

APPENDIX J FORECAST

This appendix provides the final forecast for Rickenbacker International Airport and the forecast approval letter received on October 2, 2006 from the Federal Aviation Administration.

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Aviation Activity Forecast Rickenbacker International Airport

**Prepared by
Landrum & Brown**

**Final
May 2006**

Aviation Activity Forecast

The purpose of this document is to provide an update to the aviation activity forecast for Rickenbacker International Airport (LCK or Airport). This forecast represents projected unconstrained demand. Any potential future limitations in airspace, airfield, or terminal capacities are not taken into account. It is further assumed that future growth in traffic at the Airport will not be unduly constrained by lack of availability of aviation fuel or unusual jet fuel price increases, limitations in the capacity of the air traffic control system, or the re-regulation of airlines. The forecast will be used in the current FAR Part 150 Study to model the future noise contours at the Airport.

I. Identification of the Air Trade Area

The prime geographic region served by an airport is generally referred to as an "air trade area." For purposes of this report, the Rickenbacker Air Trade Area is defined as the Columbus, Ohio Metropolitan Statistical Area (MSA). The MSA is the most common definition of the greater Columbus area and is, therefore, used in this report. It is recognized that demand for air service from outside the MSA will use the Columbus airports, but the majority of air demand for service originates from within the MSA because that is where the majority of the population and businesses in central Ohio reside. Six counties comprise the Columbus MSA. These are listed in **Table 1** with their 2000 final Census population:

TABLE 1		
MSA Population by County		
<u>County</u>	<u>2000 Population</u>	<u>Percent Share</u>
Franklin	1,068,978	69.4
Licking	145,491	9.4
Fairfield	122,759	8.0
Delaware	109,989	7.1
Pickaway	52,727	3.4
Madison	<u>40,213</u>	<u>2.6</u>
TOTAL	1,540,157	100.0

Source: U.S. Department of Commerce, Bureau of the Census.

As shown in the table, approximately 70 percent of the MSA's population resides in Franklin County; thus, it is the core of the Air Trade Area.

Ohio has seven commercial passenger service airports, although Youngstown has temporarily lost its passenger service. Each of these seven airports serves a distinct concentration of population surrounding Ohio's seven

largest cities. If a 25-mile radius were drawn around each of the state's commercial airports, the majority of that region's population would be contained within that circle.

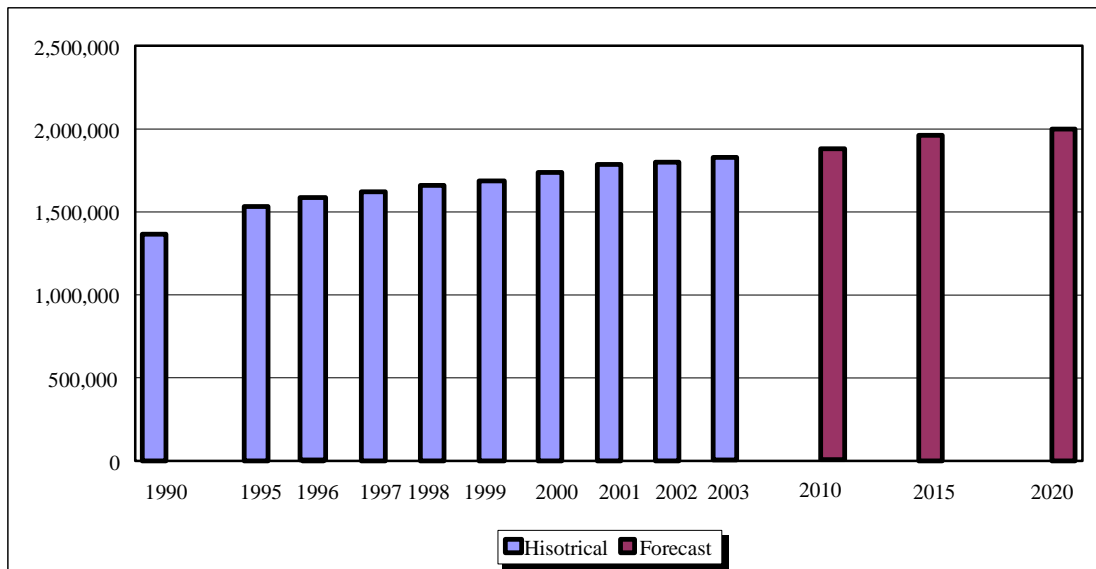
Within the MSA there are two commercial airports – Port Columbus International Airport (CMH) and Rickenbacker International Airport (LCK). CMH serves the traditional passenger airline and corporate demand for the MSA and LCK serves the cargo, military, and limited charter demand. Smaller airports within the MSA also serve general aviation and corporate needs.

Population

Historical and forecast population for the Air Trade Area, Ohio and the United States is shown on **Table 2**. The Columbus MSA has grown faster than the rest of Ohio over the past ten years and slightly more than the U.S.; this same general trend is expected to continue over the next twenty years, based on the estimates of Woods & Economics, Inc., an independent demographic forecasting firm. This historical and projected growth is significant because few other metropolitan areas in Ohio expect to see above-average population growth over the next twenty years.

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**Table 2
Rickenbacker Air Trade Area
Population**



<u>Year</u>	<u>Rickenbacker Air Trade Area</u>	<u>Ohio</u>	<u>U.S.</u>
1990	1,411,070	10,864,160	249,622,810
1995	1,518,670	11,202,750	266,278,390
1996	1,531,610	11,242,830	269,394,280
1997	1,551,210	11,277,360	272,646,930
1998	1,574,660	11,311,540	275,854,100
1999	1,596,010	11,335,450	279,040,170
2000	1,619,030	11,363,340	282,177,840
2001	1,639,730	11,385,830	285,093,870
2002	1,655,940	11,408,700	287,974,000
2003	1,674,590	11,435,800	290,810,790
2004	1,694,720	11,468,820	293,545,240
2005	1,715,950	11,509,580	296,468,310
2006	1,736,380	11,545,190	299,256,940
2007	1,757,770	11,587,540	302,217,610
2010	1,821,530	11,712,380	311,034,650
2015	1,932,000	11,949,820	326,491,560
2020	2,045,930	12,208,200	342,544,200

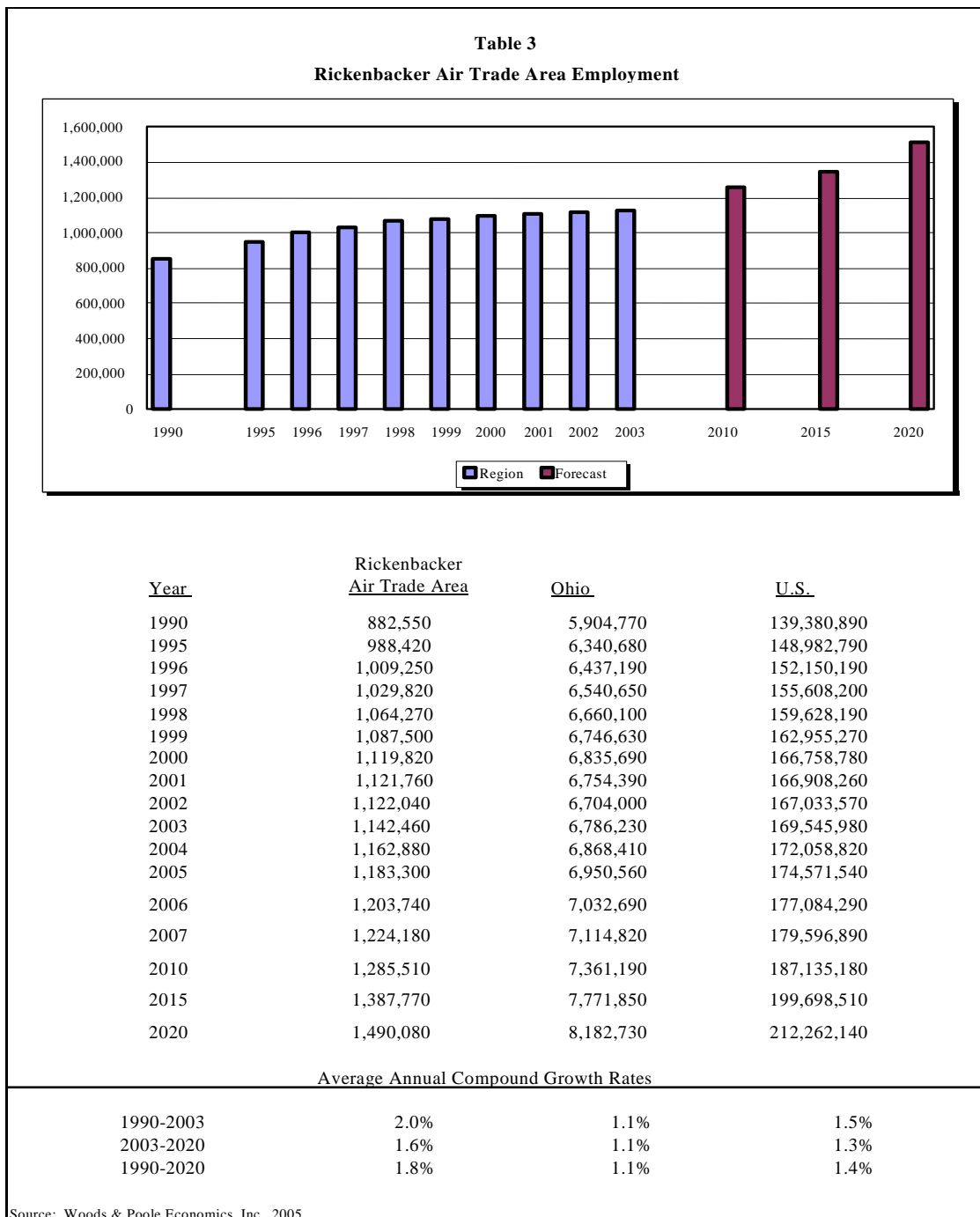
Average Annual Compound Growth Rates

1990-2003	1.3%	0.4%	1.2%
2003-2020	1.2%	0.4%	1.0%
1990-2020	1.2%	0.4%	1.1%

Source: Woods & Poole Economics, Inc., 2005

Employment

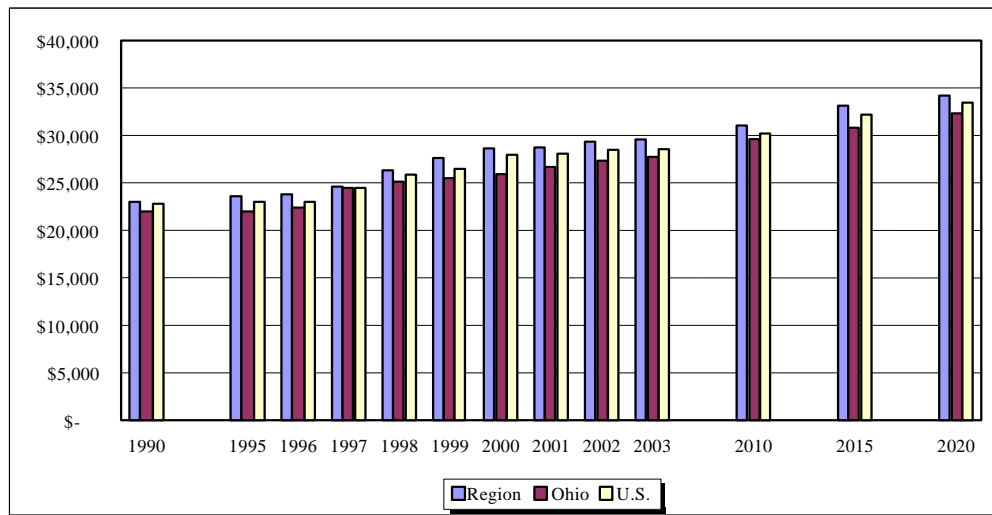
Employment growth in the Rickenbacker Air Trade Area is also expected to out-pace Ohio and the U.S. over the next twenty years. These projections are shown on **Table 3**. Over the past ten years, employment growth in Columbus was 2.2 percent on an average annual basis versus 1.5 percent in Ohio and 1.7 percent in the U.S. While this employment growth rate is expected to slow over the next twenty years, the growth rate in the Rickenbacker Air Trade Area remains ahead of the anticipated Ohio and U.S. growth rates.



Per Capita Personal Income

On a per capita basis, personal income in the Rickenbacker Air Trade Area is currently slightly higher than Ohio and U.S. For the future, the per capita personal income for both Ohio and the U.S. is expected to increase at a faster rate than Columbus as shown on **Table 4**. The expected result is that by 2022 the averages of the Air Trade Area, the state of Ohio and the U.S. will be similar.

**Table 4
Per Capita Personal Income**



Year	Rickenbacker Air Trade Area	Ohio	U.S.
1990	\$ 22,676	\$ 21,782	\$ 22,634
1995	\$ 24,262	\$ 22,979	\$ 23,573
1996	\$ 24,568	\$ 23,322	\$ 24,175
1997	\$ 25,701	\$ 24,247	\$ 24,914
1998	\$ 26,915	\$ 25,358	\$ 26,202
1999	\$ 27,660	\$ 25,751	\$ 26,786
2000	\$ 28,757	\$ 26,388	\$ 27,921
2001	\$ 28,734	\$ 26,230	\$ 27,971
2002	\$ 28,948	\$ 26,375	\$ 27,921
2003	\$ 29,373	\$ 26,806	\$ 28,244
2004	\$ 29,702	\$ 27,152	\$ 28,571
2005	\$ 29,986	\$ 27,465	\$ 28,862
2006	\$ 30,306	\$ 27,808	\$ 29,182
2007	\$ 30,607	\$ 28,137	\$ 29,487
2010	\$ 31,555	\$ 29,166	\$ 30,447
2015	\$ 33,196	\$ 30,935	\$ 32,109
2020	\$ 34,964	\$ 32,816	\$ 33,901
Average Annual Compound Growth Rates			
1990-2003	2.0%	1.6%	1.7%
2003-2020	1.0%	1.2%	1.1%
1990-2020	1.5%	1.4%	1.4%

Note: Per Capita Personal Income is presented in 1996 dollars.
Source: Woods & Poole Economics, Inc., 2005

Other Local Economic Indicators

Since 1999, the Air Trade Area went through a period when its population and economic growth were stronger than most other major cities in Ohio and the Midwest. This occurred because the Air Trade Area had the benefit of state government expansion and the growth of certain high technology and service industries such as insurance and retailing. The Air Trade Area also benefited because it is less dependent upon the traditional "smokestack" industries, unlike most other Midwest cities. Good interstate highways, available labor, rail access and other factors led regional distribution centers to the Air Trade Area.

In addition to large state government and insurance employers, the Air Trade Area has benefited from the establishment of the Honda manufacturing and assembly complex northwest of the Rickenbacker MSA in Union and Logan counties. Although the population of Union County (which is adjacent to Franklin County) was 40,909 in 2000, many of the Honda employees live or shop in the MSA. Union and Delaware counties were the two of fastest growing in Ohio in the 1990-2000 period.

Major corporations based in the Air Trade Area include:

- JP Morgan Chase & Co.
- Nationwide Insurance
- Ohio Health
- The Limited
- Wal-mart Stores
- Mount Carmel
- The Kroger Co.
- Wendy's International
- American Electric Power

The presence of these major corporations, together with the support and ancillary services they require, translate into a positive impact for travel and economic growth in the Air Trade Area.

Conventions, tourism and other influences are important to the local economy. For example, the academic and research activity at The Ohio State University (OSU) attracts air passengers, creates the need for cargo shipping, and helped create the climate for high-tech, start-up industries. OSU has more than 50,000 students at its Columbus campus, which ranks it third (to the Arizona State University, Tempe and the University of Minnesota, Twin Cities) in college student enrollment at one campus. Total employees at the OSU exceed 32,000 which equates to approximately 24,000 full-time equivalent positions. This makes OSU the largest single source of employment in the MSA.

II. Enplanements

Historical Enplaned Passengers

Prior to 2003, commercial passenger service at Rickenbacker did not exist. However, based on the TAF a small number of passengers used the terminal. In July of 2003 Southeast Airlines began passenger service with Hooters Air and FunJet Vacations starting shortly after in December and February, respectively. Since then, several other charter airlines have begun and ceased operations at the airport such as Laker Airways. USA 3000 operated out of LCK temporarily while the renovations of the Federal Inspection Services (FIS) at Port Columbus International Airport were being completed. Pan Am Clipper Connection provided service at LCK for a brief period from June to September 2005. The historical passenger enplanements are shown in **Table 5**.

**Table 5
HISTORICAL ENPLANEMENTS
Rickenbacker International Airport**

<u>YEAR</u>	<u>TOTAL ENPLANEMENTS</u>
2001	197
2002	756
2003	3,715
2004	67,644

Source: Rickenbacker International Airport Passenger Report, Columbus Regional Airport Authority, 2005

Methodology

Numerous factors influence the level and character of aviation demand in the Rickenbacker Air Trade Area. These factors are the result of global, national, and regional trends encompassing social, economic, political, environmental, industry, and other events and circumstances. This section utilizes the economic base data as well as subsequent aviation and other assumptions to develop mathematical projections of passenger traffic demand. The forecasts are based on positive assumptions of the local and national economies and of the continuation of pro-competitive airline business trends. This includes the expected growth in the population and economy of the Air Trade Area. It is also assumed that competitive airline fares and service levels between the Airport and current origin-destination markets will continue. Accordingly, the forecasts were based on these factors, as well as recent and potential developments in the national economy and air transport industry.

It is further assumed that future growth in airline traffic at the Airport will not be constrained by the availability of aviation fuel or unusual jet fuel price hikes, limitations in the capacity of the air traffic control system or

restrictions on growth or airline service flexibility. In particular, it was assumed that, over the forecast period:

- The Airport is currently served by charter airlines and this service will continue.
- The forecasts of local and national economic growth contained in this report become reality.
- Air fares do not increase substantially faster than the national inflation rate and air fares on O&D through the Airport remain competitive with fares through other competing airports and hubs.

Forecast

Based on the small sample of historical data and discussions with the Airport, it is assumed enplaned passengers will have a modest growth rate. Total enplanements are forecasted to grow at an average annual rate of 1 percent between 2005 and 2022. **Table 6** presents the updated enplaned passenger forecast compared to the FAA's 2004 Terminal Area Forecast (TAF). In the initial period through 2006, the average annual growth rate 1.0 percent per annum. In the medium and long term (2011 to 2022), enplanements are projected to increase at 1.0 percent per annum. The 2004 TAF projects no growth for both the short-term and long-term.

The FAA encourages airport sponsors to develop local forecasts because these usually consider trends at the airport and in the surrounding community. At the same time, these local forecasts should be consistent with the current TAF in order to be used for planning and environmental studies. The FAA requires forecasts to be consistent with the TAF by less than 10 percent in the first 5 years.¹ The 2004 TAF enplanement forecast for the first 5 years is considerably higher than the enplanements forecast. Historical data collected for this forecast does not suggest the high numbers the TAF is showing and suggest the TAF should be updated to reflect current and historical conditions at the airport.

¹ FAA Memorandum, *Review and Approval of Aviation Forecast*, December 23, 2004.

**Table 6
ENPLANEMENTS FORECAST
Rickenbacker International Airport**

	<u>YEAR</u>	<u>TOTAL ENPLANEMENTS</u>	<u>2004 TAF ENPLANEMENTS</u>	
Actual	2001	197	197	
	2002	756	756	
	2003	3,715	3,715	
	2004	67,644	85,837*	
Forecast	2005	34,188	85,837	
	2006	34,530	85,837	
	2007	34,875	85,837	
	2009	35,224	85,837	
	2010	35,576	85,837	
	2011	35,932	85,837	
	2012	36,291	85,837	
	2013	36,654	85,837	
	2014	37,021	85,837	
	2015	37,391	85,837	
	2016	38,143	85,837	
	2017	38,524	85,837	
	2018	38,909	85,837	
	2019	39,298	85,837	
	2020	39,691	85,837	
	2021	40,088	85,837	
	2022	40,489	85,837	
	<u>Average Annual Growth Rate</u>			
		2005-2006	1.0%	0.0%
	2006-2011	1.0%	0.0%	
	2011-2016	1.0%	0.0%	
	2016-2022	1.0%	0.0%	
	2005-2022	1.0%	0.0%	

* indicates the forecasted enplanements from the 2004 Terminal Area Forecast.

Source: Rickenbacker International Airport Passenger Report, Columbus Regional Airport Authority, 2005, FAA Terminal Area Forecast, 2004

III. Aircraft Operations Forecast

Passenger Operations

Methodology

The creation of a fleet mix forecast was based on an examination of the existing fleet mix and developing assumptions regarding future airline equipment decisions. There were three steps to this fleet mix forecasting process. First, familiarization with the current year fleet mix was required to better understand the roles of the airlines that operate at the Airport. Who are the carriers, what markets are served and at what frequencies? Secondly, what role does the Airport play in the National Aviation System and what influence, if any, do any destination or competing airports play? And finally, an airline-by-airline fleet order review was completed in order to better predict what aircraft types in the current Airport fleet will likely be replaced and when.

The actual 2004 fleet mix was used as the baseline because it reflects the most current available. This data was sorted by aircraft type. The aircraft types were then summed and converted into total daily operating percentages by aircraft type. This output showed the percentage of each type that operated at the Airport on an average daily basis regardless of the airline. The fleet mix at the Airport has historically not varied significantly throughout the year; therefore, these daily operating equipment types give a good indication of what the annual fleet mix would be for that current year. The fleet mix was re-evaluated and validated in early 2005 after various airline flight cutbacks, flight additions, bankruptcies and other issues involving air service.

Forecast

The passenger aircraft operations are calculated based upon the forecast enplaned passengers and the projected enplanements per departure. The projected enplanements per departure is the product of the assumed average seats per departure (ASPD) and the average load factor. The ASPD represents the airport-wide average of the seating capacity (gauge) of the passenger aircraft serving the Airport. An airline's fleet is the combination of different aircraft types chosen by an airline to serve their markets. An airport fleet mix refers to the different and varying types of aircraft that serve that airport on a daily basis. A fleet mix forecast enables airports to plan for the different types of aircraft that will be serving their airport throughout the forecast horizon. For the purpose of this analysis, the forecast horizon is 2022. The fleet mix forecast includes not only current aircraft types, but also future types that may have different engines,

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wingspans, fuselage lengths or other characteristics. This data is important when conducting planning studies.

After careful analysis and consideration, the fleet mix forecast percentages by aircraft type were developed for the five-year forecast intervals of 2006, 2011, and 2022 based on the 2004 fleet mix, as shown in **Table 7**.

**Table 7
FORECAST FLEET MIX
Rickenbacker International Airport**

Aircraft	Percent of Operations		
	2006	2011	2022
<u>Passenger</u>			
Boeing 737-300	<u>2%</u>	<u>3%</u>	<u>3%</u>
Total	2%	3%	3%
<u>Cargo</u>			
Airbus 300	1%	1%	1%
Boeing 727-200	1%	1%	1%
Boeing 747-20B	1%	1%	1%
DC8	1%	1%	1%
DC-10-10/MD11	2%	2%	2%
Tubo Prop	2%	2%	2%
Single Engine Prop	<u>2%</u>	<u>2%</u>	<u>2%</u>
Total	10%	11%	11%
<u>AirNet</u>			
Baron 58, Piper			
Navajo	17%	17%	17%
Cessna 208	5%	5%	5%
Learjet 35	<u>20%</u>	<u>20%</u>	<u>21%</u>
Total	43%	42%	43%
<u>General Aviation</u>			
Business Jet	5%	5%	5%
Turbo Prop	6%	6%	6%
Single Engine Prop	<u>8%</u>	<u>8%</u>	<u>9%</u>
Total	19%	20%	20%
<u>Military</u>			
Helicopter	2%	2%	2%
C130	1%	1%	1%
KC135	<u>22%</u>	<u>22%</u>	<u>20%</u>
Total	25%	25%	23%
Grand Total	100%	100%	100%

Cargo Operations

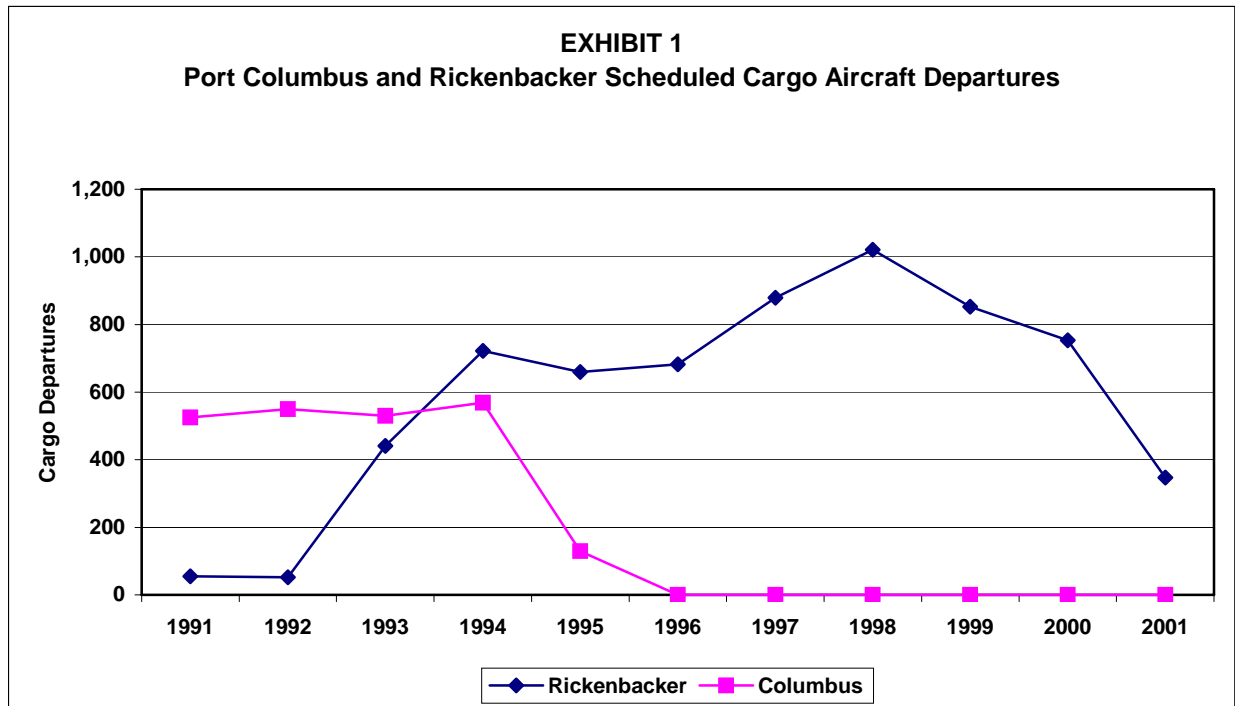
Methodology

In recent years, worldwide demand for air cargo services has increased dramatically. This growth of air cargo demand has been largely driven by the integrated carriers led by FedEx and United Parcel Service (UPS). As in the previous enplanement and operations forecasts, past activity, coupled with industry projections, forms the basis for the projections of future activity.

The air cargo forecast for the Airport is influenced by the relocation, in recent years, of most of the Air Trade Area's all-cargo flights from Port Columbus to Rickenbacker.

Air cargo is defined as the total air mail and freight. The air cargo is carried by combination passenger-cargo carriers such as Delta and United and scheduled all-cargo carriers such as UPS and FedEx. In addition, non-scheduled cargo flights supply items as diverse as blood plasma and auto parts.

After 1994, most cargo carriers serving Port Columbus transferred to Rickenbacker including UPS. Rickenbacker's annual scheduled cargo operations grew from 55 departures in 1991 to 441 in 1993 and 1,021 in 1998 representing a 51.8 percent average annual compound growth rate in movements. Some of the large tenants that currently serve Rickenbacker include FedEx, UPS, Polar Air Cargo, Kalitta Air, and Evergreen International Airlines. Despite a rapid increase in scheduled commercial air cargo aircraft movements from 1993 until 1998, Rickenbacker Airport was not exempt from the cargo operations decline that occurred during the Asian economic crisis of the late 1990s and saw an average of 30.2 percent operations decline from 1998 until 2001. Rickenbacker and Port Columbus annual cargo *scheduled* departures from 1991 to 2001 are shown in **Exhibit 1**. The number of scheduled cargo flights at Rickenbacker from January through November 2002 exceeded January through December 2001 by 20 percent. This increase was largely due to the Eagle Global Logistics (EGL) mini hub start at LCK. This operation was subsequently terminated.



Forecast

Total air cargo tonnage at the Airport is projected to increase at an average annual rate of 3.1 percent over the forecast period between 2005 and 2022. The FAA does not directly forecast cargo volume and the latest Boeing and Airbus cargo forecasts are for much higher growth levels. Specifically, Boeing sees an annual average growth rate of 6.4 percent over the next 20 years and Airbus sees a 5.5 percent average annual growth in freight ton kilometers. The Air Cargo Management Group, in a separate study, foresees a long-term average annual growth rate for cargo volume of six to seven percent. For planning purposes, a long-term growth of air cargo is expected because LCK offers the following advantages for air cargo:

- Location close to downtown and the interstate highway system.
- More than adequate runway, taxiway, ramp, aircraft landing systems, snow removal and other physical and operational facilities.
- Competitive landing and other fees.

The growth rates shown in the Airport's forecast reflect the cargo market that exists in the Air Trade Area. Growth is relatively slow compared to pre-1993 historical levels, throughout the forecast horizon, showing the dominance of Rickenbacker in the freight and express carrier markets. Airmail has also been affected by the new security restriction imposed by the

Federal government mandating that all airmail transported by air carriers needs to comply with 100 percent x-ray screening.

Included in the cargo operations are Federal Reserve canceled check hauling flights by AirNet Systems. These flights are operated in the nighttime hours using predominately Learjet and Cessna aircraft. AirNet Systems recently moved their operation to Rickenbacker International Airport from Port Columbus in the spring of 2005.

The new Norfolk Southern Intermodal Facility, being built adjacent to Rickenbacker, is not anticipated to increase air cargo operations. This facility will be a transfer site for train to truck shipping. As a rule, valuable and time-sensitive goods are normally shipped via airfreight. Less valuable and non time-sensitive goods are shipped via train/truck.

General Aviation Operations

Methodology

General Aviation (GA) operations account for all aircraft operations that are not classified as air carrier, commuter, all-cargo or military. GA operations are often thought of as small, propeller driven aircraft, but they actually cover a broad spectrum of aircraft sizes including jets as large as commercial airliners. GA activity at the Airport includes small privately-owned and operated aircraft and corporate and business jet aircraft.

The forecast of GA operations was developed by segmenting GA activity into two primary components: local traffic and itinerant traffic. Local operations consist primarily of flights within a 20-mile radius or within sight of the Airport and often include training and student pilot activity. Itinerant operations are all GA operations other than local operations. Business and corporate GA activity are typically itinerant operations.

Total GA operations have recorded a trend of steadily increasing since 2001. GA local and itinerant operations are expected record a 1.0 percent average annual compound growth rate between 2005 and 2022 reaching 15,259 annual operations by 2022.

Forecast

One of the basic assumptions of this GA forecast is that training flights (the local operations) will increase very slightly as the Airport becomes busier with commercial operations. There are a number of GA airports in the Air Trade Area such as Bolton Field Airport and The Ohio State University Airport that are viewed as more likely for local GA operations. A second assumption of this forecast included the addition of AirNet adding a second full service

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FBO. This addition may result in more GA operations at the Airport. Both of these assumptions were included in the forecast of the general aviation activity.

It is expected the new Norfolk Southern Intermodal Facility being built may create additional corporate activity at LCK. This factor was included in forecast of the general aviation activity.

Military Operations

Most military operations are conducted by the Ohio Air National Guard and the Ohio Army National Guard, with occasional flights by other branches of the U.S. military. As in GA, military operations are also classified into local and itinerant. Local military operations consist of flights within a 20-mile radius or within site of the Airport for initial or recurrent training purposes. Itinerant military operations are all operations other than local operations and include all cargo and personnel transport activity conducted by the armed forces. Itinerant and local operations are forecast to remain flat at or around 17,435 operations for the remainder of the forecast horizon.

The Airport's operation's forecast, shown in **Table 8**, has departures growing at an average annual compound growth rate of 33.7 percent per year from 2004 through 2006. The high rate of growth is due to the relocation of AirNet to Rickenbacker in the spring of 2005. This rate slows to 0.4 percent from 2006 until 2011 and settles at 0.7 percent for the remainder of the forecast horizon between 2011 and 2022. The average annual compound growth from 2005 through 2022 averages at 1.3 percent.

**Table 8
OPERATIONS FORECAST
Rickenbacker International Airport**

Year	Passenger Operations	AirNet	Other Cargo	General Aviation	Military	Forecast Grand Total
2001	736*	0	8903*	12,384*	16,385*	NA
2002	736*	0	8903*	12,518*	16,385*	NA
2003	736*	0	8903*	12,654*	16,385*	NA
2004	2,142**	0	5,958**	12,788**	17,435**	38,323**
2005	1,649	21,800	6,747	12,924	17,435	60,555
2006	1,666	29,200	7,121	13,060	17,435	68,482
2011	1,751	29,200	7,892	13,737	17,435	70,014
2016	1,840	30,689	8,048	14,415	17,435	72,427
2022	1,953	32,578	8,117	15,259	17,435	75,342

* indicates actual operating levels from the 2004 Terminal Area Forecast

** indicates actual operating levels based on actual records

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Table 9 presents a comparison of the aircraft operations forecast to the 2004 TAF. The FAA requires operations forecasts for planning studies like the Part 150 that there will be no more than a 10 percent difference from the TAF in the first 5 years. The 2004 TAF was considerably lower than the operations forecast. The recent move of AirNet from Port Columbus to Rickenbacker is not reflected in the TAF's forecasted aircraft operations. Adding AirNet's operations to the TAF decreases the variance between the TAF and the forecast to less than 10 percent. The difference between the TAF and the forecasted aircraft operations suggests the TAF should be updated to reflect current conditions at the airport.

**Table 9
Operations Forecast vs. 2004 Terminal Area Forecast (TAF)
Rickenbacker International Airport**

Year	Passenger Operations	AirNet	Other Cargo	General Aviation	Military	Forecast Grand Total	TAF Total Ops	TAF plus AirNet	Forecast vs. TAF plus AirNet Variance
2001	736*	0	8903*	12,384*	16,385*	NA	38,408	NA	NA
2002	736*	0	8903*	12,518*	16,385*	NA	38,542	NA	NA
2003	736*	0	8903*	12,654*	16,385*	NA	38,678	NA	NA
2004	2,142	0	5,958	12,788	17,435	38,323	39,826	NA	NA
2005	1,649	21,800	6,747	12,924	17,435	60,555	39,962	61,762	+2.0%
2006	1,666	29,200	7,121	13,060	17,435	68,482	40,098	69,298	+1.2%
2011	1,751	29,200	7,892	13,737	17,435	70,014	40,775	69,975	-0.1%
2016	1,840	30,689	8,048	14,415	17,435	72,427	41,453	72,142	-0.4%
2022	1,953	32,578	8,117	15,259	17,435	75,342	NA	NA	NA

* indicates operating levels from the 2004 Terminal Area Forecast

Sources: FAA 2004 Terminal Area Forecast, FAA Airport Traffic Control Tower Records, 2004, 2005, Landrum & Brown, and AirNet Systems, Inc. 2005.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

October 2, 2006

Mr. David Wall, AAE
Columbus Regional Airport Authority
Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219

Dear Mr. Wall:

Part 150 Aviation Activity Forecast – May 2006
Rickenbacker International Airport
Forecast Approval

The Federal Aviation Administration (FAA) has completed a review of the above referenced document.

The forecasts as presented are within the tolerances established by the FAA in the December 23, 2004 memorandum "Revision to Guidance on Review and Approval of Aviation Forecasts." The forecasts are approved for use in the development of the Part 150 Study.

It should be noted that if circumstances change at the Airport, such as the entrant of a new airline (passenger or cargo), these forecasts will have to be re-evaluated. An increase in operations that were not accounted for in this forecasting effort could affect the development of the noise contours and will have to be evaluated at that time.

If you have any questions regarding these comments, please contact me at (734) 229-2958.

Sincerely,

A handwritten signature in black ink that reads "Katherine S. Jones".

Katherine S. Jones
Community Planner

Cc: Sarah Potter, Landrum & Brown