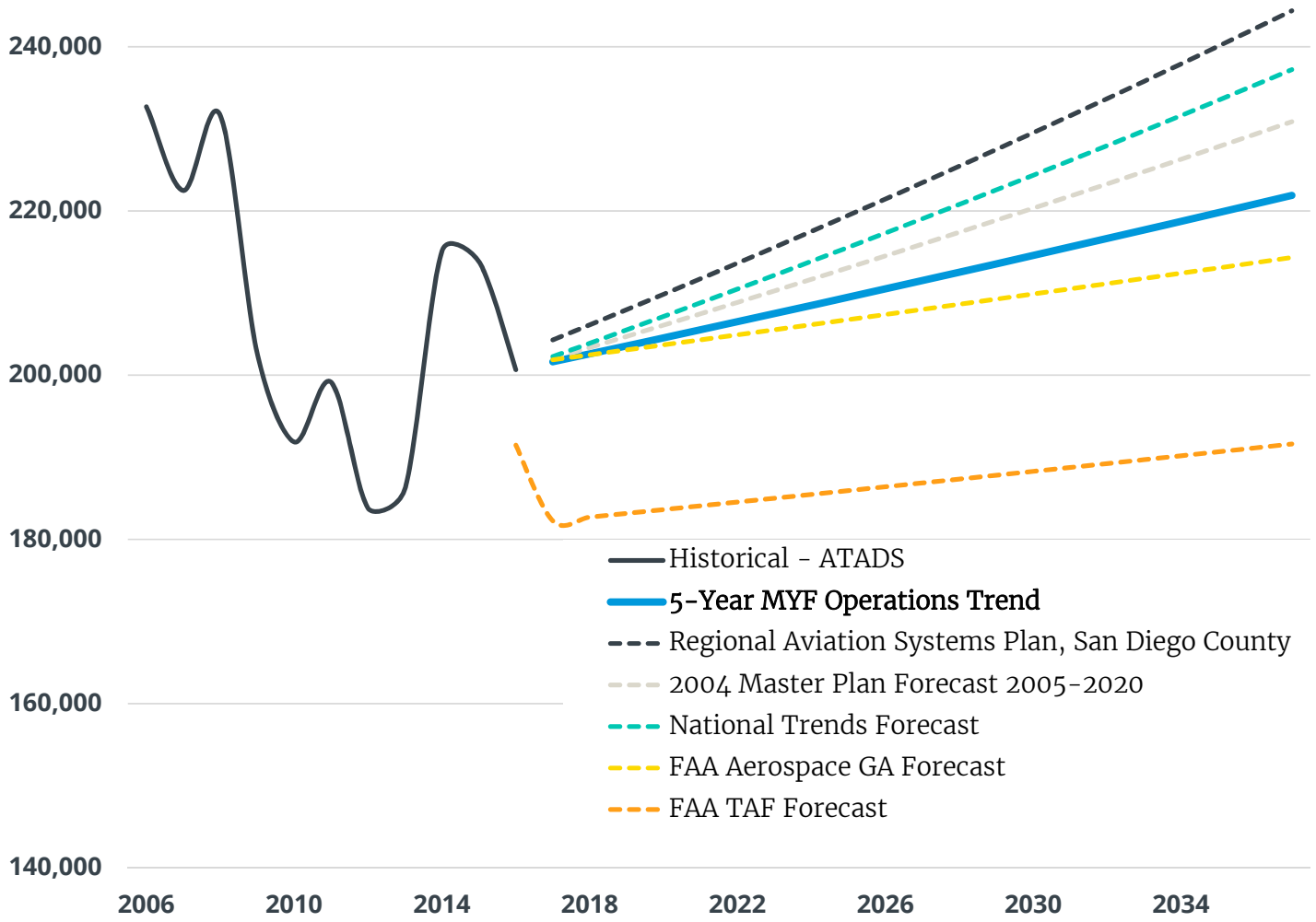


Source: National Based Aircraft Inventory

Forecast Framework

1. Selection of methodology
   a. Market share
   b. Regression analysis
   c. **Trend analysis**
   d. **Application of growth rates**

Development of MYF Demand Forecast



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Demand Forecast

	2017	2022	2027	2032	2037	Growth Rate
Based Aircraft	592	595	598	601	604	0.1%
Annual Operations	201,631	206,517	211,521	216,647	221,896	0.48%

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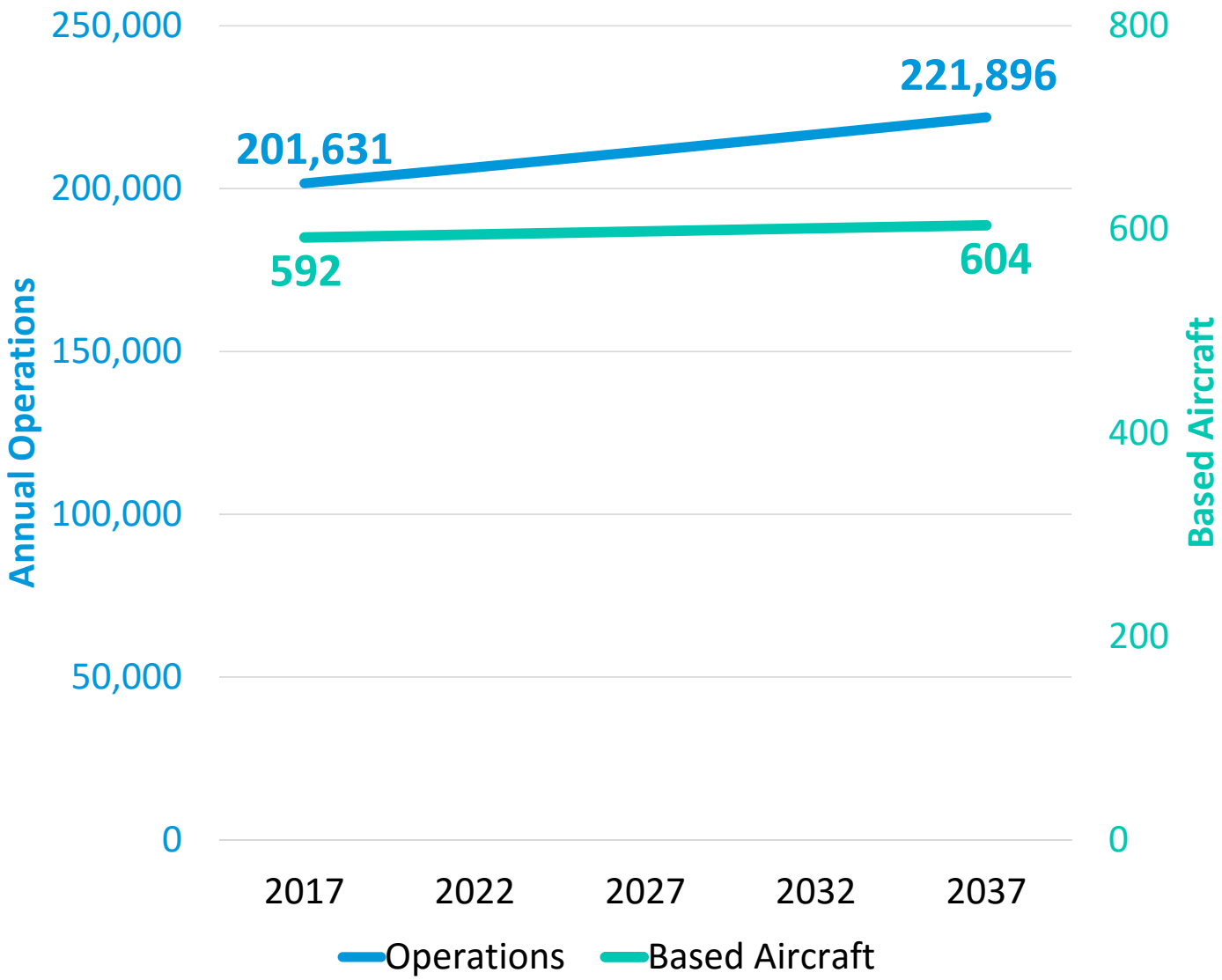
Proposed MYF Demand Forecast



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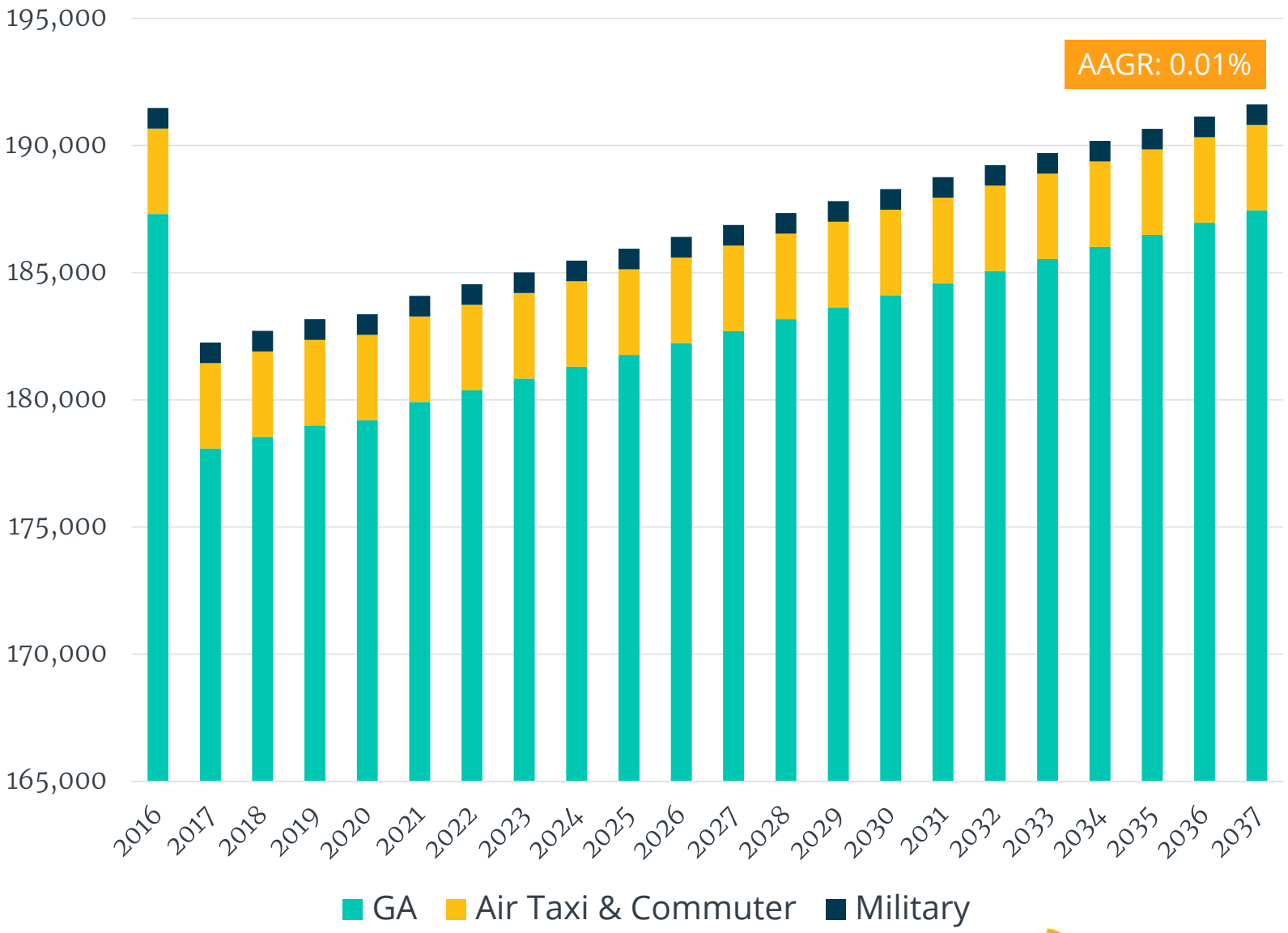
Aviation Forecast (TAF)



Source: 2017 FAA TAF

TAF Comparison

Forecast Year	Airport Forecast	FAA TAF	% Difference from TAF
2017	201,631	182,255	10.63%
2022	**206,517**	**184,550**	**11.9%**
2027	211,521	186,875	13.2%
2032	216,647	189,232	14.5%
2037	221,896	191,620	15.8%

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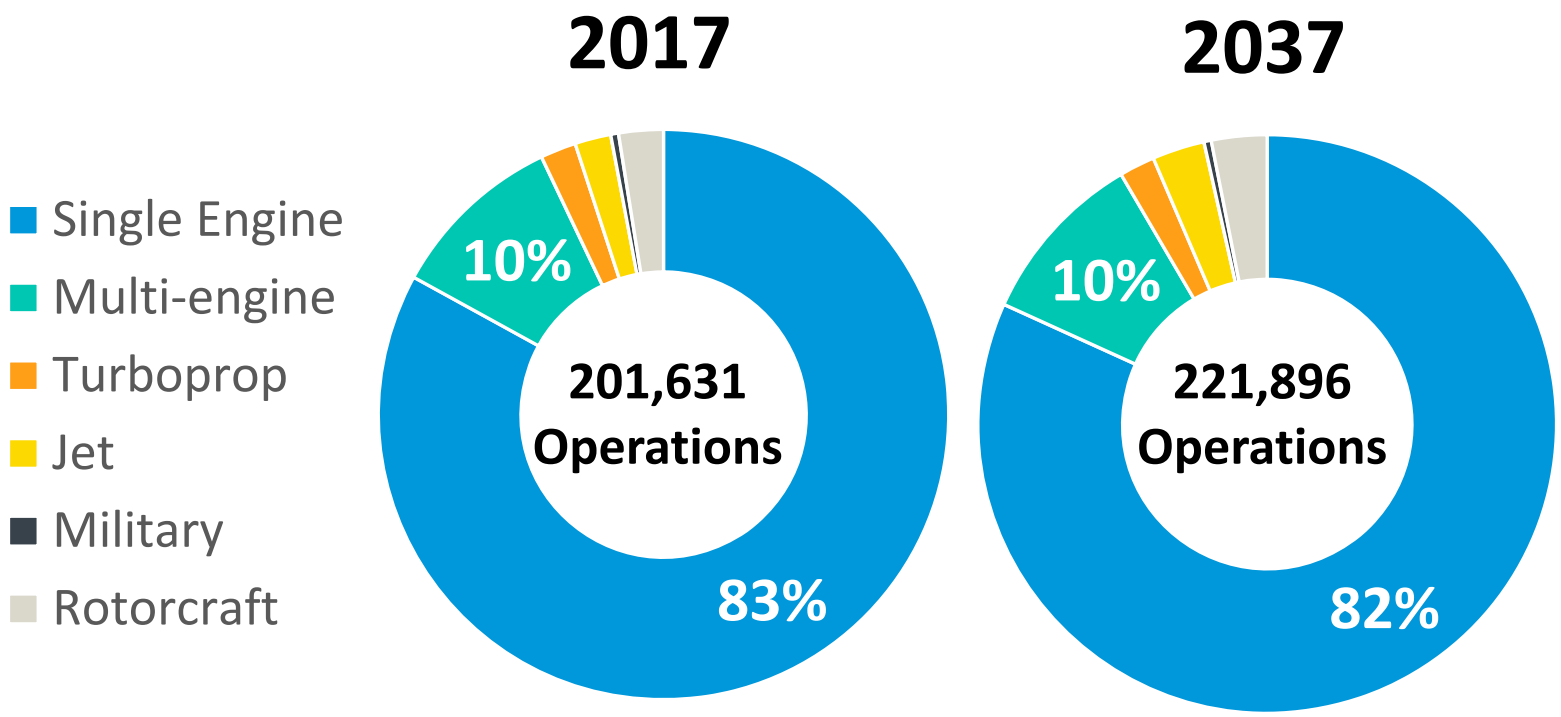
Fleet Mix

Fleet Mix Aircraft Type	Annual Growth Rate	2017	2037
Single Engine	0.45-0.50%	167,351	181,484
Multi-Engine	0.13-0.15%	20,087	21,701
Turboprop	1.40%	4,081	4,423
Jet	2.30%	4,111	6,493
Military	-	904	904
Rotorcraft	1.60%	5,097	6,891

Fleet Mix

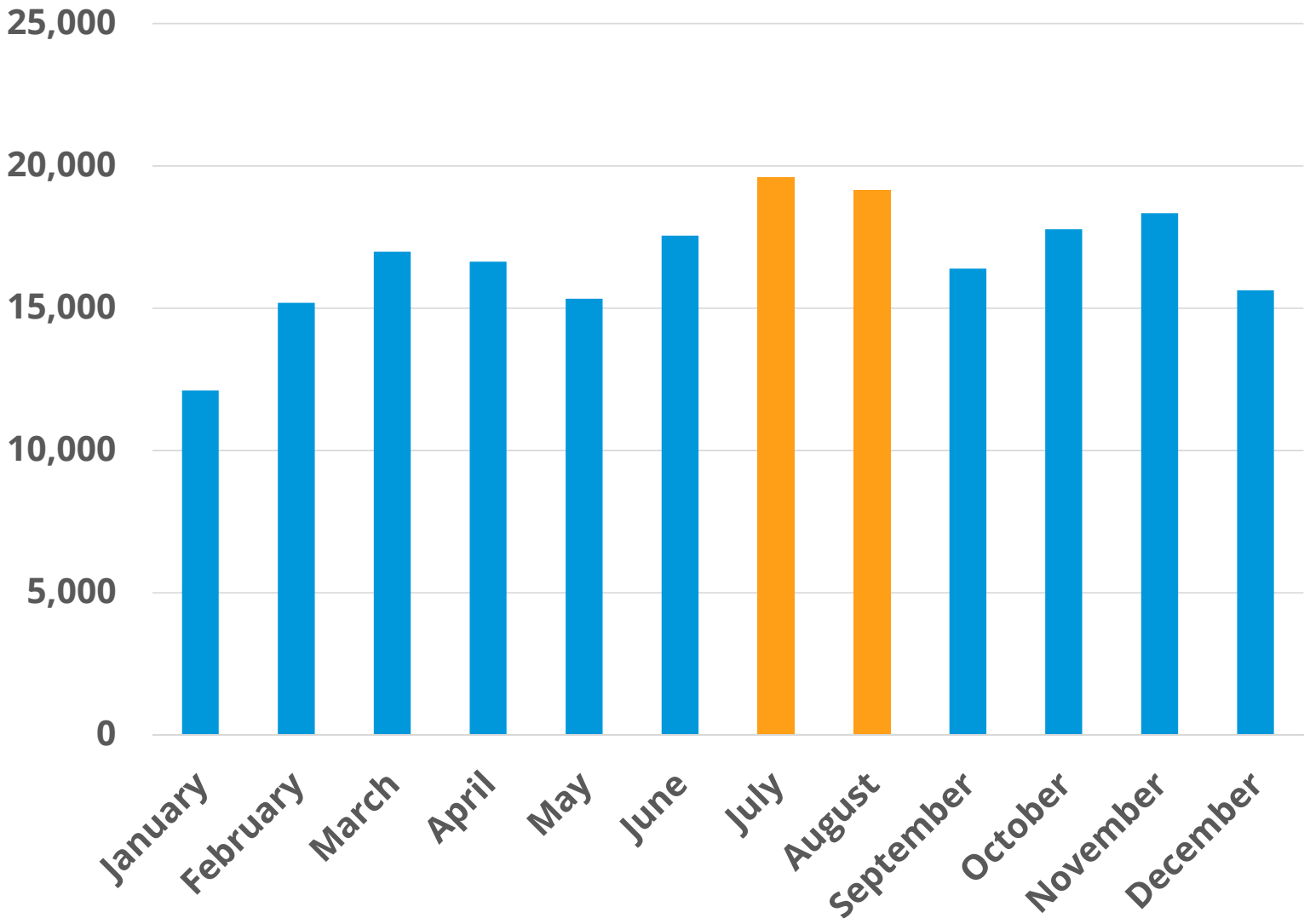

2017
2037
Single Engine
Multi-engine
Turboprop
Jet
Military
Rotorcraft
10%
201,631
Operations
83%
10%
221,896
Operations
82%

Critical Aircraft

Cessna 421
Golden Eagle

Beechcraft
King Air 350

Peaking



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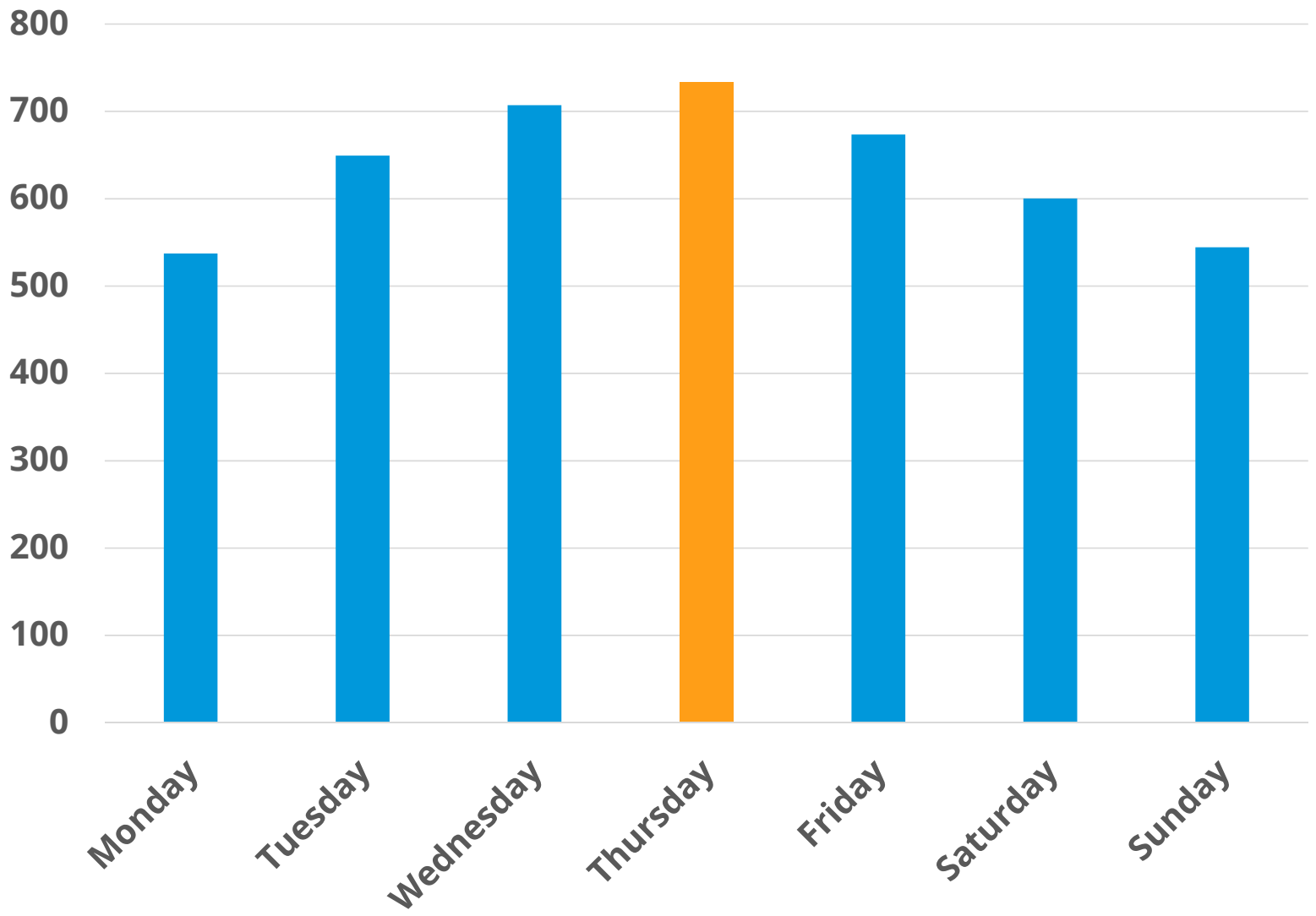
Peaking (cont.)



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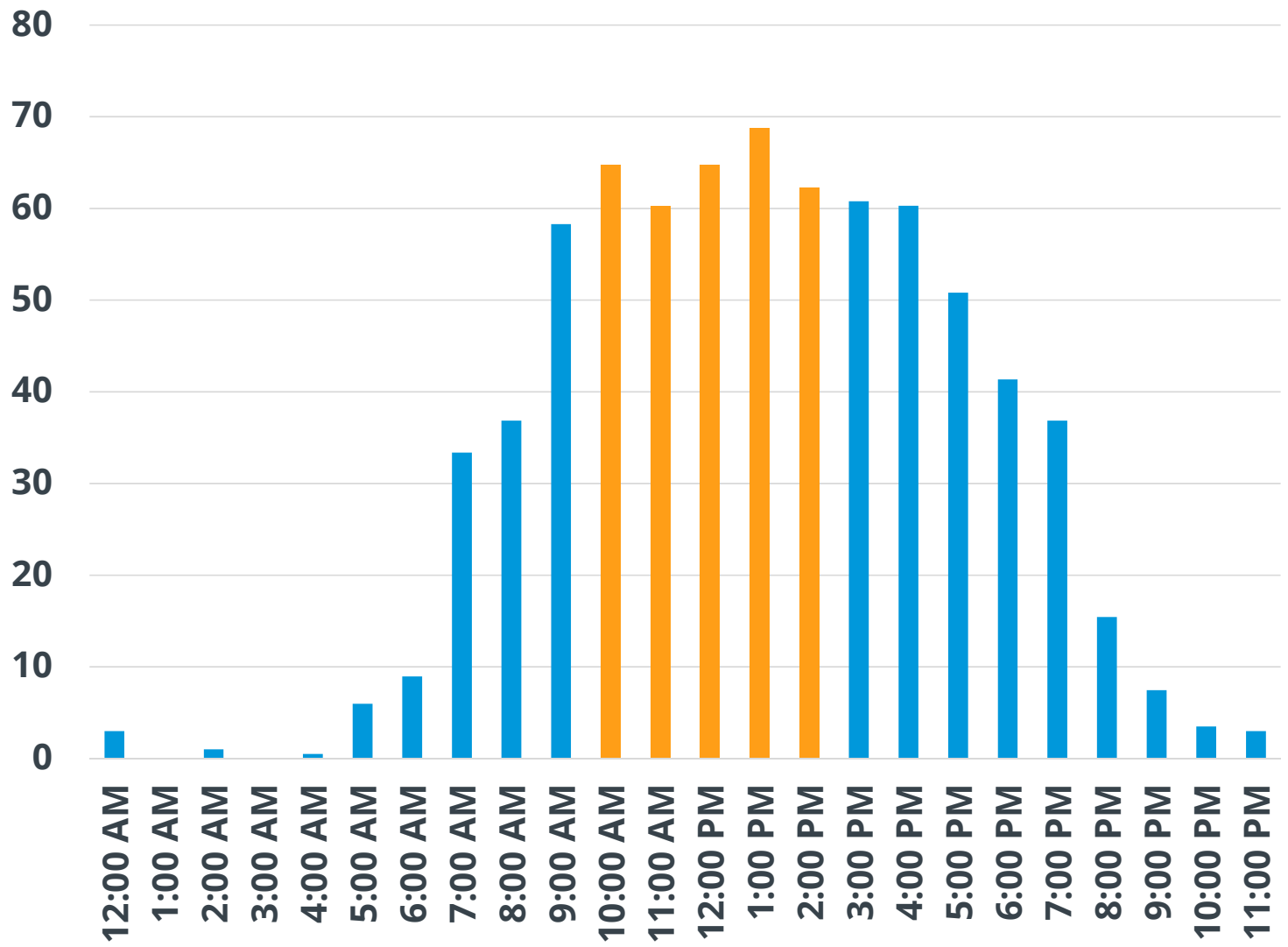
Peaking (cont.)



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Feedback

Public Comment

Next Steps

- Incorporate Feedback
- Submit Forecast for FAA Approval
- Hold Public Meeting
- Progress to Facility Requirements