

C. FAA Terminal Area Forecast Comparison



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Appendix C
Greater Binghamton Airport (BGM) Airport Planning Forecasts

A. Forecast Levels and Growth Rates

		Specify base year:	2017					Average Annual Compound Growth Rates			
		Base Yr. Level	Base Yr.+1yr.	Base Yr.+5yrs.	Base Yr.+10yrs.	Base Yr.+15yrs.	Base Yr.+1yr.	Base Yr.+5yrs.	Base Yr.+10yrs.	Base Yr.+15yrs.	
		2017	2018	2022	2027	2032	2018	2022	2027	2032	
Passenger Enplanements											
	Air Carrier	0	0	18,980	37,960	58,912	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
	Commuter	33,666	36,400	24,296	9,171	0	8.12%	-6.32%	-12.19%	-100.00%	
	TOTAL	33,666	36,400	43,276	47,131	58,912	8.12%	5.15%	3.42%	3.80%	
Operations											
	Itinerant										
	Air Carrier	19	19	710	1,415	2,150	0.00%	106.30%	53.89%	37.06%	
	Commuter / Air Taxi	3,331	3,282	2,421	1,586	790	-1.47%	-6.18%	-7.15%	-9.15%	
	Total Commercial Operations	3,350	3,301	3,131	3,001	2,940	-1.46%	-1.34%	-1.09%	-0.87%	
	General Aviation	5,886	6,999	9,260	11,175	11,997	18.91%	9.49%	6.62%	4.86%	
	Military	218	218	218	218	218	0.00%	0.00%	0.00%	0.00%	
	Local										
	General Aviation	2,995	3,004	3,040	3,086	3,133	0.30%	0.30%	0.30%	0.30%	
	Military	98	98	98	98	98	0.00%	0.00%	0.00%	0.00%	
	TOTAL OPERATIONS	12,547	13,620	15,747	17,578	18,386	8.55%	4.65%	3.43%	2.58%	
Instrument Operations		3,639	3,950	4,567	5,098	5,332	8.55%	4.65%	3.43%	2.58%	
Peak Hour Operations		8	8	9	10	11	0.00%	2.38%	2.26%	2.15%	
Based Aircraft											
	Single Engine (Nonjet)	26	26	25	24	23	0.00%	-0.78%	-0.80%	-0.81%	
	Multi Engine (Nonjet)	6	6	6	6	7	0.00%	0.00%	0.00%	1.03%	
	Jet Engine	3	3	3	4	4	0.00%	0.00%	2.92%	1.94%	
	Helicopter	2	2	2	2	3	0.00%	0.00%	0.00%	2.74%	
	Other	0	0	0	0	0	N/A	N/A	N/A	N/A	
	TOTAL	37	37	36	36	37	0.00%	-0.55%	-0.27%	0.00%	

B. Operational Factors

	<u>Base Yr. Level</u>	<u>Base Yr.+1yr.</u>	<u>Base Yr.+5yrs.</u>	<u>Base Yr.+10yrs.</u>	<u>Base Yr.+15yrs.</u>
	<u>2017</u>	<u>2018</u>	<u>2022</u>	<u>2027</u>	<u>2032</u>
Average Aircraft Size (seats)					
Air Carrier	0	0	65	65	65
Commuter	50	50	50	50	50
Average Enplaning Load Factor					
Air Carrier	0.00%	0.00%	82.25%	82.54%	84.31%
Commuter	40.43%	44.36%	40.14%	23.13%	0.00%
GA Operations Per Based Aircraft	240	270	342	396	409

Note: Show base plus one year if forecast was done. If planning effort did not include all forecast years show interpolated years as needed.

Average Enplaning Load Factor is based on Commuter / Air Taxi Operations, which incorporates unscheduled Part 135 operations outside of the Commuter schedule utilizing aircraft with fewer than 50 seats.

The base year for passenger enplanements and operations is represented as 2017.

N/A - No prior activity to show growth rates.



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Appendix C

Comparison of Airport Planning & TAF Forecasts - BGM

	<u>Year</u>	<u>Airport Forecast</u>	<u>TAF</u>	<u>AF/TAF (% Difference)</u>
Passenger Enplanements				
Base yr.	2017	33,666	41,454	-18.79%
Base yr. + 1yr.	2018	36,400	41,454	-12.19%
Base yr. + 5yrs.	2022	43,276	41,454	4.40%
Base yr. + 10yrs.	2027	47,131	41,454	13.69%
Base yr. + 15yrs.	2032	58,912	41,454	42.11%
Commercial Operations				
Base yr.	2017	3,350	3,350	0.00%
Base yr. + 1yr.	2018	3,301	3,350	-1.46%
Base yr. + 5yrs.	2022	3,131	3,350	-6.54%
Base yr. + 10yrs.	2027	3,001	3,350	-10.42%
Base yr. + 15yrs.	2032	2,940	3,350	-12.24%
Total Operations				
Base yr.	2017	12,547	12,547	0.00%
Base yr. + 1yr.	2018	13,620	12,062	12.92%
Base yr. + 5yrs.	2022	15,747	12,130	29.82%
Base yr. + 10yrs.	2027	17,578	12,215	43.91%
Base yr. + 15yrs.	2032	18,386	12,300	49.48%

Note: TAF data is on a U.S. government fiscal year basis (October through September)