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# **APPENDIX**

## **A**

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**2025**

**REVISED**

**AVIATION FORECASTS**



# San José Mineta International Airport 2025 Aviation Activity Forecast

October 9, 2025

Prepared for:



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# 1 Introduction

## 1.1 Forecast Scope and Intended Uses

The City of San José, as owner and operator of San José Mineta International Airport (SJC, the Airport), has completed an update to its aviation activity forecast in 2025 in support of an upcoming Major Master Plan Amendment (“2025 SJC Forecast”). The forecast will be used to confirm the need for key infrastructure improvements, to validate prior environmental studies, and to guide development of limited remaining Airport property.

The 2025 SJC Forecast is the first forecast update conducted by the Airport since 2017 and is therefore the only independent forecast that reflects the post COVID-19 pandemic demand environment. Note that the FAA prepares an annually updated aviation activity forecast for all airports within the National Plan of Integrated Airport Systems (NPIAS) referred to as the Terminal Area Forecast (TAF). The most recent TAF for SJC was published in January 2025. The 2025 SJC Forecast is compared with the January 2025 TAF and SJC’s 2017 forecast. The comparisons are made to determine if any factors such as greater environmental impacts could be expected based on the updated outlook.

The 2025 aviation activity forecasts were developed for federal fiscal years (FFY) in lieu of calendar years to maintain consistency with the TAF. The FFY has a date range of October 1 to September 30. The forecasts comprise a 13-year period from a FFY 2024 base year through FFY 2037, which aligns with the 20-year horizon established as part of the 2017 forecast conducted as part of the last Airport Master Plan Update. High level results are summarized for the FFY 2024 base year, the 5-year forecast for FFY 2029, the 10-year forecast for FFY 2034, and for the FFY 2037 horizon year.

## 1.2 Focus Areas

Aviation activity forecasts were developed for the following four focus areas:

- 1) **Passenger activity** as expressed in enplanements from SJC. An enplanement is a passenger on board a flight that departs from SJC. These forecasts were developed for:
  - Passengers traveling on scheduled commercial air carriers such as Southwest Airlines.
  - Passengers traveling on air taxi flights. An air taxi flight is like a ground transportation trip offered by a taxi or a transportation company like Uber. Air taxi operations are typically performed on an on-demand basis for a fee.
- 2) **Operational activity** as expressed in takeoffs and landings from SJC. These forecasts were developed for:
  - Scheduled commercial air carriers as noted above.
  - Air cargo flights which carry freight, small packages, and/or mail by carriers such as FedEx and UPS.
  - Air taxi flights as noted above.

- General aviation flights which include a wide range of civilian aircraft operators including corporate jets, recreational flying, and pilot training.
  - Military flights operated by United States Armed Forces for a wide range of missions.
- 3) The number of **based aircraft** at SJC. A based aircraft refers to an airworthy aircraft which is stored for a significant portion of the year at the Airport, implying residency either indoors in a hangar facility or outdoors on a ramp area.
  - 4) An outlook of **aircraft fleet types** expected to operate at SJC over the term of the forecast. This 2025 SJC Forecast primarily reflects both the expected phasing of commercial aircraft as well as how trends in non-commercial aircraft types are expected to influence operational activity at SJC.

### 1.3 High Level Results

**Table 1-1** contains a high-level summary of the 2025 SJC Forecast results with comparisons to both the TAF and the 2017 forecast. Compounded annual growth rates (CAGR) are also included.

**Table 1-1 HNTB 2025 Forecast with Comparisons to Previous Forecasts**

Metric	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
<b>Passenger Enplanements</b>	2025	5,681,455	7,156,344	7,885,833	8,337,416	2.99%
	FAA TAF	5,807,030	7,876,277	8,907,477	9,610,901	3.95%
	2017	---	---	---	11,250,000	---
% variances	to TAF	(2.2%)	(10.1%)	(13.0%)	(15.3%)	(0.96pp)
	to 2017	---	---	---	(34.9%)	---
<b>Operations</b>	2025	162,822	188,995	208,455	220,781	2.37%
	FAA TAF	163,983	207,387	226,165	238,861	2.94%
	2017	---	---	---	237,710	---
% variances	to TAF	(0.7%)	(9.7%)	(8.5%)	(8.2%)	(0.57pp)
	to 2017	---	---	---	(7.7%)	---

Sources: FAA Terminal Area Forecast, January 2025; HNTB Aviation Activity Forecast, 2017; HNTB analysis, 2025.

As the results indicate, the 2025 SJC Forecast is more conservative than the previous forecasts regarding both passenger and operational activity. The forecast results are based on the interpretation of a range of input variables, methodologies, and assumptions used to project future aviation activity. All of these components are summarized in this document.

## 1.4 Document Organization

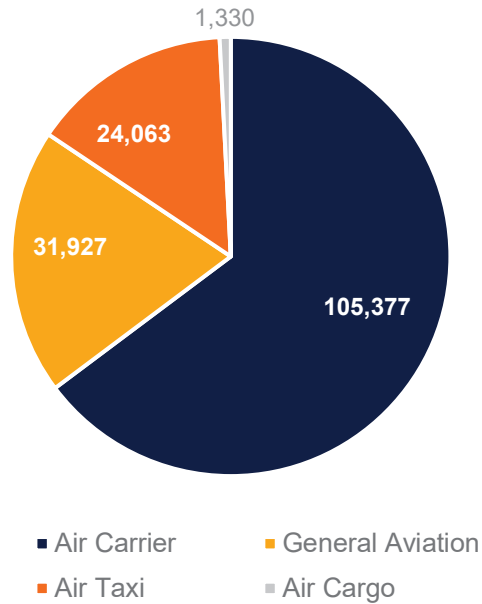
The document is organized into the following sections:

- **Section 1** – this introduction, which discusses the scope and intentions of the aviation activity forecasts including the focus areas and a high-level summary of the primary forecast results relative to both the TAF and the latest aviation activity forecast performed for SJC in 2017.
- **Section 2** – an overview of the SJC air service market which provides background on the past 10 years through the current state of aviation activity at SJC with an emphasis on the contributions of commercial air carriers.
- **Section 3** – a detailed summary of forecast methodology, assumptions, and results with comparisons relative to previous forecasts for each aviation segment operating at SJC.
- **Appendices** – detailed tabular summaries of forecast results and economic inputs considered in the development of the forecasts; the 2025 FAA TAF for SJC; a glossary of terms and acronyms; and airport reference codes.

## 2 Air Service Market Overview

Based on 2024 passenger activity, SJC was the 44<sup>th</sup> busiest commercial service airport in the United States. The Airport is categorized by the FAA as a Medium Hub. This designation is given to those airports which process between 0.25% and 1.00% of the sum of annual U.S. commercial enplanements. Section 2 of this document focuses largely on an overview of the air carriers serving the market and the composition of passenger demand. Air carriers have historically represented 60-70% of the Airport’s operational activity followed by a diverse mix of general aviation, air taxi, air cargo, and military operations. **Figure 2-1** illustrates the operational share for the FFY 2024 base year activity. As noted, air carrier activity comprised 105,377 or almost two-thirds of 162,822 total flight operations.

**Figure 2-1 SJC FFY 2024 Operational Share by Segment**



Sources: FAA Air Traffic Control Tower counts; U.S. DOT T-100 flights operated data via Airline Data Inc.; HNTB Analysis, 2025.

### 2.1 Bay Area Air Service Market

As indicated in **Table 2-1**, the San Francisco Bay Area represented the 9<sup>th</sup> largest air service market in the United States in 2024 and is collectively served by commercial passenger service for a three-airport system including SJC, San Francisco International Airport (SFO), and Oakland San Francisco Bay Airport (OAK).

**Table 2-1 U.S. Metro Areas with >50M Total Passengers**

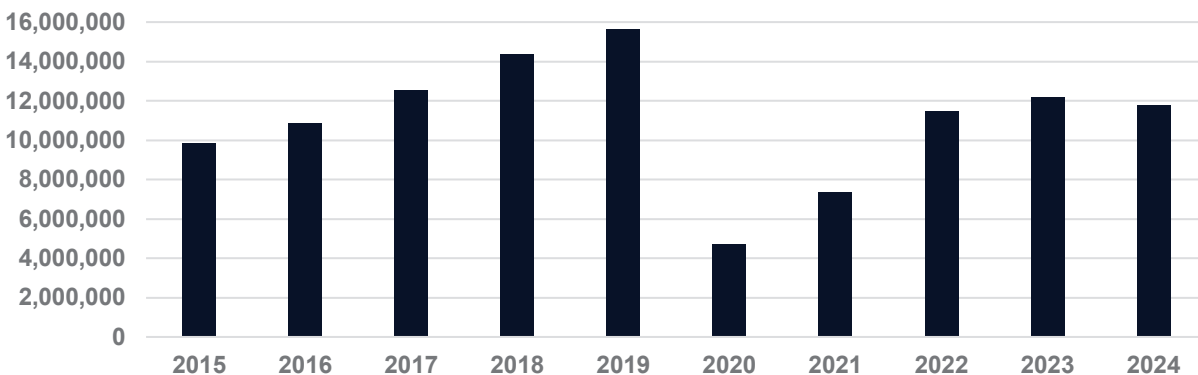
Rank	Metro Area	Primary Airport	Passengers	Secondary Airport	Passengers	Tertiary Airport	Passengers	All Others	Passengers	Total Passengers
1	New York City	JFK	63,233,469	EWR	48,875,443	LGA	33,443,560	HPN	2,358,506	147,910,978
2	Atlanta	ATL	105,345,844							105,345,844
3	Los Angeles	LAX	76,383,152	SNA	10,824,001	ONT	7,081,099	BUR/LGB	10,936,057	105,224,309
4	Dallas	DFW	85,013,451	DAL	17,643,336					102,656,787
5	Chicago	ORD	77,619,112	MDW	21,008,267					98,627,379
6	Miami	MIA	53,603,522	FLL	34,322,654	PBI	8,260,900			96,187,076
7	Denver	DEN	80,450,035							80,450,035
8	Washington, DC	BWI	26,604,356	IAD	26,443,273	DCA	25,530,068			78,577,697
9	<b>Bay Area</b>	<b>SFO</b>	<b>50,722,184</b>	<b>SJC</b>	<b>11,752,600</b>	<b>OAK</b>	<b>10,709,299</b>			<b>73,184,083</b>
10	Houston	IAH	47,000,284	HOU	14,386,071					61,386,355
11	Orlando	MCO	56,049,263	SFB	2,848,884					58,898,147
12	Charlotte	CLT	57,272,639							57,272,639
13	Las Vegas	LAS	56,723,726							56,723,726
14	Phoenix	PHX	51,411,732	AZA	1,946,422					53,358,154
15	Seattle	SEA	50,984,391	PAE	551,132	BFI	58,520			51,594,043

Sources: U.S. DOT T-100 Onboard Passenger Activity for CY2024; HNTB Analysis

## 2.2 Historical Air Carrier Passenger Activity 2015-2024

SJC has experienced three phases of demand during the past 10 years. The first phase was a period of hyper growth from 2015-2019 when Alaska Airlines and Southwest Airlines competed heavily for market share at SJC during a period when numerous international long-haul flights were launched. The second phase was a period of steep decline consistent with the national and global downturn in air travel demand due to the COVID-19 pandemic in 2020-2021. The third phase has been the subsequent post-pandemic recovery beginning in 2022, which is still ongoing today. Over the entire 10-year period, SJC grew at a 1.8% CAGR from 2015-2024 as illustrated in **Figure 2-2**. By comparison, the typical growth rate for passenger activity for most mature air service markets in the U.S. over the same period has been 1 to 3% annually.

**Figure 2-2 SJC Annual Passenger Activity 2015-2024**



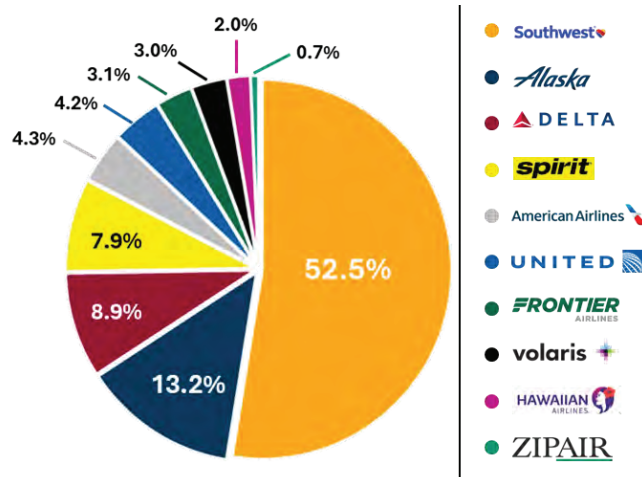
Sources: U.S. DOT T-100 Passenger Activity for CY 2015-CY 2024 via Airline Data Inc.; HNTB Analysis, 2025.

During this 10-year period, the split of domestic passengers at SJC has ranged from 93% to 96% of total activity while international passengers have ranged from 4% to 7%. Local passengers (i.e., those passengers who originated their journey from SJC or had SJC as their destination) ranged from 89% to 98% while connecting passengers (i.e., those passengers who made a transfer in SJC) ranged from 2% to 11%.

## 2.4 Current Market Share

SJC presently has 10 airlines serving a broad network of 34 domestic and seven international destinations. The share of passengers carried by each carrier is summarized in **Figure 2-3**. As illustrated, Southwest Airlines is by far the market leader with an over 50% share of all passengers at SJC. The following content explains the air service role of each carrier and their contribution to overall passenger activity.

Figure 2-3 SJC Carrier Share of Passengers



Source: U.S. DOT T-100 for Q4 2024-Q1 2025; HNTB analysis

## 2.5 Southwest Airlines at SJC

Southwest Airlines has been the market leader at SJC based on passengers carried and flights operated every year since entering the market in 1994. Nearly 6.5M SJC passengers (55% of total) flew on Southwest in CY 2024 on the carrier’s all Boeing 737 fleet. SJC is presently Southwest’s 17<sup>th</sup> largest base of operations out of a network comprised of 104 domestic and 13 international destinations as summarized in **Table 2-2**.

Table 2-2 Southwest Airlines Top 20 Bases

Rank	Market	Airport	Passengers	Operations
1	Denver	DEN	25,215,095	194,297
2	Las Vegas	LAS	21,340,766	170,607
3	Baltimore-Washington	BWI	18,832,216	149,994
4	Chicago	MDW	18,688,619	143,593
5	Dallas-Ft. Worth	DAL	16,995,270	139,097
6	Phoenix	PHX	16,889,175	134,860
7	Houston	HOU	13,502,094	111,261
8	Nashville	BNA	12,756,305	101,596
9	Orlando	MCO	12,259,041	92,621
10	St. Louis	STL	10,083,730	83,036
11	Austin	AUS	8,957,618	76,067
12	San Diego	SAN	8,187,928	67,865
13	Oakland	OAK	8,179,104	69,259
14	Atlanta	ATL	7,765,325	66,761
15	Sacramento	SMF	7,252,827	60,605
16	Los Angeles	LAX	6,796,531	52,037
<b>17</b>	<b>San Jose</b>	<b>SJC</b>	<b>6,481,465</b>	<b>56,987</b>
18	Tampa	TPA	6,020,450	48,511
19	Kansas City	MCI	5,901,554	48,747
20	New Orleans	MSY	4,476,638	37,370

Source: US DOT T100 Report for CY2024

Southwest currently operates to 26 domestic destinations from SJC as illustrated in **Figure 2-4**. with a primarily point-to-point network complemented by north → south connecting flights on the west coast as well as to connections to Hawaii.

**Figure 2-4 Current Southwest Airlines SJC Route Network**



Source: 2025 published flight schedules via Airline Data Inc.

## 2.6 Other Domestic Airlines Serving SJC

After Southwest, SJC's additional domestic air carriers are comprised of a fragmented mix including Alaska Airlines, all three U.S. network carriers, as well as two ultra low-cost carriers (ULCCs).

Alaska Airlines is presently SJC's 2<sup>nd</sup> largest carrier with nearly 1.6M passengers carried (13.4% of total) at the Airport in 2024. The carrier is unique at SJC because it is the only U.S.-based airline with direct service to international markets which include Guadalajara, Puerto Vallarta, and San Jose del Cabo, Mexico. Alaska Airlines merged with Hawaiian Airlines in September 2024, although the carriers presently intend to operate as two separate brands. Approximately 224,000 passengers (1.9% of total) flew Hawaiian Airlines at SJC in 2024 to Honolulu and Maui.

The U.S. network carriers, which include American Airlines, Delta Air Lines, and United Airlines, serve SJC primarily on an "outside-in" basis. This is an industry term which means the carriers prioritize service from a market to their hubs to provide access to their national and global networks via usually 1-stop connecting itineraries. Approximately 2.1M passengers (17.9% of total) of all SJC's passenger activity in 2024 was driven from demand satisfied via the U.S. network carrier hubs.

ULCCs are niche carriers which typically offer lower fares than the network carriers but also have fewer amenities (e.g., no premium cabins) and rely heavily on the unbundling and separate pricing of ancillary services (e.g., advance seat selections). Spirit Airlines is currently SJC's leading ULCC. They entered the market in June 2023 and carried nearly 715,000 passengers (6.1% of total) in 2024. Frontier Airlines has entered and exited the SJC market several times during the past 20 years. They reemerged in July 2024 and carried approximately 164,000 passengers

(1.4% of total). On a full year basis, they are expected to carry 3.1% of SJC passengers moving forward. Both ULCCs are expected to take share from Southwest and the U.S. network carriers in SJC but they also tend to attract net new passengers who may otherwise not fly from SJC. The collective route network of these carriers from SJC is illustrated in **Figure 2-5**.

**Figure 2-5 Current Route Network all other Domestic Airlines from SJC**



Source: 2025 published flight schedules via Airline Data Inc.

## 2.7 International Airlines Serving SJC

International service at SJC has evolved over the past decade with many carriers, such as British Airways and Lufthansa, unable to sustain service given the impacts of the pandemic. However, direct routes to Mexico have remained intact and service to Japan has been restored. As noted, Alaska Airlines serves SJC to three destinations in Mexico. This is supplemented by Volaris, the largest airline in Mexico based on total passengers carried, who also flies from SJC direct to Guadalajara, and additionally serves Leon/Guanajuato, Morelia, and Zacatecas, Mexico. Between both carriers, approximately 529,000 passengers (4.5% of total) traveled between SJC and Mexico with a split of 62% flying Volaris and 38% on Alaskan Airlines.

The second most popular international destination from SJC in 2024 was Japan, where ZIPAIR flies direct to Tokyo's Narita International Airport. ZIPAIR carried nearly 106,000 passengers (0.9% of total) between SJC and Tokyo in 2024.

## 2.8 Connecting Passengers

In addition to strong local market demand (i.e., SJC as either a point of origin or as a destination), SJC also has geographic advantages which make it a natural gateway to Hawaii, a north-south transfer point along the U.S. west coast, as well as an international gateway to/from Asia and Mexico. As noted, connecting passengers have ranged from 2% to 11% of total passenger activity at SJC over the past 10 years and therefore they are a very relevant contributor to overall demand. In 2024, approximately 88% of all connections were made by passengers traveling on Southwest Airlines via SJC. Alaska Airlines contributed 8% of SJC connecting passengers. Some leading connecting market examples from 2024 include:

- U.S. mainland → SJC → Honolulu (HNL) with 62,468 connecting passengers
- Portland (PDX) → SJC → Southern California with 53,584 connecting passengers
- Seattle (SEA) → SJC → Southern California with 33,184 connecting passengers

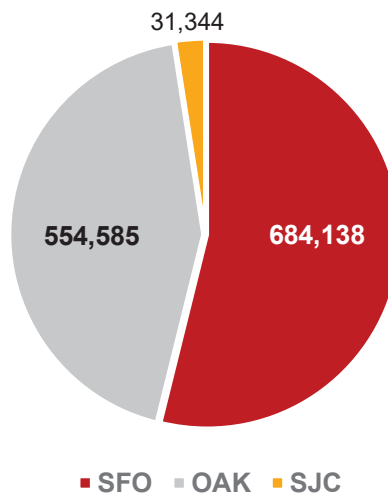
Note: Southern California airports with service from SJC include Burbank (BUR), Long Beach (LGB), Los Angeles (LAX), Ontario (ONT), Palm Springs (PSP), San Diego (SAN), and Santa Ana (SNA); Source: Airline Data Inc. Flow Over Point report

Note that total connecting passenger activity tends to be understated in U.S. DOT traffic statistics because of passengers who construct “virtual” reservations whereby they book two separate itineraries, typically on separate airlines, because the combined fares are less expensive than what is available when booking an intra-line reservation through an online travel portal. For example, a passenger may purchase one ticket on Southwest Airlines from Austin to San José and another separate ticket on ZIPAIR from San José to Tokyo. DOT statistics will reflect one passenger traveling from Austin to San José and one passenger traveling from San José to Tokyo whereas the true origin and destination is Austin to Tokyo. This booking practice understates connecting passengers and overstates local demand by a few percentage points, however, it is becoming more and more prevalent at U.S. coastal airports like SJC. This is especially the case for connections to and from Hawaii and international destinations.

## 2.9 Air Cargo Market

As illustrated in **Figure 2-6**, SJC is a relatively small player in the Bay Area air cargo market compared to SFO and OAK. Carriers collectively transported 31,344 tons of air cargo (2.5% of the local market total) via SJC in FFY 2024. Just over ¾ was dedicated air cargo carried by both FedEx and UPS with a 52% and 48% share, respectively. The remaining ¼ was “belly cargo” carried by passenger carriers. ZIPAIR carried nearly all international belly cargo while Southwest carried 80% of domestic. SFO’s air cargo volume is primarily driven by international belly cargo (over 400,000 tons in FFY 2024) while OAK is a large regional hub for FedEx (over 500,000 tons in FFY 2024).

**Figure 2-6 Bay Area Share of Air Freight Tonnage**

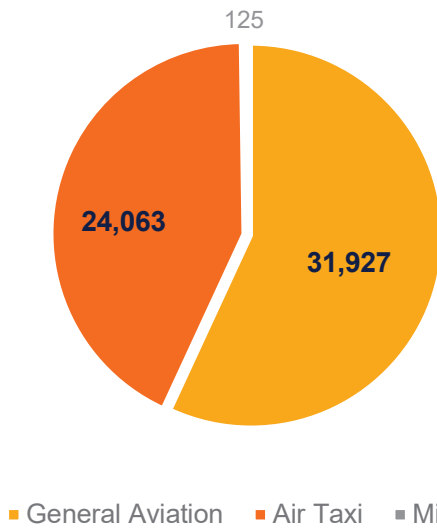


Source: U.S. DOT T100 Report for FY 2024

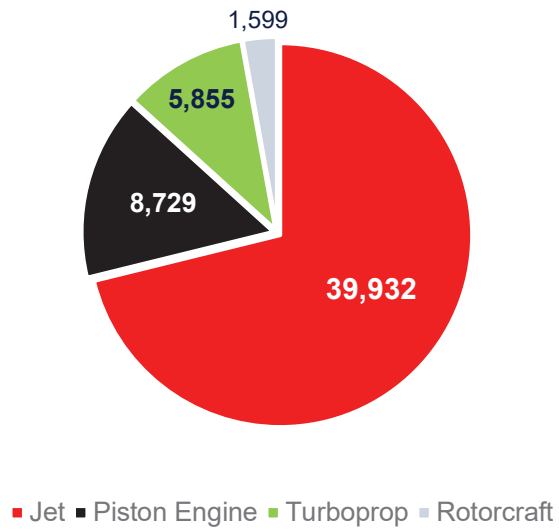
## 2.10 Non-Commercial Aviation Segments at SJC

The composition of the remaining aviation activity at SJC in FFY 2024 was comprised of general aviation (57% of non-commercial operations; 19.6% of total operations), air taxi operators (43% of non-commercial operations; 14.8% of total operations), and a small number of military operations (125 total operations) as illustrated in **Figure 2-7**. Each one of these segments was characterized primarily by jet operations at SJC. As illustrated in **Figure 2-8**, 71% of all non-commercial operations (21,895 air taxi and 17,943 general aviation) were flown with jet aircraft while 15.6% were piston engine, 10.4% were turboprop aircraft, and 2.8% were rotorcraft (typically helicopters).

**Figure 2-7 Non-Commercial Aviation Segments**



**Figure 2-8 Non-Commercial Aircraft Types**



Sources: FAA Air Traffic Control Tower counts and FAA Traffic Flow Management System counts, FFY 2024

The most common types of air taxi jets at SJC in 2024 were the Bombardier Challenger 350, Cessna Citation Latitude, and Embraer Phenom 300. Each of these aircraft typically operates with 8-9 passenger seats. The most common general aviation jets were the larger Gulfstream G500 and G650, which are typically configured with 19 seats and are commonly found in corporate fleets. Photos are provided in **Figure 2-9** and **Figure 2-10** for reference.

**Figure 2-9 Embraer Phenom 300**



**Figure 2-10 Gulfstream G650**



Source: istockphoto.com; public domain

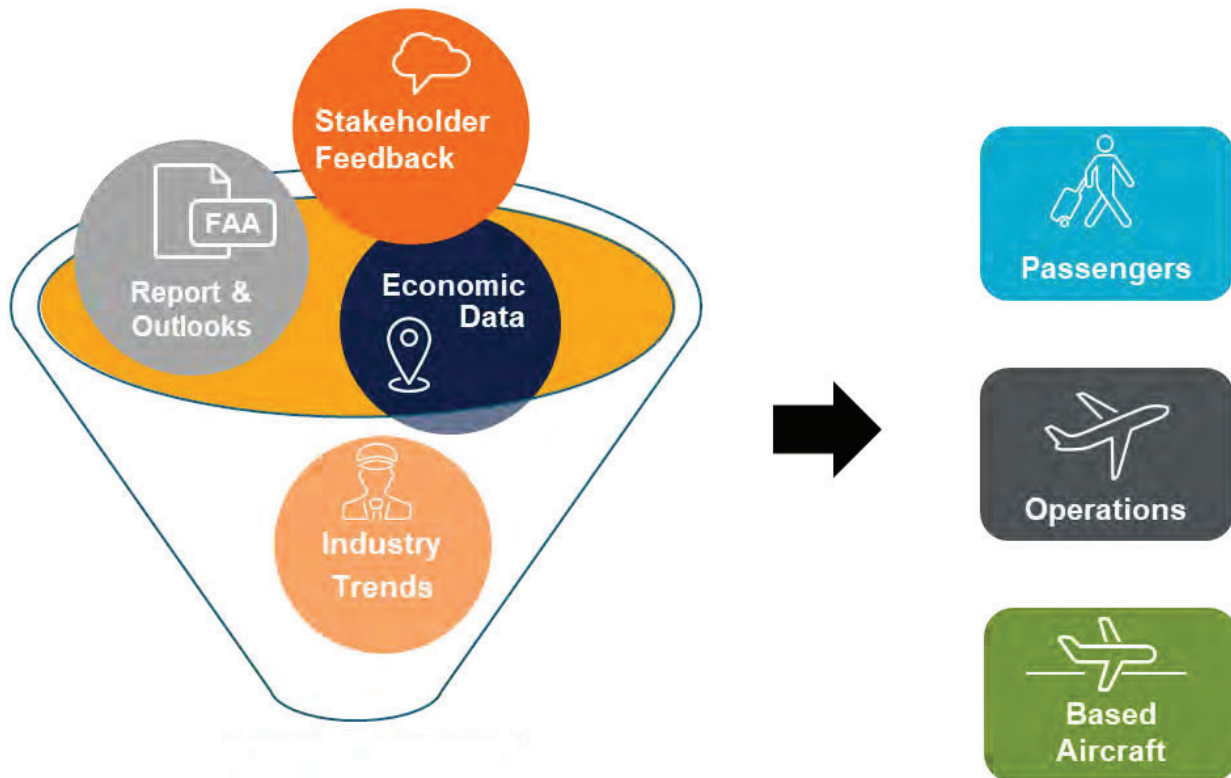
### 3 Aviation Activity Forecasts

This section provides a high-level summary of the forecasting methodology and assumptions used in the development of the 2025 SJC Forecast, as well as the results for the aviation activity forecasts for the FFY 2024 base year, the 5-year forecast for FFY 2029, the 10-year forecast for FFY 2034, and for the FFY 2037 horizon year. Forecast results are compared with the FAA TAF and the 2017 forecast. A detailed summary of annual forecasts for FFY 2025-2037 are provided in **Appendix A**.

#### 3.1 Forecasting Methodology

The forecasting methodology used to prepare the 2025 SJC Forecast relies on applying industry best practices, along with interpreting a wide range of insights gathered from local, federal, economic, and industry sources. Local, regional, national, and even global insights are gathered from FAA publications, leading aviation industry forecasts including those produced by commercial aircraft manufacturers such as Boeing, and long term economic and demographic projects including the outlooks developed by Woods & Poole Economics. As illustrated in **Figure 3-1**, blending multiple inputs and perspectives is key to developing the forecast outputs for passenger activity, aircraft operations, and based aircraft.

*Figure 3-1 Primary Forecast Inputs and Outputs*



The aviation activity forecasts were developed using a top-down econometric approach. Using this methodology, a wide range of economic demand drivers were evaluated and correlated with historical passenger activity from FFY2004 to FFY2024 through the application of regression

analyses. Regression analysis uses past data to predict future outcomes by determining the mathematical relationship between the driving factors (i.e., independent variables such as employment levels) and the resulting future outcome (i.e., the dependent variable such as passenger demand). If it is assumed that correlations that best explain historical activity will continue to hold into the future, these models can be used as a forecasting equation. There are, for example, evident causal relationships between economic factors such as population growth, employment, and income levels that correlate positively with air service demand and therefore with the determination of the total air service market size. Note, however, that not all aviation activity has correlations with economic drivers. As a result, passenger demand is usually established first using regression analysis, then other methods are applied such as calculating the production (i.e., the number of flight operations) required to meet the projected levels of passenger demand.

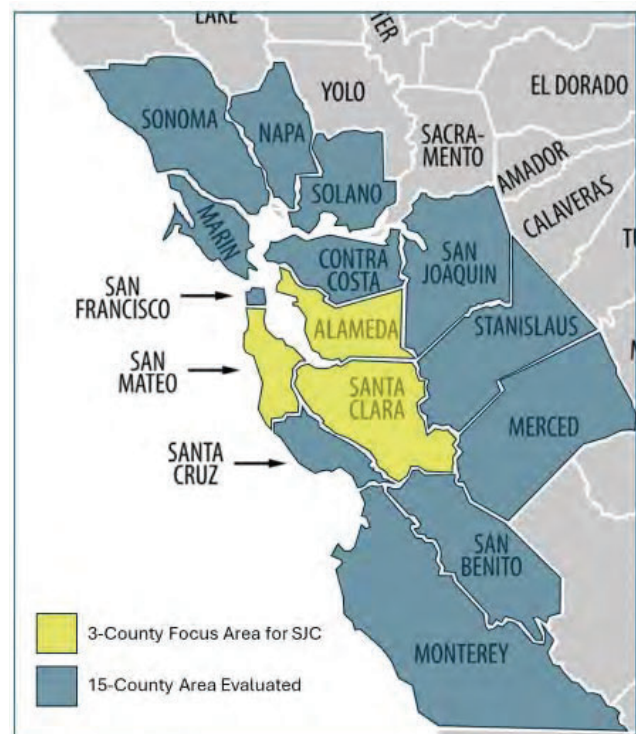
### 3.2 Economic Outlook

The three counties of Santa Clara, Alameda and San Mateo were selected as the focus for the SJC air service catchment area as they represent the most realistic geographic region for various users of the airport, as illustrated in **Figure 3-2**. Multiple regression forecasting models were tested with a wide range of economic variables and with the inclusion of instrument variables to smooth the impacts from anomalies in demand which should not weigh heavily in long term forecasts. Such irregularities include the relative airline hyper competitiveness at SJC from 2015-2019 as well as the COVID-19 pandemic from 2020-2021.

The most significant economic trends applied in the regression forecast for air service passenger demand in the three-county area included the following:

- Population growth is expected to increase from approximately 4,257,000 in 2024 to 4,614,000 by 2037, an increase of 357,000 with a CAGR of 0.62%.
- Total employment is expected to increase from approximately 3,321,000 in 2024 to just over 4M by 2037, an increase of 679,000 with a CAGR of 1.44%
- Per capita income is expected to increase at a 1.33% CAGR
- U.S. and global gross domestic product (GDP) are expected to increase at a 2.50% CAGR

**Figure 3-2 Three-County Catchment Area**



Source: HNTB, 2025.

### 3.3 Forecasting Inputs and Sources

The following contains an overview of the primary inputs which were used in the development of the 2025 SJC Forecast.

- **Airport stakeholder meetings** – There were numerous meetings with key staff at SJC including a kickoff visioning session with Airport leadership and exploratory interviews with both Air Service Development and Planning teams.
- **FAA Terminal Area Forecast (TAF)** – Published for SJC in January 2025, the TAF is the official FAA outlook of an airport’s aviation activity. This current version of the TAF dated FFY2024, projects a 3.95% CAGR in SJC passenger activity and a 2.94% CAGR in operations over the 13-year forecast term through FFY 2037. The number of based aircraft are projected to remain flat during this time.
- **FAA Aerospace Forecast FFY 2024 to FFY 2044** – The FAA Aerospace Forecast provides guidance on a wide range of trends impacting aviation in both the short and long term and is especially key in the development of general aviation forecasts based on specific outlooks provided in Table 28 Active General Aviation and Air Taxi Aircraft and Table 29 Active General Aviation and Air Taxi Hours Flown.
- **Woods & Poole Economics State of California dataset** – An industry trusted source for economic data. Economic trends are key to aviation forecasting because it has historically been proven that as population, jobs and income grow so does the propensity to use commercial air service and general aviation. Shifts in these and other similar economic key performance indicators (KPIs), dating to before the pandemic, have been pronounced in the Bay Area and throughout California so reliance on a trusted source is key to determine future projections.
- **Published flight schedules** – Both historical and future published flight schedules are core to providing data on levels of air service including the volume and timing of flights, markets served, types of aircrafts, and seat capacity. Schedules and capacity information is available from 1990 through early 2026. Schedules were sourced from Airline Data, Inc., a trusted industry database.
- **United States Department of Transportation T-100 data** – A measurement of total passengers onboard scheduled flights comprised of both local and connecting traffic as well as air cargo volume expressed in short tons (i.e., 2,000 pounds per ton). This data is reported by air carriers to the U.S. DOT monthly. Note that this dataset does not include non-revenue passengers, such as airline staff travel or crew movements commonly referred to as “dead heads.” Therefore, historical passenger data cited in this document may differ from official Airport records. T-100 passenger data is available from 1990 through early 2025 and was also sourced from Airline Data, Inc.
- **Boeing 2024 commercial market outlook** – An industry trusted source for North American and global outlooks for passenger demand, commercial fleet size and composition for passenger and air cargo aircraft.

### 3.4 Forecasting Assumptions

There were several key assumptions which were either incorporated into the development of the 2025 SJC Forecast or were factors that were ignored. The following is a high-level summary:

- **Economic expansion** – While the Bay Area has experienced a period of negative net migration effecting both population and total employment since before the pandemic, such phenomenon was considered short-term in nature. As indicated by the economic KPIs cited above, it was assumed that economic expansion should be expected over the long-term development of the forecast.
- **Air carriers serving SJC remain static** – While air carriers do enter and exit markets periodically due to strategic and financial performance reasons, it was assumed that the ten airlines noted in Section 2 will remain in the market and that no new carriers will enter. In addition, the share of passengers that each carrier presently has was assumed to extend throughout the term of the forecast.

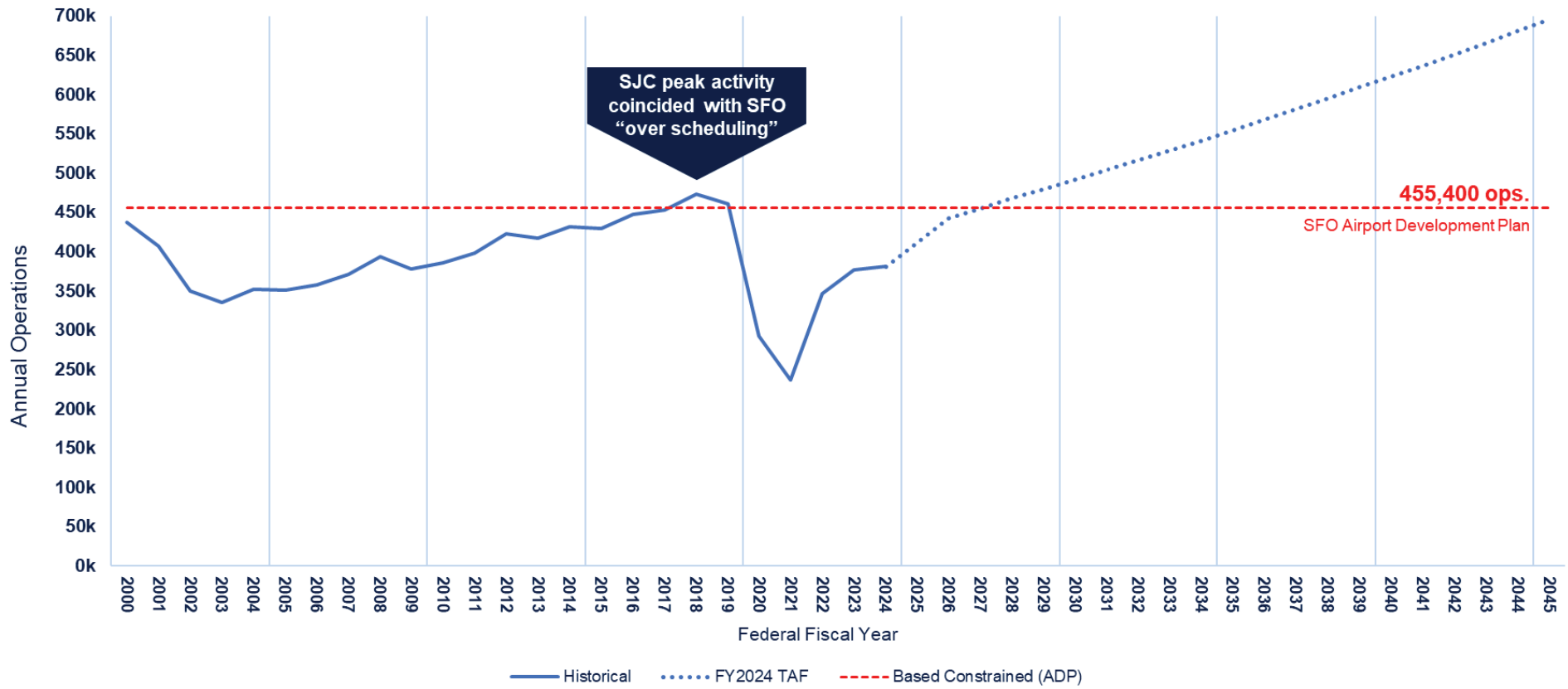
*Note: On August 29, 2025, Spirit Airlines announced that they are filing for Chapter 11 bankruptcy protection for the second time in less than a year. On September 15, 2025, they subsequently announced a major network reduction which included the cancellation of service to 12 U.S. cities including San José, Oakland, Sacramento, and San Diego effective October 2, 2025. As noted above, +/- air carrier changes are considered normal events. However, due to the unpredictability of such changes, the air carriers serving SJC were held constant in the development of the forecast. While Spirit's decision will modestly impact each carrier's share of the market, it is expected that total demand will be redistributed among the remaining carriers and will not result in a reduction of total passenger activity.*

- **Airport infrastructure constraints** – It was assumed that there will be sufficient airfield, terminal, and landside facilities at SJC to accommodate all air carrier activity over the forecast period and therefore such constraints were ignored in the forecast.
- **Shocks to aviation demand** – Shocks to demand are unexpected events that disrupt the normal desire and ability to engage in commercial and/or general aviation. They may be long-term or short-term in nature and could have either positive or negative effects on demand. Recent examples of shocks impacting the demand for commercial air service include the 2020-2021 COVID-19 pandemic and the 2007-2009 “Great Recession.” Due to the unpredictability of such events, no arbitrary and unforeseen shocks to demand were included in the future activity forecast.
- **Connecting passengers** – While limited connecting passenger activity is core to SJC and to this forecast, it is assumed that SJC will maintain its role as a primarily origin and destination airport and that there will be no significant changes to the historical passenger connecting percentage range between 2% and 11%.
- **Air fares and yields** – Average air fares and yield measure the price for commercial air service and therefore are core overall passenger demand. The FAA's guidance on long-term air fares in the *Aerospace Forecast FFY2024-FFY2044* predicts “a competitive and

profitable aviation industry characterized by increasing demand for air travel (with) air fares growing more slowly than overall inflation.” Yield is a common airline industry measure of unit revenue, specifically the amount of revenue per passenger mile (i.e., one passenger flown one mile). The FAA’s guidance on long-term yields in the *Aerospace Forecast FFY2024-FFY2044* suggests a decrease in inflation adjusted yields in both the 10-year and 20-year forecast horizons for both domestic and international air travel. It was assumed that SJC air fares and yield will be consistent with the FAA outlook in the forecast.

- **Fuel costs** – Aircraft fuel is a commodity and therefore the price of fuel is subject to market fluctuations. Significant increases in jet fuel prices have historically had a major impact on the aviation industry, leading to both the passing of costs to consumers via surcharges on air fares as well as capacity reductions (e.g., fewer schedule frequencies and/or cuts in markets served). Both approaches have a negative impact on demand. While such fluctuations are acknowledged, the FAA’s guidance on long-term fuel costs in the *Aerospace Forecast FFY2024-FFY2044* suggests a decrease in inflation adjusted prices in both the 10-year and 20-year forecast horizons in both domestic and international markets. Therefore, surges in fuel costs were assumed to be short-term in nature and will not affect long term capacity or demand in the forecast.
- **Capacity constraints at SFO** – Capacity constraints at SFO have historically influenced demand at SJC. The *Airport Development Plan (ADP)* for SFO published in 2016 estimates an airfield capacity constraint of between 455,400 and 463,100 annual aircraft operations, which is consistent with the prior *Regional Airport System Plan* estimate of 460,000 to 485,000, published in 2010. In FFY2018, SFO recorded 473,148 annual operations, suggesting they reached their capacity limit. The same year saw an uncharacteristically high level of operations at SJC, particularly by foreign flag carriers, suggesting that SFO demand exceeding its capacity may influence activity demand at SJC. The FFY 2024 FAA TAF suggests that SFO will return to peak airfield capacity in FFY2027. Therefore, it can be assumed that similar capacity spillover demand will once again influence activity at SJC in the forecast horizon. This capacity constraint is illustrated along with historical and forecast annual operations from the FFY 2024 FAA TAF in **Figure 3-3**. Note that the capacity constraints at SFO were assumed to only spill scheduled passenger service to SJC. It was assumed that air taxi and general aviation activity, if similarly impacted, would result in diversion to regional general aviation airports.

Figure 3-3 SFO Annual Operations Comparison of Demand to Capacity



Sources: SFO FAA Terminal Area forecast; SFO Airport Development Plan; HNTB analysis

### 3.5 Passenger Forecasts

Passenger forecasts consist of enplanements derived from scheduled air carriers and from air taxi operators, both explained in this section.

#### *Scheduled Passenger Forecasts*

The forecasts for scheduled air carrier passenger demand are comprised of four components including domestic, international, and connecting passengers, and those passengers expecting to spill to SJC because of capacity constraints at SFO. Regression analyses were used to forecast both SJC domestic and international passengers using historical data from FFY 2000 to FFY 2024 and economic projections from FFY 2025 through FFY 2037. The strongest correlations between the economic indicators in the three-county area economic and domestic passenger activity were determined to be:

- Total employment, which is a proxy for economic vitality and consumer confidence which are associated with the ability to stimulate both business and leisure air travel
- Population, which is expected to recover from net migration trends away from California which began prior to the pandemic
- Per capita income levels, which result in higher disposable income for expenditures such as air travel, vacations, etc.

Multiple regression models showed strong correlations with international passenger enplanements at SJC. The approach that showed the strongest statistical result blended SJC's historical share of total Bay Area international passengers with global GDP growth rates. Note that while some direct international service from SJC has been suspended since the pandemic, forecast international passengers consider origins and destinations whereby demand is satisfied on both direct flights as well as indirect itineraries. The latter, for example, includes international passengers who originate in SJC and make connections at other gateways such as LAX or SEA to destinations such as Asia.

As noted, an instrument variable was applied in the domestic and international passenger regression analyses to smooth the impacts of periods of unusually high or low demand, such as the hyper growth at SJC from 2015-2019 and the sharp contraction from the COVID-19 pandemic from 2020-2021. Based on the application of these input variables with the regression methodology, domestic passengers are expected to increase from nearly 5M in FFY 2024 to 6.8M in FFY 2037 at a CAGR of 2.49%. International passengers are expected to increase from just over 409,000 in FFY 2024 to nearly 556,000 in FFY 2037 at a CAGR of 2.39%. Overall, such organic demand is expected to contribute to 90-95% of total passenger activity moving forward.

For the other components of passenger demand, SJC has proven the ability to generate connecting passengers, especially as a central transfer point on the west coast as well as being a natural gateway to Hawaii and international destinations, including Japan and Mexico. A conservative estimate, resulting in a 5.21% CAGR in connecting passenger activity, was applied to the 2025 SJC Forecast. The capacity constraints described at SFO are expected to reemerge by 2027. This component was conservatively forecast to contribute approximately 2% of

passenger activity within the first five years of the initial impact, then and gradually increasing to approximately 4% or over 400,000 passengers by the FFY 2037 forecast horizon.

The scheduled passenger forecast is summarized in **Table 3-1** along with comparisons with the FFY 2024 FAA TAF.

**Table 3-1 Scheduled Passenger Enplanements Forecast**

<b>Enplanements</b>	<b>FFY 2024</b>	<b>FFY 2029</b>	<b>FFY 2034</b>	<b>FFY 2037</b>	<b>CAGR</b>
Domestic	4,956,491	6,121,000	6,564,071	6,828,151	2.49%
International	409,208	435,493	507,963	555,991	2.39%
Connecting	190,733	327,825	353,602	369,207	5.21%
Spill from SFO	---	130,460	299,833	411,216	---
<b>Total</b>	<b>5,556,432</b>	<b>7,014,778</b>	<b>7,725,469</b>	<b>8,164,565</b>	<b>3.00%</b>
<b>FAA TAF</b>	<b>5,206,928</b>	<b>7,036,157</b>	<b>7,959,926</b>	<b>8,588,990</b>	<b>3.93%</b>
% variances	6.7%	(0.3%)	(3.0%)	(4.9%)	(0.93pp)

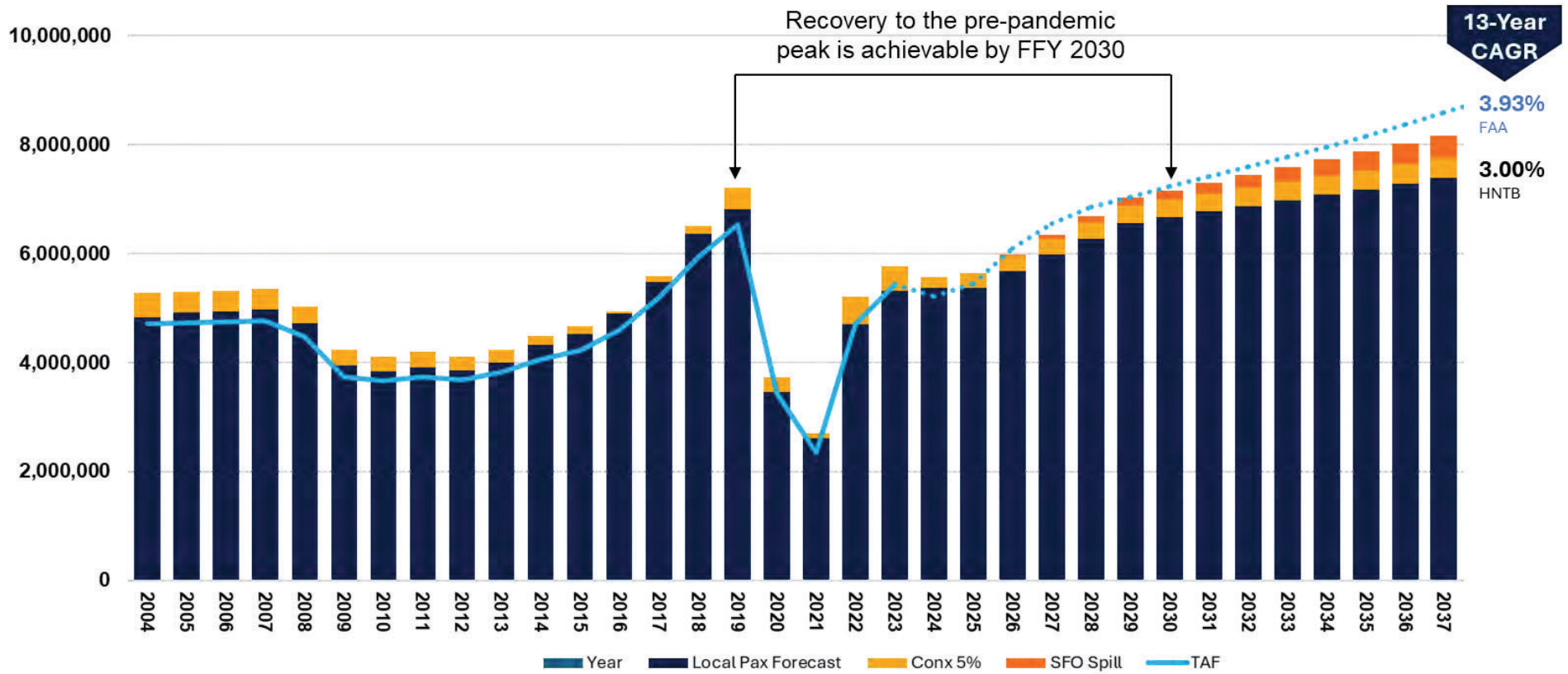
Sources: HNTB analysis; SJC FAA Terminal Area Forecast

As noted, the 2025 SJC Forecast is 0.93 percentage points below the FAA TAF. However, there are a range of industry outlooks that were benchmarked which suggest the result falls within a mid-range of expected passenger demand projections:

- The low-end estimate, also developed by the FAA, is for a 2.4% CAGR in total U.S. enplanements over the next 20 years as expressed in the *FAA Aerospace Forecast*
- The high-end estimate is for a 3.4% CAGR in North American passenger demand as developed by Boeing's *Commercial Market Outlook* and a 3.4% CAGR in global demand as developed by the International Air Transport Association's *Global Outlook*

Based on the 2025 SJC Forecast, it is projected that SJC can recover to pre-pandemic passenger levels by FFY 2030. To illustrate this, historical passenger activity from FFY 2004 to FFY 2024 and the forecast from FFY 2025 to FFY 2037 are shown in **Figure 3-4**.

Figure 3-4 SJC Historical and Forecast Passenger Activity



Sources: SJC FAA Terminal Area Forecast; HNTB analysis

### Air Taxi Passenger Forecast

Regression analyses are typically not used to develop air taxi passenger forecasts due to many non-economic factors including the availability and cost of airport infrastructure which influence activity over time. As a result, the air taxi enplanements forecast considered the volume of historical air taxi operations, which can be accurately measured from FAA Air Traffic Control Tower counts along with air taxi aircraft types, which can be accurately identified from FAA Traffic Flow Management System counts. Analysis of all air taxi aircraft operating at SJC in FFY 2024 indicated that the average passenger capacity per air taxi operation was 13.7 seats for jets, 8.0 seats for turboprop aircraft, and 4.4 seats for piston engine aircraft. The enplanements forecast was calculated by multiplying these averages by the number of operations for each aircraft type, which resulted in an annual capacity of 156,278 air taxi seats. As with schedule air carrier service, not all air taxi flights operate at full capacity, so an 80% load factor was applied to the seat capacity which resulted in the base year estimate of 125,023 air taxi passengers. Forecasts for future years applied guidance from Table 28 of the *FAA Aerospace Forecast FFY 2024 to FFY 2044* which projects national air taxi jet fleets to grow at a 2.6% CAGR, turboprop aircraft to grow at a 1.0% CAGR and piston engine aircraft to shrink at rate of -0.2% annually. Based on this approach, air taxi passengers are expected to increase from just over 125,000 in FFY 2024 to nearly 173,000 in FFY 2037 at a CAGR of 2.52%. **Table 3-2** contains a summary of the air taxi passenger forecast.

**Table 3-2 Air Taxi Passenger Enplanements Forecast**

Enplanements	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Air Taxi	2025	125,023	141,567	160,364	172,851	2.52%

Source: HNTB analysis

Note that comparisons between the air taxi passenger forecast and the FAA TAF have been excluded from this document due to a discrepancy that is currently being evaluated between the Airport and the FAA San Francisco District Office.

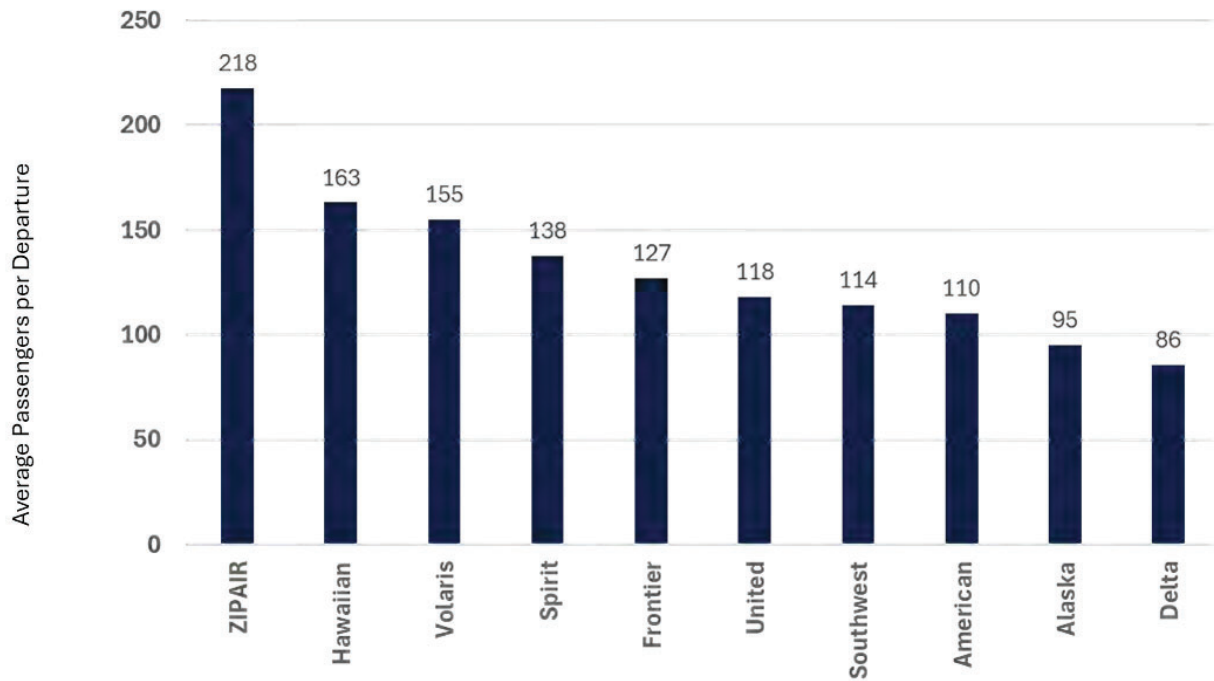
### 3.6 Operations Forecast

Operational activity forecasts are expressed in takeoffs and landings from SJC and were developed for scheduled air carriers (passenger and cargo), air taxi, general aviation, and military flights. Each is explained in this section.

#### Air Carrier Operations Forecast

The operations forecast for air carriers at SJC for the 2025 SJC Forecast is derived from the enplanements forecast by determining the production required (i.e., the number of flights) to generate the expected volume of passenger demand. This is done at a carrier level by applying the passenger share of each carrier at SJC illustrated in **Figure 2-3** and the average number of passengers per flight as shown in **Figure 3-5**.

**Figure 3-5 Average Passengers Carried per Flight by Carrier at SJC**



Sources: U.S. DOT T-100 Onboard Passengers and Published Flight Schedules October 2023 to January 2025; HNTB Analysis

For example, the Hawaiian Airlines operational forecast for FFY 2029 is based on their share of the FFY 2029 enplanements divided by the Hawaiian Airlines seats per departure as shown below. Note that it is necessary to multiply the calculation by 2 to factor for total operations (i.e., departures + arrivals).

$$((\text{FFY 2029 enplanements} \times \text{HA SJC pax. share}) / \text{HA seats per departure}) \times 2 = \text{operations forecast}$$

$$((7,014,778 \times 2\%) / 163)) \times 2 = 1,702 \text{ annual operations}$$

**Table 3-3** summarizes air carrier operations forecast for each carrier based on this approach.

**Table 3-3 Scheduled Passenger Operations Forecast by Carrier**

Air Carrier	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Alaska	16,202	19,467	21,439	22,658	2.61%
American	4,782	5,493	6,049	6,393	2.26%
Delta	12,560	14,674	16,161	17,079	2.39%
Frontier	558	3,460	3,811	4,028	16.42%
Hawaiian	1,300	1,702	1,875	1,981	3.29%
Southwest	59,178	64,555	71,095	75,136	1.85%
Spirit	4,159	8,070	8,888	9,393	6.47%
United	4,182	5,007	5,515	5,828	2.59%
Volaris	2,146	2,746	3,024	3,196	3.11%
ZIPAIR	310	430	474	501	3.76%
<b>Total</b>	<b>105,377</b>	<b>125,605</b>	<b>138,330</b>	<b>146,193</b>	<b>2.55%</b>

Source: HNTB analysis

While Frontier Airlines appears to have a much higher growth rate than the other air carriers, it should be noted that they reinstated SJC service effective July 22, 2024, so their contributions to FFY 2024 were relatively small. Similarly, Spirit's relatively large growth rate considered the recency of their published schedules which indicate intentions to grow market share in SJC and therefore their operational counts received a boost in the forecast. These passenger carrier operational counts are combined with air cargo carrier activity to calculate total air carrier operations. As noted, air cargo is a relatively small aviation segment at SJC with two primary carriers – FedEx and UPS. The air cargo operational forecast was based on applying an annual growth rate of 2.0%, as per guidance from the *FAA Aerospace Forecast FFY 2024 to FFY 2044* Table 19, which provides a long-term outlook for domestic air cargo production. Based on this approach, air cargo operations are expected to increase from just over 1,330 in FFY 2024 to 1,720 in FFY 2037 at the 2.0% growth rate. With passenger carriers and air cargo carriers combined, total air carrier operations are expected to grow from nearly 107,000 in FFY 2024 to nearly 148,000 in FFY 2037 at a 2.54% CAGR. **Table 3-4** contains a summary of the combined air carrier operations forecast as well as a comparison with the FAA TAF air carrier outlook.

**Table 3-4 Air Carrier Operations Forecast**

Operations	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Pax. carrier	2025	105,377	125,605	138,330	146,193	2.55%
Air cargo		1,330	1,468	1,621	1,720	2.00%
<b>Total</b>		<b>106,707</b>	<b>127,073</b>	<b>139,952</b>	<b>147,913</b>	<b>2.54%</b>
	FAA TAF	107,886	143,466	160,412	171,975	3.65%
% variances	to TAF	(1.1%)	(11.4%)	(12.8%)	(14.0%)	(1.11pp)

Source: HNTB analysis

### **Air Taxi and General Aviation Operations Forecasts**

As noted, there are variables that influence air taxi demand which make the use of regression analysis ineffective for forecasting future activity. This is also the case for general aviation because some aspects of this segment such as the propensity to engage in recreational aviation and the use of piston engine aircraft have been in decline, while other aspects such as the use of jet aircraft have been increasing. Consistent with these points, air taxi and general aviation operations at SJC have fluctuated widely over the past 10 years. As an alternative to regression analysis, the base year of operational activity for the air taxi and general aviation segments was evaluated using FAA Air Traffic Control Tower counts and FAA Traffic Flow Management System Counts (TFMSC) to identify the types of aircraft. Once the current state was established, guidance from the *FAA Aerospace Forecast FFY 2024 to FFY 2044*, Table 28 Active General Aviation and Air Taxi Aircraft and Table 29 Active General Aviation and Air Taxi Hours Flown was applied at the following CAGRs:

- Jets at 2.6%
- Turboprop aircraft at 1.0%
- Piston engine aircraft at (0.2%)
- Rotorcraft at 1.7%

Based on this approach, air taxi operations are expected to increase from just over 24,000 in FFY 2024 to nearly 33,000 in FFY 2037 at a CAGR of 2.42%. General aviation operations are expected to increase from nearly 32,000 in FFY 2024 to nearly 40,000 in FFY 2037 at a CAGR of 1.73%. **Table 3-5** and **Table 3-6** contain a summary of the air taxi and general aviation forecasts prepared as part of the 2025 SJC Forecast as well as a comparison with the respective FAA TAF operations outlooks.

**Table 3-5 Air Taxi Operations Forecast**

Operations	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Air Taxi	2025	24,063	27,104	30,557	32,851	2.42%
	FAA TAF	24,063	25,054	26,334	27,132	0.93%
% variances	to TAF	0.0%	8.2%	16.0%	21.1%	1.49pp

Source: HNTB analysis

**Table 3-6 General Aviation Operations Forecast**

Operations	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
General Aviation	2025	31,927	34,693	37,821	39,891	1.73%
	FAA TAF	31,927	38,740	39,292	39,627	1.68%
% variances	to TAF	0.0%	(10.4%)	(3.7%)	0.7%	0.05pp

Source: HNTB analysis

### **Military Operations Forecast**

SJC does not have a military base or based military aircraft. Overall, military flights are very limited at SJC and are comprised of a mix of transient operations, of which 75% are jets. SJC's Aviation Planning team advised to keep military activity constant at 125 annual operations throughout the term of the 2025 SJC Forecast, which, as summarized in **Table 3-7**, is consistent with the TAF. Note that factors and decisions based on national defense can impact the volume of military operations in the future.

**Table 3-7 Military Operations Forecast**

Operations	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Military	2025	125	125	125	125	0.0%
	FAA TAF	125	125	125	125	0.0%
% variances	to TAF	0.0%	0.0%	0.0%	0.0%	0.0%

## **3.7 Based Aircraft Forecast**

As noted, a based aircraft refers to an airworthy aircraft that is stored for a significant portion of the year at the Airport, implying residency either indoors in a hangar facility or outdoors on a ramp area. Based aircraft do not include aircraft that are in long term storage or those scrapped for retirement and/or used for spare parts. Note also that based aircraft do not consider scheduled commercial aircraft, since the count is for specific FAA-registered aircraft, and air carriers routinely cycle a variety of their fleet through commercial service airports.

There are presently 154 based aircraft at SJC based on information confirmed by the Airport. The total consists of 67 jets, 67 piston engine aircraft, 15 turboprop aircraft, and 5 rotorcraft. Forecast guidance for based aircraft follows the same methodology as the air taxi and general aviation operations by applying the long-term growth rates from the *FAA Aerospace Forecast FFY 2024 to FFY 2044*, Table 28 Active General Aviation and Air Taxi Aircraft and Table 29 Active General Aviation and Air Taxi Hours Flown. As a result, the following CAGRs were applied:

- Jets at 2.6%
- Turboprop aircraft at 1.0%
- Piston engine aircraft at (0.2%)
- Rotorcraft at 1.7%

Based on this approach, based are expected to increase from 154 in FFY 2024 to 180 in FFY 2037 at a CAGR of 1.29%. **Table 3-8** contains a summary of the based aircraft forecast as well as a comparison with the FAA TAF outlook.

**Table 3-8 Based Aircraft Forecast**

Based Aircraft	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
	2025	154	164	175	182	1.29%
	FAA TAF	142	142	142	142	0.00%
% variances	to TAF	8.5%	15.3%	23.1%	28.2%	1.29pp

Sources: SJC Planning & Development, HNTB analysis

### 3.8 Forecast Summary Results

**Table 3-9** contains a summary of all the aviation activity forecasts for SJC including passenger enplanements, operations, and based aircraft. Note that the forecast will not be submitted to the FAA for approval. However, if it were to be considered for future submission, FAA Guidance on the review and approval of aviation forecasts states that forecasts for total enplanements and total operations are “*considered consistent with the TAF if they meet the following criterion: Forecasts differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period.*” The 2025 SJC Forecast meets this criterion for air carrier enplanements as well as for total aircraft operations. Appendix A provides additional detail on the annual passenger, operational, and based aircraft forecasts summarized in Section 3 as well as the FAA TAF published in January 2025.

**Table 3-9 Aviation Activity Forecast Summary**

Enplanements	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Air Carrier	2025	5,556,432	7,014,778	7,725,469	8,164,545	3.00%
Air Taxi		125,023	141,567	160,364	172,851	2.52%
<b>Total</b>		<b>5,681,455</b>	<b>7,156,345</b>	<b>7,885,833</b>	<b>8,337,416</b>	<b>2.99%</b>
Air Carrier	FAA TAF	5,206,928	7,036,157	7,959,926	8,588,990	3.93%
Air Taxi		600,102	840,120	947,551	1,021,911	4.18%
<b>Total</b>		<b>5,807,030</b>	<b>7,876,277</b>	<b>8,907,477</b>	<b>9,610,901</b>	<b>3.95%</b>
% variances	to TAF	(2.2%)	(10.1%)	(13.0%)	(15.3%)	(0.96pp)
Operations	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
Air Carrier	2025	105,377	125,605	138,330	146,193	2.55%
Air Cargo		1,330	1,468	1,621	1,720	
Air Taxi		24,063	27,104	30,557	32,851	2.42%
General Aviation		31,927	34,693	37,821	39,891	
Military		125	125	125	125	0.00%
<b>Total</b>		<b>162,822</b>	<b>188,995</b>	<b>208,455</b>	<b>220,781</b>	<b>2.37%</b>
Air Carrier	FAA TAF	107,886	143,466	160,412	171,975	3.65%
Air Cargo		---	---	---	---	---
Air Taxi		24,063	25,054	26,334	27,132	0.93%
General Aviation		31,927	38,740	39,292	39,627	
Military		125	125	125	125	0.00%
<b>Total</b>		<b>163,983</b>	<b>207,387</b>	<b>226,165</b>	<b>238,861</b>	<b>2.94%</b>
% variances	to TAF	(0.7%)	(9.7%)	(8.5%)	(8.2%)	(0.57pp)
Based Aircraft	Forecast	FFY 2024	FFY 2029	FFY 2034	FFY 2037	CAGR
	2025	154	164	175	182	1.29%
	FAA TAF	142	142	142	142	0.00%
% variances	to TAF	8.5%	15.3%	23.1%	28.2%	1.29pp

Source: HNTB analysis

### 3.9 Fleet Estimation

The operations forecast for the 2025 SJC Forecast was used in conjunction with public information on aircraft deliveries and retirement schedules to estimate SJC's air carrier fleet mix for the 20-year forecast horizon. While there is not a definitive phasing of airline fleets for such a long planning period, several insights available from sources were used including airline investor relations publications such as 10-K reports filed which details company assets with the Securities and Exchange Commission. The following changes in SJC's fleet can be reasonably expected:

- **Boeing 737 MAX fleet** – Southwest Airlines is planning to phase out all 737-700 and 737-800 by 2031, resulting in an all 737 MAX 7 and MAX 8 fleet. Although the MAX 7 is presently incurring certification and production delays, it is expected to enter commercial fleets in 2026. Other 737 MAX operators at SJC include Alaska Airline, American Airlines, and United Airlines including MAX 9 and MAX 10, which is expected to be certified and in production by 2026. MAX variants were only 15.4% of all SJC ops in 2024 but will reach close to half in 5 years and will exceed 60% by within 10 years.
- **Airbus 320/321neo fleet** – ULCCs Frontier, Spirit and Volaris will drive a proportional increase in Airbus 320/321neo operations from 5.3% in 2024 to 9.1% by 2037.
- **Airbus A220 fleet** – Delta Air Lines is expected to remain the only Airbus A220-100 and A220-300 operator at SJC with 2.0% of operations in 2024 growing to 3.6% by 2037.
- **Regional jet fleet** – The Embraer E175, typically a 76-seat aircraft, will continue to be the predominant regional jet operating at SJC by affiliate carriers including Envoy Air (operating on behalf of American Airlines), Horizon Air (Alaska Airlines), and SkyWest Airlines (Alaska, American, Delta, and United). E175 flights comprised 17.5% of SJC operations in 2024 and they are expected to decrease to 6.1% by 2037.
- **Widebody fleet** – ZIPAIR is expected to be the only passenger air carrier operating a widebody aircraft. They presently operate the Boeing 787-8 and will introduce the 787-9 to their fleet in 2027. Both FedEx and UPS will continue to operate widebody freighter aircraft including the Airbus A300-600RF, Boeing 767-300F, and McDonnell Douglas MD-11F. FedEx will introduce the Boeing 777F to their fleet in 2026-2027.
- **Non-commercial fleet** – As noted, the expected based on guidance from the FAA is that air taxi and general aviation jet operations are expected to grow at a 2.0% CAGR while piston engine aircraft operations are expected to modestly decline at an annual rate of (0.2%)

Appendix A provides additional detail on the annual air carrier, air taxi, and general aviation fleet mix outlook.

## APPENDIX A – Annual Forecast Results

**Table A-1 Scheduled Passenger Enplanements Forecast**

Source	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Domestic	4,956,491	4,993,902	5,280,450	5,566,104	5,841,660	6,121,000	6,211,171	6,300,439	6,388,691	6,475,947	6,564,071	6,652,417	6,740,435	6,828,151	2.49%
International	409,208	378,786	394,609	409,060	422,099	435,493	449,256	463,393	477,861	492,716	507,963	523,594	539,604	555,991	2.39%
Connecting	190,733	268,634	283,753	298,758	313,188	327,825	333,021	338,192	343,328	348,433	353,602	358,801	364,002	369,207	5.21%
SFO Spill	---	---	25,447	60,918	96,739	130,460	163,889	197,251	230,812	265,126	299,833	335,061	373,093	411,216	---
<b>Total</b>	<b>5,556,432</b>	<b>5,641,322</b>	<b>5,984,259</b>	<b>6,334,839</b>	<b>6,673,686</b>	<b>7,014,778</b>	<b>7,157,337</b>	<b>7,299,275</b>	<b>7,440,692</b>	<b>7,582,223</b>	<b>7,725,469</b>	<b>7,869,872</b>	<b>8,017,134</b>	<b>8,164,565</b>	<b>3.00%</b>

**Table A-2 Air Taxi Passenger Enplanements Forecast**

Aircraft Type	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Jet Aircraft	119,709	122,822	126,015	129,292	132,653	136,102	139,641	143,272	146,997	150,819	154,740	158,763	162,891	167,126	2.60%
Turboprop Aircraft	3,348	3,382	3,416	3,450	3,484	3,519	3,554	3,590	3,626	3,662	3,699	3,736	3,773	3,811	1.00%
Piston Aircraft	1,965	1,961	1,957	1,953	1,949	1,945	1,941	1,938	1,934	1,930	1,926	1,922	1,918	1,914	(0.20%)
<b>Total</b>	<b>125,023</b>	<b>128,165</b>	<b>131,388</b>	<b>134,695</b>	<b>138,087</b>	<b>141,567</b>	<b>145,137</b>	<b>148,799</b>	<b>152,556</b>	<b>156,410</b>	<b>160,364</b>	<b>164,421</b>	<b>168,582</b>	<b>172,851</b>	<b>2.52%</b>

**Table A-3 Total Passenger Enplanements Forecast**

Entity	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Air Carrier	5,556,432	5,641,322	5,984,259	6,334,839	6,673,686	7,014,778	7,157,337	7,299,275	7,440,692	7,582,223	7,725,469	7,869,872	8,017,134	8,164,565	3.00%
Air Taxi	125,023	128,165	131,388	134,695	138,087	141,567	145,137	148,799	152,556	156,410	160,364	164,421	168,582	172,851	2.52%
<b>Total</b>	<b>5,681,455</b>	<b>5,769,487</b>	<b>6,115,647</b>	<b>6,469,534</b>	<b>6,811,773</b>	<b>7,156,345</b>	<b>7,302,474</b>	<b>7,448,074</b>	<b>7,593,248</b>	<b>7,738,633</b>	<b>7,885,833</b>	<b>8,034,293</b>	<b>8,185,716</b>	<b>8,337,416</b>	<b>2.99%</b>

**Table A-4 Air Carrier Operations Forecast**

Carrier	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Alaska Airlines	16,202	15,655	16,607	17,580	18,520	19,467	19,863	20,256	20,649	21,042	21,439	21,840	22,249	22,658	2.61%
American Airlines	4,782	4,417	4,686	4,960	5,225	5,493	5,604	5,715	5,826	5,937	6,049	6,162	6,277	6,393	2.26%
Delta Air Lines	12,560	11,801	12,518	13,252	13,960	14,674	14,972	15,269	15,565	15,861	16,161	16,463	16,771	17,079	2.39%
Frontier Airlines	558	2,783	2,952	3,125	3,292	3,460	3,531	3,601	3,670	3,740	3,811	3,882	3,955	4,028	16.42%
Hawaiian Airlines	1,300	1,369	1,452	1,537	1,620	1,702	1,737	1,771	1,806	1,840	1,875	1,910	1,946	1,981	3.29%
Southwest Airlines	59,178	51,916	55,071	58,298	61,416	64,555	65,867	67,173	68,475	69,777	71,095	72,424	73,779	75,136	1.85%
Spirit Airlines	4,159	6,490	6,885	7,288	7,678	8,070	8,234	8,397	8,560	8,723	8,888	9,054	9,223	9,393	6.47%
United Airlines	4,182	4,027	4,272	4,522	4,764	5,007	5,109	5,210	5,311	5,412	5,515	5,618	5,723	5,828	2.59%
Volaris	2,146	2,208	2,343	2,480	2,613	2,746	2,802	2,858	2,913	2,968	3,024	3,081	3,139	3,196	3.11%
ZIPAIR	310	346	367	389	409	430	439	448	456	465	474	483	492	501	3.76%
<b>Total</b>	<b>105,377</b>	<b>101,012</b>	<b>107,153</b>	<b>113,430</b>	<b>119,497</b>	<b>125,605</b>	<b>128,158</b>	<b>130,699</b>	<b>133,231</b>	<b>135,766</b>	<b>138,330</b>	<b>140,916</b>	<b>143,553</b>	<b>146,193</b>	<b>2.55%</b>

**Table A-5 Air Cargo Operations Forecast**

Carrier	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
FedEx	774	789	805	821	838	855	872	889	907	925	944	962	982	1,001	2.00%
Freight Runners Exp.	18	18	19	19	19	20	20	21	21	22	22	22	23	23	1.90%
UPS	538	549	560	571	582	594	606	618	630	643	656	669	682	696	2.00%
<b>Total</b>	<b>1,330</b>	<b>1,357</b>	<b>1,384</b>	<b>1,411</b>	<b>1,440</b>	<b>1,468</b>	<b>1,498</b>	<b>1,528</b>	<b>1,558</b>	<b>1,589</b>	<b>1,621</b>	<b>1,654</b>	<b>1,687</b>	<b>1,720</b>	<b>2.00%</b>

**Table A-6 Air Taxi Operations Forecast**

Aircraft Type	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Jet Aircraft	21,895	22,464	23,048	23,648	24,262	24,893	25,540	26,205	26,886	27,585	28,302	29,038	29,793	30,568	2.60%
Turboprop Aircraft	1,047	1,057	1,068	1,079	1,090	1,100	1,111	1,123	1,134	1,145	1,157	1,168	1,180	1,192	1.00%
Piston Aircraft	1,121	1,119	1,117	1,114	1,112	1,110	1,108	1,105	1,103	1,101	1,099	1,097	1,094	1,092	(0.20%)
<b>Total</b>	<b>24,063</b>	<b>24,640</b>	<b>25,233</b>	<b>25,841</b>	<b>26,464</b>	<b>27,104</b>	<b>27,760</b>	<b>28,432</b>	<b>29,123</b>	<b>29,831</b>	<b>30,557</b>	<b>31,303</b>	<b>32,067</b>	<b>32,851</b>	<b>2.42%</b>

**Table A-7 General Aviation Operations Forecast**

Aircraft Type	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Jet Aircraft	17,943	18,409	18,888	19,379	19,883	20,400	20,930	21,475	22,033	22,606	23,194	23,797	24,415	25,050	2.60%
Piston Aircraft	7,599	7,583	7,568	7,553	7,538	7,523	7,508	7,493	7,478	7,463	7,448	7,433	7,418	7,403	(0.20%)
Turboprop Aircraft	4,789	4,837	4,885	4,934	4,984	5,033	5,084	5,135	5,186	5,238	5,290	5,343	5,396	5,450	1.00%
Rotorcraft Aircraft	1,596	1,623	1,651	1,679	1,708	1,737	1,766	1,796	1,827	1,858	1,889	1,922	1,954	1,987	1.70%
<b>Total</b>	<b>31,927</b>	<b>32,453</b>	<b>32,993</b>	<b>33,546</b>	<b>34,112</b>	<b>34,693</b>	<b>35,288</b>	<b>35,898</b>	<b>36,524</b>	<b>37,164</b>	<b>37,821</b>	<b>38,494</b>	<b>39,184</b>	<b>39,891</b>	<b>1.77%</b>

**Table A-8 Military Operations Forecast**

Aircraft Type	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Jet Aircraft	94	94	94	94	94	94	94	94	94	94	94	94	94	94	0.00%
Turboprop Aircraft	19	19	19	19	19	19	19	19	19	19	19	19	19	19	0.00%
Piston Aircraft	10	10	10	10	10	10	10	10	10	10	10	10	10	10	0.00%
Rotorcraft Aircraft	19	19	19	19	19	19	19	19	19	19	19	19	19	19	0.00%
<b>Total</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>125</b>	<b>0.00%</b>

**Table A-9 Total Operations Forecast**

Entity	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	CAGR
Air Carrier	105,377	101,012	107,153	113,430	119,497	125,605	128,158	130,699	133,231	135,766	138,330	140,916	143,553	146,193	2.55%
Air Cargo	1,330	1,357	1,384	1,411	1,440	1,468	1,498	1,528	1,558	1,589	1,621	1,654	1,687	1,720	2.00%
Air Taxi	24,063	24,640	25,233	25,841	26,464	27,104	27,760	28,432	29,123	29,831	30,557	31,303	32,067	32,851	2.42%
General Aviation	31,927	32,453	32,993	33,546	34,112	34,693	35,288	35,898	36,524	37,164	37,821	38,494	39,184	39,891	1.73%
Military	125	125	125	125	125	125	125	125	125	125	125	125	125	125	0.00%
<b>Total</b>	<b>162,822</b>	<b>159,587</b>	<b>166,888</b>	<b>174,353</b>	<b>181,638</b>	<b>188,995</b>	<b>192,829</b>	<b>196,682</b>	<b>200,561</b>	<b>204,475</b>	<b>208,454</b>	<b>212,492</b>	<b>216,616</b>	<b>220,780</b>	<b>2.37%</b>

**Table A-10 Based Aircraft Forecast**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jet	Bombardier BD-700 Global Exp.	4	4	4	4	4	5	5	5	5	5	5	5	5	6
Jet	Canadair Challenger 600/601/604	3	3	3	3	3	3	3	4	4	4	4	4	4	4
Jet	Cessna 560XL Citation Excel	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Cessna Citation CJ3	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Cessna Citation CJ4	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Cessna Citation Sovereign	3	3	3	3	3	3	3	4	4	4	4	4	4	4
Jet	Cirrus Vision SF50	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Dassault Falcon 2000	6	6	6	6	7	7	7	7	7	8	8	8	8	8
Jet	Dassault Falcon 900EX	3	3	3	3	3	3	3	4	4	4	4	4	4	4
Jet	Embraer EMB-145XR	2	2	2	2	2	2	2	2	2	3	3	3	3	3
Jet	Embraer EMB-545 Legacy 450	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Embraer ERJ-170-200	2	2	2	2	2	2	2	2	2	3	3	3	3	3
Jet	Embraer Phenom 300	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Gulfstream G150	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Gulfstream G650	15	15	16	16	17	17	17	18	18	19	19	20	20	21
Jet	Gulfstream G7-G500	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Gulfstream G7-G600	2	2	2	2	2	2	2	2	2	3	3	3	3	3
Jet	Gulfstream Galaxy G200	2	2	2	2	2	2	2	2	2	3	3	3	3	3
Jet	Gulfstream IV/G400	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Jet	Gulfstream V/G500	16	16	17	17	18	18	19	19	20	20	21	21	22	22
Piston	Beech 33 Bonanza	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Beech 35 Bonanza	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Beech 36 Bonanza	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	Beech 58 Baron	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Bellanca Viking	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna 150	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Cessna 152	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna 172	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Cessna 210 Centurion	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna 340	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna Skylane 182	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Piston	CESSNA T182 Turbo Skylane	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Cessna T206	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna T210 Turbo Centurion	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Piston	Cirrus SR 22	9	9	9	9	9	9	9	9	9	9	9	9	9	9

Table A-10 Based Aircraft Forecast

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Piston	Diamond Star DA40	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Icon A-5	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Lancair IV-P	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	light, non-complex, experimental	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Moller M200G Volantor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Mooney M-20C Ranger	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Mooney M20K Encore	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Piper 28T Arrow 4	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Piper PA-24 Comanche	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Piper PA-34 Seneca	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Robinson R200	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Van's Aircraft RV-10	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turboprop	Beech King Air 90	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turboprop	Beech Super King Air 350	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Turboprop	Cessna 425 Corsair	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turboprop	Epic E1000	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turboprop	Piaggio P-180 Avanti	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Turboprop	Pilatus PC-12	4	4	4	4	4	4	4	4	4	4	4	4	5	5
Turboprop	Piper Malibu Meridian	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Turboprop	Socata TBM-700/700A	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Rotorcraft	AgustaWestland AW109	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rotorcraft	Airbus EC120B	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rotorcraft	Airbus H145	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rotorcraft	Bell 407	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rotorcraft	Eurocopter AS-350	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	---	<b>154</b>	<b>156</b>	<b>158</b>	<b>160</b>	<b>162</b>	<b>164</b>	<b>166</b>	<b>168</b>	<b>170</b>	<b>172</b>	<b>175</b>	<b>177</b>	<b>180</b>	<b>182</b>

**Table A-11 Air Carrier Fleet Mix Projections**

Carrier	Aircraft	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Alaska	Boeing 737-700	172	527	539	253	0	0	0	0	0	0	0	0	0	0
Alaska	Boeing 737-800	1,102	2,825	2,890	2,533	2,572	2,571	2,555	2,526	2,498	2,496	2,495	2,495	2,495	2,495
Alaska	Boeing 737-900	565	144	0	0	0	0	0	0	0	0	0	0	0	0
Alaska	Boeing 737-900ER	2,629	3,782	3,870	4,002	4,064	4,145	4,118	4,072	4,028	4,025	4,023	4,022	4,022	4,022
Alaska	Boeing 737 MAX8	0	239	686	1,013	1,543	1,994	2,085	2,165	2,243	2,344	2,444	2,545	2,647	2,749
Alaska	Boeing 737 MAX9	2,536	3,830	3,919	4,053	4,321	4,618	4,796	4,948	5,099	5,299	5,500	5,702	5,906	6,110
Alaska	Boeing 737 MAX10	0	0	147	1,013	1,235	1,259	1,460	1,752	2,039	2,140	2,241	2,342	2,444	2,546
Alaska (SkyWest)	Embraer 175	7,535	2,250	2,449	2,533	2,572	2,624	2,607	2,577	2,549	2,547	2,546	2,545	2,546	2,546
Alaska (Horizon)	Embraer 175	1,663	2,059	2,107	2,179	2,212	2,256	2,242	2,216	2,192	2,191	2,190	2,189	2,189	2,189
American	Airbus A319	608	561	580	600	620	639	640	648	655	661	668	675	685	697
American	Airbus A320	16	204	211	218	225	232	233	235	238	240	243	245	249	254
American	Airbus A321	78	926	958	990	1,024	1,056	1,058	1,069	1,081	1,092	1,104	1,115	1,131	1,152
American	Boeing 737-800	2,081	1,287	1,332	1,376	1,423	1,468	1,470	1,486	1,502	1,518	1,534	1,549	1,572	1,601
American	Boeing 737 MAX8	109	319	352	386	423	460	485	491	496	501	506	511	519	528
American	Boeing 737 MAX10	0	0	66	136	188	242	291	343	397	451	506	563	597	608
American (Envoy)	Embraer 170	0	208	242	277	315	354	383	388	392	396	400	404	410	417
American (Envoy)	Embraer 175	764	527	545	563	582	601	602	608	615	621	628	634	643	655
American (SkyWest)	Canadair Regional Jet 700	574	302	312	323	333	344	344	348	352	356	359	363	368	375
American (SkyWest)	Embraer 175	552	85	88	91	94	97	97	98	99	100	101	102	104	106
Delta	Airbus A220-100	488	1,029	1,092	1,156	1,217	1,280	1,306	1,332	1,384	1,439	1,496	1,556	1,602	1,632
Delta	Airbus A220-300	1,576	915	1,213	1,541	1,894	2,275	2,611	2,959	3,076	3,198	3,325	3,459	3,561	3,626
Delta	Airbus A319	250	1,258	1,213	1,156	1,082	995	870	740	615	480	333	173	0	0
Delta	Airbus A320	496	1,143	1,092	1,027	947	853	725	592	461	320	166	0	0	0
Delta	Boeing 737-800	44	1,761	1,868	1,977	2,083	2,190	2,234	2,279	2,369	2,462	2,560	2,663	2,742	2,792
Delta	Boeing 737-900ER	1,740	3,728	3,954	4,186	4,410	4,635	4,730	4,823	5,014	5,212	5,420	5,637	5,804	5,911
Delta (SkyWest)	Embraer 175	7,966	1,967	2,086	2,209	2,327	2,446	2,495	2,545	2,645	2,750	2,860	2,974	3,062	3,118
Frontier	Airbus A320/A321	104	400	266	247	231	225	0	0	0	0	0	0	0	0
Frontier	Airbus A320neo	292	1,212	1,191	1,104	1,035	1,007	1,099	1,121	1,142	1,164	1,186	1,208	1,231	1,254
Frontier	Airbus A321neo	162	1,171	1,495	1,774	2,026	2,228	2,432	2,480	2,528	2,576	2,625	2,674	2,724	2,774
Hawaiian	Airbus A321	1,300	1,369	1,452	1,537	1,620	1,702	1,737	1,771	1,806	1,840	1,875	1,910	1,946	1,981
Southwest	Boeing 737-700	35,814	19,255	17,009	14,390	11,350	7,926	4,002	2,041	0	0	0	0	0	0
Southwest	Boeing 737-800	10,266	13,209	10,666	9,888	9,174	8,335	6,587	4,932	0	0	0	0	0	0
Southwest	Boeing 737 MAX7	0	0	4,880	10,184	12,205	14,055	17,509	21,682	29,457	30,017	30,584	31,156	31,739	32,323
Southwest	Boeing 737 MAX8	13,098	19,452	22,517	23,836	28,687	34,239	37,769	38,518	39,018	39,760	40,511	41,268	42,040	42,813
Spirit	Airbus A319	20	0	0	0	0	0	0	0	0	0	0	0	0	0
Spirit	Airbus A320	748	1,623	1,721	1,822	1,919	2,018	2,059	2,099	2,140	2,159	2,167	2,164	2,162	2,161
Spirit	Airbus A321	16	728	773	818	862	906	924	943	961	969	973	972	971	970
Spirit	Airbus A320neo	3,249	3,013	3,196	3,384	3,565	3,747	3,823	3,899	3,974	4,009	4,068	4,152	4,237	4,322
Spirit	Airbus A321neo	126	1,126	1,194	1,264	1,332	1,400	1,428	1,457	1,485	1,586	1,680	1,767	1,853	1,940
United	Airbus A319	1,260	320	322	325	327	330	323	317	319	325	332	338	344	350

Table A-11 Air Carrier Fleet Mix Projections

Carrier	Aircraft	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
United	Airbus A320	1,244	406	407	412	415	418	409	401	404	412	420	428	436	444
United	Boeing 737-700	168	214	214	217	164	110	54	0	0	0	0	0	0	0
United	Boeing 737-800	854	753	756	764	769	775	759	744	750	765	779	794	809	823
United	Boeing 737-900	220	790	793	801	808	813	797	781	788	803	818	833	849	864
United	Boeing 737 MAX8	160	630	659	666	726	786	824	860	655	667	680	692	705	718
United	Boeing 737 MAX9	276	593	670	753	835	918	974	1,029	1,187	1,209	1,232	1,255	1,279	1,302
United	Boeing 737 MAX10	0	0	129	260	393	528	646	760	889	906	923	940	958	975
United (SkyWest)	Embraer 175	0	320	322	325	327	330	323	317	319	325	332	338	344	350
Volaris	Airbus A320	374	639	640	631	589	561	467	292	141	144	146	149	152	155
Volaris	Airbus A321	0	145	146	143	144	74	0	0	0	0	0	0	0	0
Volaris	Airbus A320neo	1,382	799	800	831	876	945	1,009	1,075	1,112	1,133	1,154	1,176	1,198	1,220
Volaris	Airbus A321neo	390	625	757	874	1,005	1,166	1,326	1,490	1,660	1,692	1,724	1,756	1,789	1,822
ZIPAIR	Boeing 787-8	310	346	367	311	292	269	244	224	228	233	237	241	246	250
ZIPAIR	Boeing 787-9	0	0	0	78	117	161	195	224	228	233	237	241	246	250
<b>Total</b>	<b>---</b>	<b>105,377</b>	<b>101,012</b>	<b>107,153</b>	<b>113,430</b>	<b>119,497</b>	<b>125,605</b>	<b>128,158</b>	<b>130,699</b>	<b>133,231</b>	<b>135,766</b>	<b>138,330</b>	<b>140,916</b>	<b>143,553</b>	<b>146,193</b>

Table A-12 Air Cargo Fleet Mix Projections

Carrier	Aircraft	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
FedEx	Airbus A300-600RF	196	158	161	164	168	143	142	141	139	137	133	129	124	119
FedEx	Boeing 757-200PF	74	223	228	233	237	202	210	219	229	238	245	252	260	267
FedEx	Boeing 767-300F	382	347	354	361	369	314	327	341	355	371	381	392	403	415
FedEx	Boeing 777F	0	0	0	0	0	152	158	164	171	179	184	189	195	200
FedEx	McDonnell Douglas MD-11F	122	61	62	63	64	44	34	24	12	0	0	0	0	0
Freight Runners Exp.	Saab 2000	18	18	19	19	19	20	20	21	21	22	22	22	23	23
UPS	Airbus A300-600RF	110	126	126	126	129	131	130	128	127	125	122	120	117	114
UPS	Boeing 757-200PF	68	182	182	182	186	190	195	201	206	212	219	225	232	238
UPS	Boeing 767-300F	360	240	252	262	268	273	281	289	297	306	315	324	333	343
FedEx	Airbus A300-600RF	196	158	161	164	168	143	142	141	139	137	133	129	124	119
<b>Total</b>	<b>---</b>	<b>1,330</b>	<b>1,357</b>	<b>1,384</b>	<b>1,411</b>	<b>1,440</b>	<b>1,468</b>	<b>1,498</b>	<b>1,528</b>	<b>1,558</b>	<b>1,589</b>	<b>1,621</b>	<b>1,654</b>	<b>1,687</b>	<b>1,720</b>

**Table A-13 Air Taxi Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jet	Airbus A220-300	5	5	5	5	5	6	6	6	6	6	6	6	7	7
Jet	Airbus A319	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Airbus A320	7	8	8	8	8	8	9	9	9	9	9	10	10	10
Jet	Airbus A320neo	1	1	1	1	1	1	1	1	2	2	2	2	2	2
Jet	Airbus A321	26	26	27	28	29	29	30	31	32	32	33	34	35	36
Jet	Airbus A350-1000 XWB	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	BAe HS 125/700-800/Hawker 800	54	55	57	58	60	61	63	64	66	68	70	71	73	75
Jet	BAe/Raytheon HS 125-1000	10	10	10	11	11	11	11	12	12	12	13	13	13	14
Jet	Boeing 727-200	4	4	4	4	4	4	4	4	5	5	5	5	5	5
Jet	Boeing 737-400	24	25	26	26	27	28	29	29	30	31	32	32	33	34
Jet	Boeing 737-500	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Boeing 737-700	23	24	24	25	26	26	27	28	29	29	30	31	32	32
Jet	Boeing 737-800	28	29	30	30	31	32	33	34	35	35	36	37	38	39
Jet	Boeing 747-400	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Boeing 757-200	1	1	1	1	1	1	1	1	2	2	2	2	2	2
Jet	Boeing 767-300	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Boeing 787-8	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Bombardier BD-700 Global 5000	415	426	437	448	460	472	484	497	510	523	537	551	565	580
Jet	Bombardier BD-700 Global 7500	500	513	526	540	554	568	583	598	614	630	646	663	680	698
Jet	Bombardier BD-700 Global Express	664	681	699	717	736	755	774	795	815	836	858	880	903	927
Jet	Bombardier Challenger 300	1,405	1,441	1,479	1,517	1,557	1,597	1,639	1,681	1,725	1,770	1,816	1,863	1,912	1,961
Jet	Bombardier Challenger 350	3,115	3,196	3,279	3,364	3,452	3,541	3,633	3,728	3,825	3,924	4,026	4,131	4,238	4,348
Jet	Bombardier Learjet 31	4	4	4	4	4	4	4	4	5	5	5	5	5	5
Jet	Bombardier Learjet 35/36	61	63	64	66	68	70	71	73	75	77	79	81	83	85
Jet	Canadair Challenger 600/601/604	876	899	922	946	970	996	1,022	1,048	1,075	1,103	1,132	1,161	1,192	1,223
Jet	Canadair CRJ-200	66	68	70	71	73	75	77	79	81	83	85	88	90	92
Jet	Canadair CRJ-700	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Cessna 560XL Citation Excel	927	951	976	1,001	1,027	1,054	1,082	1,110	1,139	1,168	1,199	1,230	1,262	1,294
Jet	Cessna 680 Citation Sovereign	644	661	678	696	714	732	752	771	791	812	833	854	877	899
Jet	Cessna Citation Bravo	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Cessna Citation CJ2	77	79	81	83	86	88	90	92	95	97	100	102	105	108
Jet	Cessna Citation CJ3	608	623	640	656	673	691	709	727	746	765	785	806	827	848
Jet	Cessna Citation CJ4	15	15	15	16	16	17	17	18	18	19	19	19	20	21
Jet	Cessna Citation II/Bravo	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Cessna Citation Latitude	3,186	3,269	3,354	3,441	3,530	3,622	3,716	3,813	3,912	4,014	4,118	4,225	4,335	4,448
Jet	Cessna Citation Longitude	1,862	1,910	1,960	2,011	2,063	2,117	2,172	2,228	2,286	2,346	2,407	2,469	2,533	2,599
Jet	Cessna Citation V/Ultra/Encore	18	19	19	20	20	21	21	22	23	23	24	24	25	26
Jet	Cessna Citation X	753	773	793	814	835	856	879	902	925	949	974	999	1,025	1,052
Jet	Cessna CitationJet/CJ1	22	23	23	24	24	25	26	26	27	28	28	29	30	31

Table A-13 Air Taxi Fleet Mix Projections

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jet	Cessna III/VI/VII	5	5	5	5	5	6	6	6	6	6	6	6	7	7
Jet	Cirrus Vision SF50	23	24	24	25	26	26	27	28	29	29	30	31	32	32
Jet	Dassault Falcon 2000	55	57	58	60	61	63	64	66	68	69	71	73	75	77
Jet	Dassault Falcon 7X	7	8	8	8	8	8	9	9	9	9	9	10	10	10
Jet	Dassault Falcon 900	23	24	24	25	26	26	27	28	29	29	30	31	32	32
Jet	Dassault Falcon/Mystère 20	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Dassault Falcon/Mystère 50	16	16	17	17	18	18	19	19	20	20	21	21	22	22
Jet	Embraer 135BJ Legacy 600	59	60	62	63	65	67	69	70	72	74	76	78	80	82
Jet	Embraer 175 long wing	220	226	232	238	244	251	257	264	271	278	285	292	300	308
Jet	Embraer 190	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Embraer 500 Phenom 100	77	79	81	83	86	88	90	92	95	97	100	102	105	108
Jet	Embraer EMB-545 Legacy 450	649	666	683	701	719	738	757	777	797	818	839	861	883	906
Jet	Embraer ERJ 135/140/Legacy	39	40	41	42	43	45	46	47	48	49	51	52	53	55
Jet	Embraer ERJ 145 XR	576	591	606	622	638	654	672	689	707	725	744	763	783	804
Jet	Embraer ERJ-145	37	38	39	40	41	42	43	44	45	46	47	49	50	51
Jet	Embraer Legacy 500	91	93	95	98	100	103	106	108	111	114	117	120	123	127
Jet	Embraer Phenom 300	2,278	2,337	2,398	2,461	2,525	2,590	2,657	2,727	2,797	2,870	2,945	3,021	3,100	3,181
Jet	Fairchild Dornier 328 Jet	49	50	52	53	54	56	57	59	60	62	63	65	67	68
Jet	Gulfstream G280	44	45	46	48	49	50	51	53	54	56	57	58	60	62
Jet	Gulfstream G650	261	268	275	282	289	297	304	312	320	329	337	346	355	364
Jet	Gulfstream G7-G500	5	5	5	5	5	6	6	6	6	6	6	6	7	7
Jet	Gulfstream G7-G600	15	15	15	16	16	17	17	18	18	19	19	19	20	21
Jet	Gulfstream Galaxy G200	108	111	113	116	119	123	126	129	132	136	139	143	147	150
Jet	Gulfstream III	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	Gulfstream IV/G400	895	919	943	967	992	1,018	1,044	1,072	1,099	1,128	1,157	1,187	1,218	1,250
Jet	Gulfstream V/G500	224	230	236	242	248	255	261	268	275	282	290	297	305	313
Jet	Hawker 4000	2	3	3	3	3	3	3	3	3	3	3	3	3	3
Jet	HONDA HA-420 HondaJet	109	112	115	118	121	124	127	130	134	137	141	145	148	152
Jet	IAI Astra 1125	7	8	8	8	8	8	9	9	9	9	9	10	10	10
Jet	Learjet 40	7	8	8	8	8	8	9	9	9	9	9	10	10	10
Jet	Learjet 45	135	138	142	146	149	153	157	161	165	170	174	179	183	188
Jet	Learjet 60	174	178	183	188	193	198	203	208	214	219	225	231	237	243
Jet	Learjet 70	13	14	14	15	15	15	16	16	17	17	17	18	18	19
Jet	Learjet 75	42	43	44	45	46	47	49	50	51	52	54	55	57	58
Jet	Pilatus PC-24	37	38	39	40	41	42	43	44	45	46	47	49	50	51
Jet	Raytheon Premier 1/390 Premier 1	24	25	26	26	27	28	29	29	30	31	32	32	33	34
Jet	Raytheon/Beech Beechjet 400/T-1 Jayhawk	125	128	132	135	138	142	146	150	153	157	161	166	170	174
Jet	Saab 2000	32	33	34	34	35	36	37	38	39	40	41	42	43	44
Piston	Beech 35 Bonanza	76	76	76	76	76	76	75	75	75	75	75	75	75	74
Piston	Beech 36 Bonanza	16	16	16	16	16	16	16	16	16	16	16	16	16	16

**Table A-13 Air Taxi Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Piston	Beech Baron 55	31	31	31	31	31	31	31	31	31	31	31	31	31	31
Piston	Beech Bonanza 33	100	100	100	100	99	99	99	99	99	98	98	98	98	98
Piston	Bellanca Viking	3	3	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Cessna 152	3	3	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Cessna 172	125	125	125	125	124	124	124	124	123	123	123	123	122	122
Piston	Cessna 210 Centurion	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna 340	3	3	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Cessna Skylane 182	120	120	120	120	119	119	119	119	118	118	118	118	117	117
Piston	Cessna T210 Turbo Centurion	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cirrus SR 22	198	198	197	197	196	196	196	195	195	194	194	194	193	193
Piston	Cirrus SR-20	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Piston	Cirrus SR-22 Turbo	118	118	117	117	117	117	116	116	116	116	115	115	115	115
Piston	Diamond Star DA40	110	110	110	110	109	109	109	109	108	108	108	108	108	107
Piston	GippsAero Airvan	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Piston	Grumman American AA5	33	33	32	32	32	32	32	32	32	32	32	32	32	32
Piston	Mooney M20	3	3	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Mooney M-20C Ranger	65	65	65	65	65	64	64	64	64	64	64	64	64	63
Piston	Mooney M20K Encore/M20M Bravo	44	44	44	44	43	43	43	43	43	43	43	43	43	43
Piston	Piper Cherokee	28	28	27	27	27	27	27	27	27	27	27	27	27	27
Piston	Piper Cherokee Six	8	8	7	7	7	7	7	7	7	7	7	7	7	7
Piston	Piper Malibu	14	14	14	14	14	14	14	14	14	14	14	13	13	13
Piston	Riley Super P210	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Stinson 108 Voyager	3	3	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Van's Aircraft RV-10	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Vulcan Air P68	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Turboprop	Beech 200 Super King	72	73	74	74	75	76	77	77	78	79	80	81	81	82
Turboprop	Beech Airliner 99	2	2	2	3	3	3	3	3	3	3	3	3	3	3
Turboprop	Beech King Air 90	11	11	11	11	11	12	12	12	12	12	12	12	12	13
Turboprop	Beech Super King Air 350	223	225	227	230	232	234	237	239	241	244	246	249	251	254
Turboprop	Pilatus PC-12	677	684	691	698	705	712	719	726	733	741	748	756	763	771
Turboprop	Piper Malibu Meridian	5	5	5	5	5	5	5	5	5	5	5	5	6	6
Turboprop	Quest Kodiak	2	2	2	3	3	3	3	3	3	3	3	3	3	3
Turboprop	Socata TBM-700/700A	51	52	52	53	54	54	55	55	56	56	57	57	58	59
Turboprop	Swearingen SA-227AT Merlin 4	2	2	2	3	3	3	3	3	3	3	3	3	3	3
<b>Total</b>		<b>24,063</b>	<b>24,640</b>	<b>25,233</b>	<b>25,841</b>	<b>26,464</b>	<b>27,104</b>	<b>27,760</b>	<b>28,432</b>	<b>29,123</b>	<b>29,831</b>	<b>30,557</b>	<b>31,303</b>	<b>32,067</b>	<b>32,851</b>

**Table A-14 General Aviation Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jet	BAe HS 125/700-800/Hawker 800	404	415	426	437	448	460	472	484	496	509	523	536	550	564
Jet	BAe/Raytheon HS 125-1000	13	14	14	15	15	15	16	16	17	17	17	18	18	19
Jet	Bombardier BD-700 Global 5000	272	279	286	294	302	309	317	326	334	343	352	361	370	380
Jet	Bombardier BD-700 Global 7500	230	236	242	248	254	261	268	275	282	289	297	304	312	320
Jet	Bombardier BD-700 Global Express	729	748	767	787	808	829	850	872	895	918	942	967	992	1,018
Jet	Bombardier Challenger 300	485	497	510	524	537	551	566	580	595	611	627	643	660	677
Jet	Bombardier Challenger 350	319	327	336	345	354	363	372	382	392	402	413	423	434	446
Jet	Bombardier Learjet 31	2	2	2	2	2	3	3	3	3	3	3	3	3	3
Jet	Bombardier Learjet 35/36	59	61	62	64	66	67	69	71	73	75	77	79	81	83
Jet	Canadair Challenger 600/601/604	870	893	916	940	964	989	1,015	1,041	1,068	1,096	1,125	1,154	1,184	1,215
Jet	Cessna 1SP	21	22	22	23	24	24	25	25	26	27	28	28	29	30
Jet	Cessna 500/Citation I	2	2	2	2	2	3	3	3	3	3	3	3	3	3
Jet	Cessna 560XL Citation Excel	587	602	618	634	650	667	684	702	721	739	758	778	798	819
Jet	Cessna 680 Citation Sovereign	611	627	644	660	678	695	713	732	751	770	790	811	832	854
Jet	Cessna Citation Bravo	21	22	22	23	24	24	25	25	26	27	28	28	29	30
Jet	Cessna Citation CJ2	197	202	207	213	218	224	230	236	242	248	255	261	268	275
Jet	Cessna Citation CJ3	536	550	565	579	594	610	626	642	659	676	693	711	730	749
Jet	Cessna Citation CJ4	384	394	404	415	426	437	448	460	472	484	496	509	523	536
Jet	Cessna Citation II/Bravo	166	170	174	179	184	188	193	198	204	209	214	220	226	231
Jet	Cessna Citation Latitude	72	74	75	77	79	81	84	86	88	90	93	95	98	100
Jet	Cessna Citation Longitude	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Jet	Cessna Citation M2	3	3	4	4	4	4	4	4	4	4	4	4	5	5
Jet	Cessna Citation Mustang	100	102	105	108	110	113	116	119	122	126	129	132	136	139
Jet	Cessna Citation V/Ultra/Encore	588	603	619	635	651	668	686	704	722	741	760	780	800	821
Jet	Cessna Citation X	262	269	276	283	290	298	306	314	322	330	339	348	357	366
Jet	Cessna CitationJet/CJ1	183	187	192	197	202	208	213	218	224	230	236	242	248	255
Jet	Cessna III/VI/VII	84	86	88	91	93	95	98	101	103	106	109	111	114	117
Jet	Cirrus Vision SF50	403	414	424	435	447	458	470	482	495	508	521	535	549	563
Jet	Dassault Falcon 10	7	7	7	7	7	8	8	8	8	8	9	9	9	9
Jet	Dassault Falcon 2000	915	939	963	988	1,014	1,040	1,067	1,095	1,123	1,153	1,183	1,213	1,245	1,277
Jet	Dassault Falcon 7X	255	262	269	276	283	290	298	306	314	322	330	339	347	356
Jet	Dassault Falcon 8X	13	14	14	15	15	15	16	16	17	17	17	18	18	19
Jet	Dassault Falcon 900	508	522	535	549	563	578	593	608	624	641	657	674	692	710
Jet	Dassault Falcon/Mystère 50	226	232	238	244	251	257	264	271	278	285	292	300	308	316
Jet	Eclipse 500	9	9	9	10	10	10	10	11	11	11	12	12	12	13
Jet	Embraer 500 Phenom 100	59	61	62	64	66	67	69	71	73	75	77	79	81	83
Jet	Embraer EMB-545 Legacy 450	143	147	151	155	159	163	167	172	176	181	185	190	195	200
Jet	Embraer Legacy 500	86	88	91	93	96	98	101	103	106	109	111	114	117	120
Jet	Embraer Phenom 300	847	869	891	914	938	963	988	1,013	1,040	1,067	1,094	1,123	1,152	1,182
Jet	Gulfstream G150	221	226	232	238	244	251	257	264	271	278	285	293	300	308

**Table A-14 General Aviation Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jet	Gulfstream G280	727	746	765	785	805	826	848	870	892	916	939	964	989	1,015
Jet	Gulfstream G650	2,172	2,229	2,287	2,346	2,407	2,470	2,534	2,600	2,668	2,737	2,808	2,881	2,956	3,033
Jet	Gulfstream G7-G500	213	218	224	230	236	242	248	255	261	268	275	282	290	297
Jet	Gulfstream G7-G600	430	441	453	464	477	489	502	515	528	542	556	570	585	600
Jet	Gulfstream Galaxy G200	410	421	431	443	454	466	478	491	503	516	530	544	558	572
Jet	Gulfstream III	21	22	22	23	24	24	25	25	26	27	28	28	29	30
Jet	Gulfstream IV/G400	666	684	701	720	738	758	777	797	818	839	861	884	907	930
Jet	Gulfstream V/G500	1,619	1,661	1,705	1,749	1,794	1,841	1,889	1,938	1,988	2,040	2,093	2,148	2,203	2,261
Jet	Hawker 4000	34	34	35	36	37	38	39	40	41	42	43	45	46	47
Jet	HONDA HA-420 HondaJet	45	46	47	48	50	51	52	54	55	56	58	59	61	63
Jet	IAI 1124 Westwind	4	5	5	5	5	5	5	5	6	6	6	6	6	6
Jet	IAI Astra 1125	60	62	64	65	67	69	71	72	74	76	78	80	82	84
Jet	Learjet 40	4	5	5	5	5	5	5	5	6	6	6	6	6	6
Jet	Learjet 45	242	248	255	261	268	275	282	289	297	305	313	321	329	338
Jet	Learjet 60	123	126	130	133	137	140	144	147	151	155	159	163	168	172
Jet	Learjet 70	10	10	11	11	11	11	12	12	12	13	13	13	14	14
Jet	Learjet 75	13	14	14	15	15	15	16	16	17	17	17	18	18	19
Jet	Pilatus PC-24	103	106	108	111	114	117	120	123	127	130	133	137	140	144
Jet	Raytheon Premier 1/390 Premier 1	43	44	45	46	47	48	50	51	52	54	55	56	58	59
Jet	Raytheon/Beech Beechjet 400/T-1 Jayhawk	75	77	79	81	83	85	88	90	92	95	97	100	102	105
Piston	ACAM	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Aeronca 7AC	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Piston	Aviat A-1 Husky	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Beech 23 Sundowner	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Piston	Beech 24 Sierra	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Beech 33 Bonanza	175	174	174	174	173	173	173	172	172	172	171	171	171	170
Piston	Beech 35 Bonanza	281	281	280	280	279	278	278	277	277	276	276	275	275	274
Piston	Beech 36 Bonanza	849	848	846	844	843	841	839	838	836	834	833	831	829	828
Piston	Beech 58 Baron	205	205	204	204	203	203	203	202	202	201	201	201	200	200
Piston	Beech 60 Duke	6	6	6	6	6	6	6	6	6	6	5	5	5	5
Piston	Beech 76 Duchess	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Beech B19 Musketeer	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	Beech Baron 55	86	86	86	86	86	85	85	85	85	85	85	84	84	84
Piston	Beech T-34/45 Mentor	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Beechcraft 95 Travel Air	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	Bellanca 7GCBC Citabria	6	6	6	6	6	6	6	6	6	6	5	5	5	5
Piston	Bellanca Viking	67	67	67	67	67	67	66	66	66	66	66	66	66	66
Piston	BKUT17	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	C119	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Cessna 140	34	34	33	33	33	33	33	33	33	33	33	33	33	33

**Table A-14 General Aviation Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Piston	Cessna 150	171	171	171	170	170	170	169	169	169	168	168	168	167	167
Piston	Cessna 152	61	60	60	60	60	60	60	60	60	59	59	59	59	59
Piston	Cessna 162 Skycatcher	15	15	15	14	14	14	14	14	14	14	14	14	14	14
Piston	Cessna 170	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	Cessna 172	1,030	1,028	1,026	1,024	1,022	1,020	1,018	1,015	1,013	1,011	1,009	1,007	1,005	1,003
Piston	Cessna 172RG Cutlass RG	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Piston	Cessna 177 Cardinal	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Cessna 177 Cardinal RG	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	Cessna 180 Skywagon	15	15	15	14	14	14	14	14	14	14	14	14	14	14
Piston	Cessna 185 Skywagon	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Cessna 195	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	Cessna 206 Stationair	106	106	106	106	106	105	105	105	105	105	104	104	104	104
Piston	Cessna 210 Centurion	140	140	140	139	139	139	138	138	138	138	137	137	137	136
Piston	Cessna 310	25	25	25	25	24	24	24	24	24	24	24	24	24	24
Piston	Cessna 340	58	58	58	58	58	58	58	57	57	57	57	57	57	57
Piston	Cessna 401/402	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Cessna Chancellor 414	31	31	31	31	31	31	31	31	31	31	31	31	31	31
Piston	Cessna Golden Eagle 421	52	51	51	51	51	51	51	51	51	51	51	50	50	50
Piston	Cessna Skylane 182	331	330	329	329	328	327	327	326	325	325	324	323	323	322
Piston	Cessna Skylane RG	81	81	80	80	80	80	80	80	79	79	79	79	79	79
Piston	Cessna T182 Turbo Skylane	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Piston	Cessna T206	119	119	118	118	118	118	117	117	117	117	116	116	116	116
Piston	Cessna T210 Turbo Centurion	429	428	427	427	426	425	424	423	422	422	421	420	419	418
Piston	Cherokee Arrow	34	34	33	33	33	33	33	33	33	33	33	33	33	33
Piston	Cirrus SR 22	276	275	275	274	273	273	272	272	271	271	270	270	269	269
Piston	Cirrus SR-20	75	75	75	75	74	74	74	74	74	74	74	73	73	73
Piston	Cirrus SR-22 Turbo	641	640	638	637	636	635	633	632	631	630	628	627	626	625
Piston	COZY	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Piston	DA62	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Piston	DEFI	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Piston	Diamond Star DA40	85	85	85	85	84	84	84	84	84	84	83	83	83	83
Piston	Diamond Twin Star	57	57	57	57	57	57	56	56	56	56	56	56	56	56
Piston	DIMO	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Douglas DC-3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	E500	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	EAGL	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	EXPR	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	F260	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	G200	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	GA8	1	1	1	1	1	1	1	1	1	1	1	1	1	1

**Table A-14 General Aviation Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Piston	GLAS	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	GLST	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Piston	Grumman American AA5	244	244	243	243	242	242	241	241	240	240	239	239	238	238
Piston	LA25	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Lancair LC-41 Columbia 400	38	38	38	38	38	38	38	38	37	37	37	37	37	37
Piston	LEG2	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Piston	LGEZ	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Piston	light, non-complex, experimental	47	47	47	47	47	47	47	46	46	46	46	46	46	46
Piston	LNC2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	M4	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	M600	16	16	16	16	16	16	16	15	15	15	15	15	15	15
Piston	M7	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Piston	Moller M200G Volantor	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Piston	Mooney M-20C Ranger	279	278	278	277	277	276	276	275	275	274	273	273	272	272
Piston	Mooney M20K Encore/M20M Bravo	303	302	301	301	300	300	299	298	298	297	297	296	295	295
Piston	North American Navion	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	O1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	P06T	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	Piper 12 Supercruiser	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Piper 18 Super Cub	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Piston	Piper 22 Tri-Pacer	34	34	33	33	33	33	33	33	33	33	33	33	33	33
Piston	Piper 28T Arrow 4	34	34	33	33	33	33	33	33	33	33	33	33	33	33
Piston	Piper 32T Turbo Lance 2	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Piston	Piper Aero Star	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Piper Cherokee	119	119	118	118	118	118	117	117	117	117	116	116	116	116
Piston	Piper Cherokee Six	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Piston	Piper Malibu	104	104	104	104	103	103	103	103	103	102	102	102	102	102
Piston	Piper Navajo PA-31	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	Piper PA-11 Cub Special	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	Piper PA-20 Pacer	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Piper PA-24 Comanche	59	59	59	59	59	59	59	59	58	58	58	58	58	58
Piston	Piper PA-32R Lance/ Saratoga SP	108	107	107	107	107	107	106	106	106	106	105	105	105	105
Piston	Piper PA-34 Seneca	100	100	99	99	99	99	99	98	98	98	98	98	97	97
Piston	Piper Seminole	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	Piper Tomahawk PA38	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	Piper Turbo Dakota	48	48	48	48	48	48	48	48	47	47	47	47	47	47
Piston	QIC2	28	28	28	28	28	28	28	28	28	28	27	27	27	27
Piston	Riley Super P210	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Piston	Robinson R200	29	29	29	29	29	29	29	29	29	29	29	29	28	28
Piston	RV4	2	2	2	2	2	2	2	2	2	2	2	2	2	2

**Table A-14 General Aviation Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Piston	RV6	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	RV7	24	23	23	23	23	23	23	23	23	23	23	23	23	23
Piston	RV8	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Piston	RV9	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	SA50	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Piston	SLG2	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Piston	Socata TB-20 Trinidad	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Piston	Stinson 108 Voyager	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	SU26	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Piston	Van's Aircraft RV-10	64	64	64	63	63	63	63	63	63	63	63	62	62	62
Piston	Van's RV-12	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Piston	W11	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Turboprop	Beech 200 Super King	416	420	424	428	433	437	441	446	450	455	459	464	468	473
Turboprop	Beech Bonanza 36 Turbine	17	17	17	17	17	18	18	18	18	18	19	19	19	19
Turboprop	Beech F90 King Air	13	14	14	14	14	14	14	14	15	15	15	15	15	15
Turboprop	Beech King Air 90	217	219	221	223	226	228	230	232	235	237	239	242	244	247
Turboprop	Beech Super King Air 300	19	19	19	20	20	20	20	20	21	21	21	21	21	22
Turboprop	Beech Super King Air 350	1,822	1,841	1,859	1,878	1,896	1,915	1,935	1,954	1,973	1,993	2,013	2,033	2,054	2,074
Turboprop	Cessna 208 Caravan 1	25	25	25	25	26	26	26	26	27	27	27	27	28	28
Turboprop	Cessna 425 Corsair	85	86	87	87	88	89	90	91	92	93	94	95	96	97
Turboprop	Cessna Conquest	9	9	9	9	9	9	9	10	10	10	10	10	10	10
Turboprop	Epic E1000	53	53	54	54	55	55	56	56	57	57	58	59	59	60
Turboprop	Fairchild Swearingen SA-226T/TB Merlin 3	4	5	5	5	5	5	5	5	5	5	5	5	5	5
Turboprop	Gulfstream Commander 690	4	5	5	5	5	5	5	5	5	5	5	5	5	5
Turboprop	Lancair PropJet IV	3	3	3	3	3	4	4	4	4	4	4	4	4	4
Turboprop	Mitsubishi Marquise/Solitaire	13	14	14	14	14	14	14	14	15	15	15	15	15	15
Turboprop	PC7	2	2	2	2	2	2	2	2	2	2	2	2	3	3
Turboprop	Piaggio P-180 Avanti	515	520	525	531	536	541	547	552	558	563	569	575	580	586
Turboprop	Pilatus PC-12	929	938	947	957	966	976	986	996	1,005	1,016	1,026	1,036	1,046	1,057
Turboprop	Piper Malibu Meridian	305	308	311	314	317	321	324	327	330	334	337	340	344	347
Turboprop	Quest Kodiak	40	41	41	41	42	42	43	43	44	44	44	45	45	46
Turboprop	Saab SF 340	2	2	2	2	2	2	2	2	2	2	2	2	3	3
Turboprop	Socata TBM-700/700A	267	270	272	275	278	281	283	286	289	292	295	298	301	304
Turboprop	Socata TBM-850	3	3	3	3	3	4	4	4	4	4	4	4	4	4
Turboprop	Socata TBM-900	25	25	25	25	26	26	26	26	27	27	27	27	28	28
Rotorcraft	AgustaWestland AB-206	51	52	52	53	54	55	56	57	58	59	60	61	62	63
Rotorcraft	AgustaWestland AW109	102	104	106	108	110	111	113	115	117	119	121	123	125	128
Rotorcraft	AgustaWestland AW139	81	82	84	85	87	88	90	91	93	94	96	98	99	101
Rotorcraft	Bell 407	74	76	77	78	79	81	82	84	85	86	88	89	91	93
Rotorcraft	Bell 429	17	17	17	18	18	18	19	19	19	20	20	20	21	21

**Table A-14 General Aviation Fleet Mix Projections**

Type	FAA Model	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Rotorcraft	Eurocopter AS-350	430	437	445	452	460	468	476	484	492	500	509	518	526	535
Rotorcraft	Eurocopter EC120 Colibri	118	120	122	124	126	129	131	133	135	138	140	142	145	147
Rotorcraft	Eurocopter EC130	12	13	13	13	13	13	14	14	14	14	15	15	15	15
Rotorcraft	Eurocopter EC135	355	361	367	373	379	386	392	399	406	413	420	427	434	442
Rotorcraft	Eurocopter EC145	125	127	129	131	134	136	138	141	143	145	148	150	153	156
Rotorcraft	Hughes H500	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Rotorcraft	MBB/Kawasaki BK117	2	2	2	2	2	2	2	3	3	3	3	3	3	3
Rotorcraft	Robinson R22	50	50	51	52	53	54	55	56	57	58	59	60	61	62
Rotorcraft	Robinson R44	11	11	12	12	12	12	12	13	13	13	13	14	14	14
Rotorcraft	Sikorsky S-58T	2	2	2	2	2	2	2	3	3	3	3	3	3	3
Rotorcraft	Sikorsky S-76	19	19	20	20	20	21	21	22	22	22	23	23	23	24
Rotorcraft	Various Helicopter	145	148	150	153	155	158	161	163	166	169	172	175	178	181
<b>Total</b>		<b>31,927</b>	<b>32,453</b>	<b>32,993</b>	<b>33,546</b>	<b>34,112</b>	<b>34,693</b>	<b>35,288</b>	<b>35,898</b>	<b>36,524</b>	<b>37,164</b>	<b>37,821</b>	<b>38,494</b>	<b>39,184</b>	<b>39,891</b>

## APPENDIX B – FAA Terminal Area Forecast for SJC

Table B-1 FAA Terminal Area Forecast for SJC Published January 2025

Year	Passenger Enplanements			Itinerant Aircraft Operations					Local Aircraft Operations			Total Ops. (Itinerant + Local)	Based Aircraft
	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	General Aviation	Military	Total	Civil	Military	Total		
FFY 2015	4,215,615	537,950	4,753,565	89,714	23,507	29,241	220	142,682	4,634	54	4,688	147,370	133
FFY 2016	4,606,411	539,934	5,146,345	98,908	23,450	29,594	252	152,204	4,237	20	4,257	156,461	133
FFY 2017	5,198,612	701,005	5,899,617	115,361	23,289	29,550	240	168,440	4,630	8	4,638	173,078	133
FFY 2018	5,932,283	925,028	6,857,311	133,497	23,048	32,317	250	189,112	3,845	4	3,849	192,961	133
FFY 2019	6,532,864	977,917	7,510,781	146,401	21,586	32,885	212	201,084	3,363	56	3,419	204,503	126
FFY 2020	3,422,588	305,458	3,728,046	96,255	16,770	23,795	174	136,994	3,884	45	3,929	140,923	142
FFY 2021	2,337,334	474,393	2,811,727	69,889	18,819	25,726	912	115,346	7,438	30	7,468	122,814	142
FFY 2022	4,715,489	599,368	5,314,857	105,264	22,263	28,249	994	156,770	4,982	6	4,988	161,758	142
FFY 2023	5,422,322	540,263	5,962,585	113,265	22,093	25,436	317	161,111	4,568	36	4,604	165,715	142
FFY 2024*	5,206,928	600,102	5,807,030	107,866	24,063	26,297	125	158,351	5,630	2	5,632	163,983	142
FFY 2025*	5,445,023	655,982	6,101,005	112,008	24,063	28,507	125	164,703	5,630	2	5,632	170,335	142
FFY 2026*	6,102,249	733,726	6,835,975	125,358	24,310	30,740	125	180,533	5,630	2	5,632	186,165	142
FFY 2027*	6,551,036	785,759	7,336,795	134,292	24,557	32,892	125	191,866	5,630	2	5,632	197,498	142
FFY 2028*	6,846,039	819,238	7,665,277	139,982	24,805	33,001	125	197,913	5,630	2	5,632	203,545	142
FFY 2029*	7,036,157	840,120	7,876,277	143,466	25,054	33,110	125	201,755	5,630	2	5,632	207,387	142
FFY 2030*	7,224,220	861,447	8,085,667	146,926	25,305	33,220	125	205,576	5,630	2	5,632	211,208	142
FFY 2031*	7,408,053	882,808	8,290,861	150,310	25,559	33,330	125	209,324	5,630	2	5,632	214,956	142
FFY 2032*	7,588,555	904,037	8,492,592	153,624	25,815	33,440	125	213,004	5,630	2	5,632	218,636	142
FFY 2033*	7,774,572	925,899	8,700,471	157,035	26,073	33,551	125	216,784	5,630	2	5,632	222,416	142
FFY 2034*	7,959,926	947,551	8,907,477	160,412	26,334	33,662	125	220,533	5,630	2	5,632	226,165	142
FFY 2035*	8,151,682	970,013	9,121,695	163,907	26,597	33,773	125	224,402	5,630	2	5,632	230,034	142
FFY 2036*	8,369,562	995,889	9,365,451	167,935	26,863	33,885	125	228,808	5,630	2	5,632	234,440	142
FFY 2037*	8,588,990	1,021,911	9,610,901	171,975	27,132	33,997	125	233,229	5,630	2	5,632	238,861	142

Note: \* indicates a forecast year

## APPENDIX C – Glossary of Acronyms and Terms

ATCT	Airport Traffic Control Tower
FAA	Federal Aviation Administration
FFY	Federal Fiscal Year
GA	General Aviation
GDP	Gross Domestic Product
IATA	International Air Transport Association
NPIAS	National Plan of Integrated Airport Systems
TAF	Terminal Area Forecast
TFMSC	Traffic Flow Management System Counts

**Air taxi** – aircraft that carry passengers or cargo for hire or compensation on an ad hoc basis

**Based aircraft** – an aircraft that is operational and airworthy, is based at a specific airport for much of the year (more than six months), and typically has an agreement with the airport for storage

**Dead head passenger** – a crew member such as a pilot or flight attendant who is traveling on an aircraft as a passenger, rather than operating the flight, for operational or logistical reasons like being positioned for a future flight or returning to their base of operations

**FAA Aerospace Forecast** – a comprehensive annual analysis and prediction of the future aviation industry's demand, trends, and growth, developed by the Federal Aviation Administration using statistical models to inform budget, planning, and policy decisions for the entire industry, not just individual airports; it encompasses commercial aviation, general aviation, and emerging sectors like drones and Advanced Air Mobility (AAM), considering factors such as economic conditions and regulatory evolution

**General aviation** – all civil aviation that is not air carrier, military, or scheduled commercial air cargo; it encompasses a broad range of activities, including sport flying and business travel utilizing various aircraft from gliders to corporate jets; essentially, if a flight isn't a military or scheduled airline operation, it falls under the broad umbrella of general aviation

**Jet aircraft** – a fixed-wing aircraft propelled by one or more jet engines (specifically, turbojets or turbofans) that operate by expelling a jet of fluid for thrust, rather than a propeller driven by an engine

**Large-hub airport** – primary airports that handle at least 1% of national annual passenger boardings

**Medium-hub airport** – primary airports that handle at least 0.25% but less than 1% of national annual passenger boardings; SJC is categorized as a medium hub airport

**Non-revenue passenger** – a person on an aircraft who is not a paying customer, including people flying free or under "token charges," a broad category encompassing airline staff, travel agents, law enforcement, and technical representatives; the specific definition can vary by context, but the core idea is that they are not contributing to the airline's revenue

**Piston engine aircraft** – an aircraft propelled by one or more piston-powered engines that use the reciprocating (back-and-forth) motion of pistons to generate power to rotate a propeller, thus providing thrust for flight; these are typically small, general aviation aircraft that operate at lower altitudes

**Regression analysis** – a statistical method that identifies and quantifies the relationship between a dependent variable and one or more independent variables, allowing for prediction, explanation, and understanding of how changes in independent variables affect the dependent variable; it helps determine which factors matter, their strength, and how they interact to influence an outcome

**Rotorcraft** – a heavier-than-air aircraft that depends principally on the lift generated by one or more rotors for its support in flight; this distinguishes it from fixed-wing aircraft and includes vehicles like helicopters and gyroplanes, where rotating blades generate the necessary lift for flight

**Terminal Area Forecast** – the Federal Aviation Administration's official forecast of future aviation activity at U.S. airports, containing detailed statistics on passenger enplanements, commercial operations, and general aviation activity to aid in budgeting, planning, and infrastructure development for the National Airspace System

**Turboprop aircraft** – an aircraft powered by a gas turbine engine that drives a propeller via a reduction gearbox, utilizing the engine's excess power to create thrust for flight; the FAA handbook notes that while this definition is more functional than regulatory, the key is the use of a gas turbine engine to turn a propeller

## APPENDIX D – Airport Codes

ATL	Atlanta Hartsfield-Jackson International Airport
AZA	Phoenix/Mesa Gateway Airport
BFI	Seattle Boeing Field
BNA	Nashville International Airport
BOI	Boise Gowen Field
BUR	Burbank Bob Hope Airport
BWI	Baltimore-Washington Thurgood Marshall International Airport
CLT	Charlotte Douglas International
DAL	Dallas Love Field
DCA	Washington Ronald Reagan National Airport
DEN	Denver International Airport
DFW	Dallas-Fort Worth International Airport
DTW	Detroit Metropolitan Wayne County Airport
EWR	Newark Liberty International Airport
EUG	Eugene Mahlon Sweet Field
FLL	Fort Lauderdale International Airport
GDL	Guadalajara Miguel Hidalgo International Airport
GEG	Spokane International Airport
HNL	Honolulu Daniel K. Inouye International Airport
HOU	Houston William P. Hobby Airport
HPN	White Plains Westchester County Airport
IAD	Washington Dulles International Airport
IAH	Houston George Bush Intercontinental Airport
JFK	New York John F. Kennedy International Airport
KOA	Ellison Onizuka Kona International Airport
LAS	Las Vegas Reid International Airport
LAX	Los Angeles International Airport
LGA	New York LaGuardia Airport
LGB	Long Beach Daugherty Field
LIH	Lihue Airport
MCO	Orlando International Airport
MDW	Chicago Midway International Airport
MIA	Miami International Airport
MSP	Minneapolis-Saint Paul International Airport
OAK	Oakland San Francisco Bay Airport
OGG	Maui Kahului Airport
ONT	Ontario International Airport
ORD	Chicago O'Hare International Airport
PAE	Seattle Paine Field International Airport
PBI	Palm Beach International Airport
PDX	Portland International Airport
PHX	Phoenix Sky Harbor International Airport
PSP	Palm Springs International Airport

PVR	Puerto Vallarta Licenciado Gustavo Díaz Ordaz International Airport
SAN	San Diego International Airport
SEA	Seattle-Tacoma International Airport
SFB	Orlando Sanford International Airport
SFO	San Francisco International Airport
SJC	San José Mineta International Airport
SJD	Los Cabos International Airport
SLC	Salt Lake City International Airport
SNA	Orange County John Wayne Airport
STL	St. Louis Lambert International Airport