

*Chapter Two:****FORECASTS OF AVIATION DEMAND***

Facility planning requires defining the expected demand during the useful life of the facility's crucial components. For Portales Municipal Airport (PRZ), this involves projecting aviation demand for a 20-year timeframe. To attain these 20-year estimates, a final refinement of activity forecasts will be conducted to integrate the effects of changing technology. In this report, forecasts of based aircraft, based aircraft fleet mix, annual aircraft operations, and existing and future critical aircraft are presented.

The forecasts generated may be used for a multitude of purposes, including facility needs assessments to be presented later in this study. The forecasts will be submitted to the Federal Aviation Administration (FAA) for review and approval to ensure accuracy and the reasonable projection of aviation activity. The intent of these projections is to enable the airport to make facility improvements that meet demand in the most efficient and cost-effective manner possible.

It should be noted that aviation activity can be affected by numerous outside influences on a local, regional, and national level. For this reason, forecasts of aviation demand should be used only for advisory purposes. It is recommended that planning strategies remain flexible enough to accommodate any unforeseen facility needs.

FORECASTING APPROACH


Typically, the most accurate and reliable forecasting approach is derived from multiple analytical forecasting techniques. Analytical forecasting methodologies typically include regression analysis, trend analysis and extrapolation, market share or ratio analysis, and smoothing. By developing multiple forecasts for each aviation demand indicator, a range (or planning envelope) of reasonable forecasts is generated, from which a single forecast is procured.

Regression analysis can be described as a forecasting technique that correlates certain aviation demand variables (such as passenger enplanements or operations) with economic measures. When using regression analysis, the technique should be limited to relatively simple models containing independent variables for which reliable forecasts are available (such as population or income forecasts).

Trend analysis and extrapolation is a forecasting technique that records historical activity (such as airport operations) and projects this pattern into the future. This technique is often beneficial when local conditions of the study area differ from the region or other airports.

Market share or ratio analysis can be described as a forecasting technique that assumes the existence of a top-down relationship between national, regional, and local forecasts. The local forecasts are presented as a market share of regional forecasts, and regional forecasts are presented as a market share of national forecasts. Typically, historical market shares are calculated and used as a base to project future market shares.

Smoothing is a statistical forecasting technique that can be applied to historical data, giving greater weight to the most recent trends and conditions. This technique is generally most effective in generating short-term forecasts.



NATIONAL GENERAL AVIATION TRENDS

Each year, the FAA updates and publishes a national aviation forecast. Included in this publication are forecasts for large air carriers, regional/commuter air carriers, general aviation, and FAA workload measures. The forecasts are prepared to meet the budget and planning needs of the FAA and provide information that can be used by state and local authorities, the aviation industry, and the general public. The current edition at the time of preparation of this section is *FAA Aerospace Forecast Fiscal Years (FY) 2024–2044*, published in May 2024. The FAA primarily uses the economic performance of the United States as an indicator of future aviation industry growth. Similar economic analyses are applied to the outlook for aviation growth in international markets. The following discussion is summarized from the *FAA Aerospace Forecast*.

Since its deregulation in 1978 and the Great Recession of 2007–2009, the United States (U.S.) commercial air carrier industry has been characterized by boom-to-bust cycles. The volatility associated with these cycles was thought by many to be a structural feature of an industry that was capital intensive but cash poor; however, the Great Recession of 2007–2009 marked a fundamental change in the operations and finances of U.S. airlines. Since the end of the recession in 2009, U.S. airlines have minimized losses by revamping their business models; this has been done through lowering operating costs, eliminating unprofitable routes, and grounding older, less fuel-efficient aircraft. To increase operating revenues, carriers initiated new services that customers were willing to purchase and started charging separately for services that were historically bundled in the price of a ticket. The industry experienced an unprecedented period of consolidation, with three major mergers occurring within five years. The results of these efforts were impressive: 2019 marked the eleventh consecutive year of profitability for the U.S. airline industry.

The COVID-19 pandemic in 2020 effectively ended those boom years, with airline activity and profitability plummeting almost overnight. In response, airlines cut capacity and costs; most were able to weather the storm. Some small regional carriers ceased operations as a result of the pandemic, but no mainline carriers did. Some segments of aviation were less impacted: cargo activity surged, boosted by consumer purchases, and general aviation mostly maintained pre-pandemic levels of activity. By the middle of 2021, leisure travel began to rebound with the introduction of vaccines and the lifting of some local restrictions. Two new low-cost carriers were formed and one regional carrier that had ceased operations in 2020 was revived. By the third quarter of 2021, industry profitability neared the breakeven point, and by the end of 2022, U.S. airlines reported that business demand had recovered to 70–80 percent of pre-pandemic levels. Higher fares accompanied the strong rebound in leisure demand, leading to positive financial results. The top nine U.S. passenger carriers posted operating and net profits, proving success for the new business models air carriers utilized to weather the pandemic.

The business changes that airlines implemented due to the pandemic will continue to shape the industry long after recovery is complete. Airlines retired older, less fuel-efficient aircraft and encouraged voluntary employee separations. This has led to airlines seeking newer aircraft investments while meeting the current demand for the rebuilding of business and international travel, which has lagged behind leisure traffic during the recovery. There is confidence that U.S. airlines can generate solid returns on capital and sustained profits; however, over the long term, aviation demand will be driven by economic activity as the growing U.S. and world economies provide the basis for aviation growth.

ECONOMIC ENVIRONMENT

According to the FAA forecast, the annual gross domestic product (GDP) of the U.S. is expected to increase by 1.6 percent over the next 20 years. U.S. carriers posted an unexpected profit in 2023, and the FAA expects carriers to remain profitable over the next few years as demand rises. This is despite higher fares, which offset the raised labor and fuel costs. As yields stabilize and carriers return to levels of capacity consistent with their fixed costs and shed excess debt, consistent profitability should continue. A competitive and profitable aviation industry is anticipated over the long term, characterized by increasing demand for air travel and airfares that grow more slowly than overall inflation, reflecting the growth of the U.S. and global economies.

Prior to the COVID-19 pandemic, the U.S. economy was recovering from the most serious economic downturn and slow recovery since the Great Depression. Demand for aviation is fundamentally driven by economic activity; as economic growth increases, so will growth in aviation activity. Overall, the FAA forecast calls for a 2.5 percent average increase of annual passenger growth over the next 20 years. Oil prices surged to \$93 per barrel in 2022, largely due to the Russian invasion of Ukraine, after averaging \$55 per barrel over the five-year period from 2016 to 2021. In 2023, oil prices moderated to \$73 dollars per barrel. Prices are expected to ease over the next two years before slowly climbing to \$107 per barrel by the end of the forecast period in 2044.

FAA GENERAL AVIATION FORECASTS

The long-term outlook for general aviation (GA) is promising, with growth in the high-end segment compensating for ongoing retirements in the traditional low-end. The active general aviation fleet is forecasted to remain relatively stable between 2024 and 2044, increasing by 0.4 percent annually. While steady growth in both GDP and corporate profits results in the continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet (fixed-wing piston aircraft) continues to shrink over the forecast period.

The FAA forecasts the fleet mix and hours flown for single-engine piston (SEP) aircraft; multi-engine piston (MEP) aircraft; turboprops; business jets; piston and turbine helicopters; and light sport, experimental, and other aircraft (e.g., gliders and balloons). The FAA forecasts active aircraft, not total aircraft. An active aircraft is one that is flown at least one hour during the year. In 2022 the active GA fleet was estimated to be 209,540 aircraft which showed a 0.2 percent increase from 2021. **Table 2A** shows the primary general aviation demand indicators, as forecasted by the FAA.

TABLE 2A: FAA General Aviation Forecast

| Demand Indicator | 2024 | 2044 | CAGR |
|---|-------------------|-------------------|-------------|
| General Aviation Fleet: Total Fixed-Wing Piston Aircraft | 136,485 | 130,790 | -0.2% |
| General Aviation Fleet: Total Fixed-Wing Turbine Aircraft | 27,905 | 41,580 | 2.0% |
| General Aviation Fleet: Total Helicopters | 10,090 | 14,025 | 1.7% |
| General Aviation Fleet: Total Other (experimental, light sport, etc.) | 35,625 | 42,580 | 0.9% |
| Total General Aviation Fleet: | 210,105 | 228,975 | 0.4% |
| General Aviation Operations: Local | 15,900,404 | 17,570,920 | 0.5% |
| General Aviation Operations: Itinerant | 15,125,333 | 16,568,634 | 0.5% |
| Total General Aviation Operations: | 31,025,737 | 34,139,554 | 0.5% |

Table 2A Source: FAA Aerospace Forecast FY 2024–2044

CAGR = compound annual growth rate (2024–2044)

GENERAL AVIATION FLEET MIX

For 2024, the FAA estimates that there are 136,485 piston-powered fixed-wing aircraft in the national fleet. That number is forecasted to decline by 0.2 percent by 2044, resulting in 130,790 aircraft. This includes a decline of 0.2 percent in SEP aircraft and a decline of 0.3 percent in MEP aircraft.

Total turbine aircraft are forecasted to grow at an annual rate of 2.0 percent through 2044. The FAA estimates that there are 27,905 fixed-wing turbine-powered aircraft in the national fleet in 2024, and this is expected to increase to 41,580 by 2044. Turboprops are forecasted to grow by 1.1 percent annually, while business jets are projected to grow by 2.5 percent annually through 2044.

Total helicopters are projected to grow by 1.7 percent annually in the forecast period. There are an estimated 10,090 total helicopters in the national fleet in 2024, and that number is expected to grow to a total of 14,025 by 2044. This includes annual growth rates of 0.8 percent for piston helicopters and 2.0 percent for turbine helicopters.

The FAA also forecasts experimental aircraft, light sport aircraft (LSA), and others. Combined, there are an estimated 35,625 other aircraft in 2024, which are forecasted to grow to 42,580 by 2044, for an annual growth rate of 0.9 percent.

GENERAL AVIATION OPERATIONS

The FAA also forecasts total operations based on activity at control towers across the United States. Operations are categorized as air carrier, air taxi/commuter, general aviation, and military. While the fleet size remains relatively level, the number of general aviation operations at towered airports is projected to increase from 56.8 million in 2024 to 70.1 million in 2044, with an average increase of 1.1 percent per year as growth in turbine, rotorcraft, and experimental hours offsets a decline in fixed-wing piston hours. This includes annual growth rates of 0.5 percent for local general aviation operations and 0.5 percent for itinerant general aviation operations. **Exhibit 2A** presents the historical and forecasted U.S. active general aviation aircraft and operations.

GENERAL AVIATION AIRCRAFT SHIPMENTS AND REVENUE

On an annual basis, the General Aviation Manufacturers Association (GAMA) publishes an aviation industry outlook which documents past and current trends and provides an assessment of the future condition of the general aviation industry. **Table 2B** presents historical data related to general aviation aircraft shipments.

Worldwide shipments of general aviation airplanes increased in 2023, with a total of 3,050 units delivered around the globe, compared to 2,818 units in 2022: the third year in a row to experience an increase after the drop during 2020, when only 2,408 units were delivered. Worldwide general aviation billings were the highest in 2014. In 2023, an increase in new aircraft shipments generated more than \$23 billion, compared to \$22.8 billion in the previous year. North America continues to be the largest market for general aviation aircraft and leads in the manufacturing of piston, turboprop, and jet aircraft. The Europe region is the second largest market for piston-powered aircraft, turboprop deliveries, and business jet activity.

TABLE 2B: Annual General Aviation Airplane Shipments (Manufactured Worldwide and Factory Net Billings)

| Year | Total | Single-Engine Piston | Multi-Engine Piston | Turboprop | Jet | Net Billings (\$millions) |
|------|-------|----------------------|---------------------|-----------|-------|---------------------------|
| 2002 | 2,677 | 1,591 | 130 | 280 | 676 | 11,778 |
| 2003 | 2,686 | 1,825 | 71 | 272 | 518 | 9,998 |
| 2004 | 2,962 | 1,999 | 52 | 319 | 592 | 12,093 |
| 2005 | 3,590 | 2,326 | 139 | 375 | 750 | 15,156 |
| 2006 | 4,054 | 2,513 | 242 | 412 | 887 | 18,815 |
| 2007 | 4,277 | 2,417 | 258 | 465 | 1,137 | 21,837 |
| 2008 | 3,974 | 1,943 | 176 | 538 | 1,317 | 24,846 |
| 2009 | 2,283 | 893 | 70 | 446 | 874 | 19,474 |
| 2010 | 2,024 | 781 | 108 | 368 | 767 | 19,715 |
| 2011 | 2,120 | 761 | 137 | 526 | 696 | 19,042 |
| 2012 | 2,164 | 817 | 91 | 584 | 672 | 18,895 |
| 2013 | 2,353 | 908 | 122 | 645 | 678 | 23,450 |
| 2014 | 2,454 | 986 | 143 | 603 | 722 | 24,499 |
| 2015 | 2,331 | 946 | 110 | 557 | 718 | 24,129 |
| 2016 | 2,267 | 890 | 129 | 582 | 667 | 21,060 |
| 2017 | 2,325 | 936 | 149 | 563 | 677 | 20,201 |
| 2018 | 2,441 | 952 | 185 | 601 | 703 | 20,515 |
| 2019 | 2,658 | 1,111 | 213 | 525 | 809 | 23,515 |
| 2020 | 2,408 | 1,164 | 157 | 443 | 644 | 20,048 |
| 2021 | 2,646 | 1,261 | 148 | 527 | 710 | 21,603 |
| 2022 | 2,818 | 1,366 | 158 | 582 | 712 | 22,866 |
| 2023 | 3,050 | 1,508 | 174 | 638 | 730 | 23,378 |

Table 2B Source: General Aviation Manufacturers Association (GAMA) 2023 Annual Report

Business Jets

Business jet deliveries increased from 712 units in 2022 to 730 units in 2023. The North American market accounted for 74.9 percent of business jet deliveries, which is a 7.3 percent increase in market share compared to 2022. The markets in Europe, Latin America, the Middle East, and Africa all experienced declines, while the Asia-Pacific markets grew slightly.

Turboprops

Turboprop shipments increased from 582 units in 2022 to 638 in 2023. North America's market share of turboprop aircraft decreased by 2.1 percent in the last year. The European, Middle Eastern, and African market shares increased, while the share of Asia-Pacific and Latin American markets decreased.

Pistons

Piston airplane shipments increased from 1,524 units in 2022 to 1,682 in 2023. North America's market share of piston aircraft deliveries rose 7.2 percent from the year 2022. The European, Asia-Pacific, Latin American, Middle Eastern, and African regions experienced a negative rate in market shares in 2023.

U.S. PILOT POPULATION

There were 490,470 active pilots certificated by the FAA at the end of 2023, with 500,406 active pilots projected in 2024. All pilot categories, except private and recreational-only certificates, are expected to continue to increase for the forecast length. Excluding student pilots, the number of active pilots is projected to increase by about 38,584 (up to 0.4 percent annually) between 2024 and 2044.

The airline transport pilot (ATP) category is forecasted to increase by 25,800 (up to 0.7 percent annually). Sport pilots are predicted to increase by 2.4 percent, commercial pilots will remain steady over the forecast period, and private pilot certificates are projected to decrease at an average annual rate of 0.1 percent through 2044. The FAA has currently suspended the student pilot forecast.

RISKS TO THE FORECAST

While the FAA is confident its forecasts for aviation demand and activity can be reached, they are dependent on several factors, including the strength of the global economy, security (including the threat of international terrorism), and oil prices. Higher oil prices could lead to further shifts in consumer spending away from aviation, dampening the recovery in air transport demand. The COVID-19 pandemic introduced a new risk, and although the industry has rebounded, the threat of future global health emergencies and potential economic fallout remains.

AIRPORT SERVICE AREA

The initial step in determining the aviation demand for an airport is to define its generalized service area for various segments of aviation. The service area is determined primarily by evaluating the locations of competing airports and their relative capabilities, services, and overall attraction and convenience. In determining the aviation demand for an airport, it is necessary to identify the role of the airport, as well as the specific areas of aviation demand the airport is intended to serve. As previously detailed, PRZ is classified as a Basic GA airport within the National Plan of Integrated Airport Systems (NPIAS). This classification exemplifies the primary role of the airport to serve GA needs in the service area. General aviation, which includes all segments of the aviation industry except commercial air carriers and the military, is the largest component of the national aviation system. It includes activities such as pilot training, recreational flying, and the use of sophisticated turboprop and jet aircraft for business and corporate use.

The service area for an airport is a geographic region from which an airport can be expected to attract the largest share of its activity. The definition of the service area can then be used to identify other factors, such as socioeconomic and demographic trends, that influence aviation demand at the airport. Aviation demand will be impacted by the proximity of competing airports, the surface transportation network, and the strength of general aviation services provided by the airport and competing airports.

As in any business enterprise, the more attractive a facility is in terms of service and capabilities, the more competitive it will be in the market. If an airport's attractiveness increases in relation to nearby airports, so will the size of its service area. If facilities and services are adequate and/or competitive, some level of aviation activity might be attracted to an airport from more distant locales.

As a Local GA airport, Portales Municipal Airport's service area is driven by aircraft owners/operators and where they choose to base their aircraft. The primary consideration of aircraft owners/operators in this choice is convenience (i.e., easy access and proximity to the airport). Generally, an airport's service area can extend up to and beyond 30 miles. The proximity and level of general aviation services are largely a defining factor when describing the general aviation service area. A description of nearby airports was previously completed in the inventory section, as presented on Exhibit 1H. There is one public-use airport located within 30 miles of PRZ (see **Exhibit 2B**): Clovis Airport (CVN), which is roughly 24 miles from PRZ, is a Regional Commercial Service Airport with two asphalt runways and one turf runway.

When discussing the GA service area, two primary demand segments need to be addressed. The first component is the airport's ability to attract based aircraft. Under these circumstances, the most effective method of defining the airport's service area is by examining the number of registered aircraft owners in proximity to the airport. Generally, aircraft owners choose to base at airports near their homes or businesses due to its convenience. According to the current based aircraft data presented on **Exhibit 2B**, there are 129 registered aircraft within 30 nautical miles (nm) of Portales Municipal Airport, with 16 of these aircraft based at the airport.

The second demand segment to consider is itinerant aircraft operations. In most instances, a pilot will opt to utilize the airport nearest to their intended destination; however, this is also dependent on the airport's capabilities in accommodating the aircraft operator. As a result, airports offering better services and facilities are more likely to attract itinerant operators in the region.

Portales Municipal Airport's primary service area is defined by its convenience to its users and its ability to compete for based aircraft. There are no other airports in Roosevelt County within 30 nautical miles of PRZ. Neighboring counties are home to more substantial facilities, including Clovis Municipal Airport (CVN) in Curry County, located approximately 24 nautical miles from the airport. CVN is served by two asphalt runways and one turf runway with a variety of aviation services and amenities. For this reason, the primary service area for Portales Municipal Airport is established as Roosevelt County, which PRZ is equipped to serve and from which the airport currently draws the majority of its based aircraft owners.

BASED AIRCRAFT FORECAST

Determining the number of based aircraft at an airport can be a challenging task. Aircraft storage can be somewhat transient in nature, meaning aircraft owners can and do move their aircraft. Some aircraft owners may store their aircraft at an airport for only part of the year. Until recently, the FAA did not require airports to report their based aircraft counts, nor did the FAA validate based aircraft levels at airports; however, in recent years, the FAA has established a based aircraft registry (basedaircraft.com) so that more accurate based aircraft counts can be established and validated.

The most recent FAA based aircraft count for Portales Municipal Airport indicates 24 aircraft, as sourced from *basedaircraft.com*, which was recorded in May 2024.

Several projections have been made for based aircraft at Portales Municipal Airport, including market share, ratio, and growth rate forecasts. A regression forecast was also considered but did not produce a strong correlation (r^2 value over 0.9); therefore, the regression forecast was not considered further.

The market share forecast is derived from the airport’s percentage of based aircraft as compared to the U.S. active aircraft fleet, while the ratio projection is calculated from the number of based aircraft per 1,000 county (service area) residents. The results of these analyses are detailed in **Table 2C** and depicted graphically on **Exhibit 2C**.

TABLE 2C: Based Aircraft Forecast for Portales Municipal Airport

| Forecast | Year | Based Aircraft | U.S. Active Aircraft | Market Share of U.S. Aircraft | Service Area Population | Aircraft per 1,000 Residents |
|--|-------------|----------------|----------------------|-------------------------------|-------------------------|------------------------------|
| Actual | 2024 | 24 | 210,105 | 0.0114% | 18,864 | 1.27 |
| Constant Market Share of U.S. Active Aircraft: Low Range (CAGR 0.43%) | 2029 | 24 | 213,463 | 0.0114% | 19,211 | 1.27 |
| Constant Market Share of U.S. Active Aircraft: Low Range (CAGR 0.43%) | 2034 | 25 | 217,460 | 0.0114% | 19,486 | 1.27 |
| Constant Market Share of U.S. Active Aircraft: Low Range (CAGR 0.43%) | 2044 | 26 | 228,975 | 0.0114% | 19,818 | 1.32 |
| Increasing Market Share of U.S. Active Aircraft: Mid Range (CAGR 1.87%) – SELECTED FORECAST | 2029 | 26 | 213,463 | 0.0124% | 19,211 | 1.37 |
| Increasing Market Share of U.S. Active Aircraft: Mid Range (CAGR 1.87%) – SELECTED FORECAST | 2034 | 29 | 217,460 | 0.0133% | 19,486 | 1.48 |
| Increasing Market Share of U.S. Active Aircraft: Mid Range (CAGR 1.87%) – SELECTED FORECAST | 2044 | 35 | 228,975 | 0.0152% | 19,818 | 1.75 |
| Increasing Market Share of U.S. Active Aircraft: High Range (CAGR 2.68%) | 2029 | 28 | 213,463 | 0.0130% | 19,211 | 1.45 |
| Increasing Market Share of U.S. Active Aircraft: High Range (CAGR 2.68%) | 2034 | 32 | 217,460 | 0.0146% | 19,486 | 1.63 |
| Increasing Market Share of U.S. Active Aircraft: High Range (CAGR 2.68%) | 2044 | 41 | 228,975 | 0.0178% | 19,818 | 2.06 |
| Constant Ratio Projection per 1,000 County Residents: Low Range (CAGR 0.025%) | 2029 | 24 | 213,463 | 0.0113% | 19,211 | 1.27 |
| Constant Ratio Projection per 1,000 County Residents: Low Range (CAGR 0.025%) | 2034 | 25 | 217,460 | 0.0112% | 19,486 | 1.27 |
| Constant Ratio Projection per 1,000 County Residents: Low Range (CAGR 0.025%) | 2044 | 25 | 228,975 | 0.0106% | 19,818 | 1.27 |
| Increasing Ratio Projection per 1,000 County Residents: Mid Range (CAGR 1.16%) | 2029 | 26 | 213,463 | 0.0119% | 19,211 | 1.34 |
| Increasing Ratio Projection per 1,000 County Residents: Mid Range (CAGR 1.16%) | 2034 | 27 | 217,460 | 0.0123% | 19,486 | 1.40 |
| Increasing Ratio Projection per 1,000 County Residents: Mid Range (CAGR 1.16%) | 2044 | 30 | 228,975 | 0.0137% | 19,818 | 1.53 |
| Increasing Ratio Projection per 1,000 County Residents: High Range (CAGR 1.56%) | 2029 | 26 | 213,463 | 0.0122% | 19,211 | 1.37 |
| Increasing Ratio Projection per 1,000 County Residents: High Range (CAGR 1.56%) | 2034 | 28 | 217,460 | 0.0128% | 19,486 | 1.46 |
| Increasing Ratio Projection per 1,000 County Residents: High Range (CAGR 1.56%) | 2044 | 33 | 228,975 | 0.0137% | 19,818 | 1.65 |

Table 2C Sources: PRZ Records; Woods & Poole Complete Economic and Demographic Data Source, Population, 2024; FAA, National Based Aircraft Inventory, Based Aircraft, 2024

MARKET SHARE PROJECTIONS

Constant Market Share

This forecast maintains the 2024 market share of U.S. aircraft (0.0114 percent) throughout the planning period. This resulted in minimal growth in based aircraft in the short and intermediate terms, with the addition of one aircraft in each term. This results in 26 based aircraft projected for 2044 and a compound annual growth rate (CAGR) of 0.43 percent.

Increasing Market Share

Two increasing market share forecasts were also considered. The first evaluated a mid-range market share forecast, which increased the market share to 0.0152 percent, resulting in a prediction of 35 based aircraft at PRZ by the end of the planning period at a CAGR of 1.87 percent. A high-range market share forecast was also considered, which produced a CAGR of 2.68 percent, or a predicted 41 based aircraft at the end of the planning period.

RATIO PROJECTIONS

Constant Ratio

In the baseline year (2024), the ratio of based aircraft per 1,000 county residents was 1.27. Maintaining this at a constant through 2044 resulted in minimal growth in based aircraft. Under this ratio, the airport would increase by one additional based aircraft over the 20-year planning period.

Increasing Ratio

Mid-range and high-range growth scenarios were also evaluated. The mid-range projection is based on a growing ratio of 1.53 based aircraft per 1,000 residents by 2044. Applying this figure to the end of the planning period results in 30 based aircraft at PRZ by 2044 at a CAGR of 1.16 percent. The last scenario evaluated a fast-growing ratio, with 1.65 based aircraft per 1,000 residents by the end of the 20-year planning period. The high-range projection resulted in 33 based aircraft by 2044.

SELECTED BASED AIRCRAFT FORECAST

The based aircraft forecasts for Portales Municipal Airport range from a low of 24 to a high of 41 by the end of the planning period. Taking into consideration the airport's location and capacity for hangar space, the increasing market share mid-range projection is the preferred forecast to be used in this study. This results in 26 based aircraft by 2029, 29 based aircraft by 2034, and 35 based aircraft by 2044, constituting a CAGR of 1.87 percent.

BASED AIRCRAFT FLEET MIX

The current fleet mix based at PRZ consists of 23 single-engine piston aircraft and one multi-engine piston aircraft. Given that the total number of aircraft based at the airport is projected to increase, it is important to have an idea of the type of aircraft expected to utilize the airfield. A forecast of the fleet mix will ensure adequate facilities are planned to accommodate these aircraft in the future.

The fleet mix projection for Portales Municipal Airport was determined by comparing the airport's existing fleet mix to national general aviation fleet mix trends. The forecast for the active U.S. GA fleet shows that single-engine and multi-engine aircraft will start to decline in the long term; however, an increase in jets, turboprops, and helicopters will occur. The national trend in general aviation is toward a greater percentage of larger, more sophisticated aircraft as part of the national fleet.

Accounting for these national trends, a projected based aircraft fleet mix has been prepared and is detailed in **Table 2D**. While these forecasts take national trends into account, the fleet mix at Portales Municipal Airport is anticipated to continue to consist primarily of single-engine piston aircraft over the planning period, with growth anticipated in turboprops, jets, and helicopters.

TABLE 2D: Based Aircraft Fleet Mix for Portales Municipal Airport

| Aircraft Type | Existing: 2023 | 2023 % | Forecast: 2029 | 2029 % | Forecast: 2034 | 2034 % | Forecast: 2044 | 2044 % |
|----------------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|
| Single-Engine Piston | 23 | 88% | 24 | 92% | 26 | 90% | 29 | 73% |
| Multi-Engine Piston | 1 | 0% | 1 | 8% | 0 | 7% | 0 | 0% |
| Turboprop | 0 | 0% | 1 | 0% | 2 | 0% | 3 | 12% |
| Jet | 0 | 0% | 0 | 0% | 1 | 0% | 2 | 4% |
| Helicopter | 0 | 0% | 0 | 0% | 0 | 3% | 1 | 4% |
| Other | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 7% |
| Total: | 24 | 100.0% | 26 | 100.0% | 29 | 100.0% | 35 | 100.0% |

Table 2D Source: PRZ Records; Coffman Associates Analysis

AIRCRAFT OPERATIONS FORECASTS

GENERAL AVIATION FORECAST

General aviation operations are classified as either local or itinerant. A local operation is a takeoff or landing performed by an aircraft that operates within sight of the airport, or that executes simulated approaches or touch-and-go operations at the airport. Most local operations are training operations. Itinerant operations are those performed by aircraft with a specific origin or destination away from the airport. Itinerant operations typically increase with business and commercial use because business aircraft are not normally used for large-scale training activities.

As a non-towered airport, Portales Municipal Airport and the FAA rely on operational estimates. Two initial sources are the information reported in FAA Form 5010, *Airport Master Record*, and the FAA's *Terminal Area Forecast* (TAF). Form 5010 reflects 37,000 total annual operations for 2024, and the TAF estimates 37,441 total annual operations for 2024. Form 5010 further breaks down GA operations as either local or itinerant, estimating 24,000 GA local operations, 10,000 GA itinerant operations, and 3,000 military operations. Similarly, the TAF further categorizes GA operations as either local or itinerant, estimating 24,416 GA local operations, 10,025 GA itinerant operations and 3,000 military operations.

Records from FlightAware were also used in an attempt to quantify operations at PRZ. FlightAware is an aviation technology company that provides flight tracking data using the ADS-B network, a surveillance technology that combines an aircraft's positioning source, avionics, and ground infrastructure to determine information about an aircraft. Aircraft equipped with ADS-B Out broadcast information including GPS location, altitude, ground speed, and other data. Data from FlightAware was analyzed for two years spanning June 1, 2022, to May 31, 2023, and June 1, 2023, to May 31, 2024. According to this data, there were 1,429 operations in year one and 1,550 operations in year two. It should be noted that this does not represent the total number of operations occurring at PRZ during this period. This data is likely limited due to several factors, including inadequate radar coverage around PRZ and aircraft operating without ADS-B Out equipment. As such, this data is not considered for the purposes of forecasting annual aircraft operations.

Lastly, the FAA’s *Traffic Flow Management System Counts* (TFMSC) database was examined to assist in determining total annual operations at PRZ. The TFMSC database captures an operation when a pilot files a flight plan and/or when flights are detected by the National Airspace System, usually via radar. It includes documentation of commercial traffic (air carrier and air taxi), general aviation, and military aircraft. Due to certain factors, such as incomplete flight plans, limited radar coverage, and VFR operations, TFMSC data does not account for all aircraft activity at an airport by a given aircraft type. The TFMSC reports 350 operations occurring at PRZ from June 1, 2023, to May 31, 2024, and is considered to be a limited dataset. As a result, TFMSC data is not being considered further to determine annual aircraft operations forecasts.

Based on activity levels in the region and at similar airports, the FAA 2024 TAF is considered the most in line with actual operations (approximately 37,441 operations). As such, the following figures will be carried forward for use as the base year count:

- 24,416 annual local GA operations
- 10,025 annual itinerant GA operations
- 3,000 military operations

MARKET SHARE PROJECTIONS

Table 2E presents three market share forecasts for local and itinerant GA operations, based on the airport’s current market share of total U.S. itinerant GA operations. In 2024, it is estimated that the airport held a 0.066 percent market share of national itinerant operations and 0.154 percent of the market share for local operations. The first forecast carries this figure forward as a constant through the planning period, resulting in 10,980 itinerant operations and 26,980 local operations by 2044 for respective CAGRs of 0.46 percent and 0.50 percent. As growth in both itinerant and local operations is expected to occur nationally, two increasing market share forecasts were also developed. The first considers a slower growth scenario, resulting in an increase to 17,890 itinerant operations and 33,030 local operations by 2044. This produced respective CAGRs of 2.94 percent and 1.52 percent for itinerant and local operations. A faster growth scenario evaluated market shares up to 0.0121 percent for itinerant operations and 0.204 percent for local operations in the 20-year planning period. This resulted in 20,050 itinerant operations (3.53 percent CAGR) and 35,840 local operations (1.94 percent CAGR) by 2044.

TABLE 2E: PRZ Operations Forecasts – Market Share

| Forecast | Year | PRZ GA Itinerant | U.S. GA Itinerant | GA Itinerant Market % | PRZ GA Local | U.S. GA Local | GA Local Market % |
|--|-------------|---------------------|----------------------|-----------------------------|-----------------|------------------|----------------------|
| Actual | 2024 | 10,025 | 15,125,333 | 0.066% | 24,416 | 15,900,404 | 0.154% |
| Constant Market Share: Low Range | 2029 | 10,550 | 15,923,540 | 0.066% | 25,580 | 16,655,425 | 0.154% |
| Constant Market Share: Low Range | 2034 | 10,690 | 16,133,058 | 0.066% | 26,030 | 16,950,476 | 0.154% |
| Constant Market Share: Low Range | 2044 | 10,980 | 16,658,634 | 0.066% | 26,980 | 17,670,920 | 0.154% |
| Constant Market Share: Low Range | CAGR | 0.46% | – | – | 0.50% | – | – |
| Increasing Market Share: Mid Range | 2029 | 12,210 | 15,923,540 | 0.077% | 27,010 | 16,655,425 | 0.162% |
| Increasing Market Share: Mid Range | 2034 | 14,060 | 16,133,058 | 0.087% | 28,950 | 16,950,476 | 0.171% |
| Increasing Market Share: Mid Range | 2044 | 17,890 | 16,658,634 | 0.108% | 33,030 | 17,570,920 | 0.188% |
| Increasing Market Share: Mid Range | CAGR | 2.94% | – | – | 1.52% | – | – |
| Increasing Market Share: High Range | 2029 | 12,730 | 15,923,540 | 0.080% | 27,680 | 16,655,425 | 0.166% |
| Increasing Market Share: High Range | 2034 | 15,110 | 16,133,058 | 0.094% | 30,300 | 16,950,476 | 0.179% |
| Increasing Market Share: High Range | 2044 | 20,050 | 16,568,634 | 0.121% | 35,840 | 17,570,920 | 0.204% |
| Increasing Market Share: High Range | CAGR | 3.53% | – | – | 1.94% | – | – |

Table 2E Sources: FAA Aerospace Forecast FY 2024–2044; Coffman Associates Analysis

OTHER PROJECTIONS

Lastly, projections presented in the FAA TAF and the New Mexico TAF growth rate were also evaluated for general aviation operations, with the TAF projections included primarily for comparison purposes. The TAF estimates both itinerant and local operations at Portales Municipal Airport to steadily increase over the course of the planning period, with 13,525 itinerant GA operations and 29,105 local operations in 2044. The statewide TAF growth rate for itinerant operations is estimated at 0.48 percent, which results in 11,040 itinerant operations at Portales Municipal Airport by 2044 when applied to the base year count. The New Mexico TAF growth rate for local operations is estimated at 0.55 percent, which results in 27,220 local operations when applied to the base year count.

Exhibit 2D presents graphs of the itinerant and local GA operation projections, while **Table 2F** summarizes each forecast. In terms of itinerant operations, the forecasts present a planning envelope ranging from 11,040 (New Mexico TAF growth rate forecast) to 20,050 itinerant operations (high-range market share forecast) by the year 2044. Local operations show a similar scenario, ranging from 27,220 (New Mexico TAF growth rate forecast) to 35,840 (high-range market share) local operations through the 20-year planning horizon. With growth in itinerant and local operations anticipated both nationally and regionally, it is reasonable to assume a moderate increase in this type of traffic over the next 20 years. As such, the mid-range increasing market share forecast is the selected projection for each operational category. For itinerant operations, this is reflective of a 2.94 CAGR, or 17,890 operations by the end of the planning period. For local operations, the result is 33,030 operations at a CAGR of 1.52 percent over the long term. Overall, this represents a somewhat conservative yet realistic growth scenario. Combined, these forecasts illustrate growth from an estimated 37,441 total GA operations in 2024 to 54,020 total operations by 2044.

TABLE 2F: PRZ Operations Forecast Summary

| Category | Projections | 2028 | 2033 | 2043 | CAGR |
|---------------------|---|---------------|---------------|---------------|--------------|
| Itinerant GA | Constant Market: Low Range | 10,550 | 10,690 | 10,980 | 0.46% |
| Itinerant GA | Increasing Market: Mid Range (SELECTED FORECAST) | 12,210 | 14,060 | 17,890 | 2.94% |
| Itinerant GA | Increasing Market: High Range | 12,730 | 15,110 | 20,050 | 3.53% |
| Itinerant GA | New Mexico TAF Growth Rate | 10,270 | 10,520 | 11,040 | 0.48% |
| Itinerant GA | PRZ FAA TAF | 13,150 | 13,275 | 13,525 | 1.51% |
| Local GA | Constant Market: Low Range | 25,580 | 26,030 | 26,980 | 0.50% |
| Local GA | Increasing Market: Mid Range (SELECTED FORECAST) | 27,010 | 28,950 | 33,030 | 1.52% |
| Local GA | Increasing Market: High Range | 27,680 | 30,300 | 35,840 | 1.94% |
| Local GA | New Mexico TAF Growth Rate | 25,090 | 25,780 | 27,200 | 0.55% |
| Local GA | PRZ FAA TAF | 25,456 | 26,615 | 29,105 | 0.88% |

Table 2F Source: Coffman Associates Analysis

AIR TAXI OPERATIONS FORECAST

The air taxi category, which is considered itinerant activity, is comprised of operations that are conducted by aircraft operating under Title 14 Code of Federal Regulations (CFR) Part 135. Part 135 operations are for-hire or on-demand and include charter and commuter flights, air ambulance, or fractional ownership aircraft operations.

Historical air taxi records at Portales Municipal Airport are not reported in the FAA TAF and Form 5010. AirportIQ, a company that records Part 135 operations, was consulted to determine a more accurate air taxi count. Over the last 10 years, air taxi operations at the airport have fluctuated significantly, as can be seen in **Table 2G**. For this reason, and due to the generally low number of this type of operation, a flat count of 100 air taxi operations will be considered for each plan year.

TABLE 2G: Historical and Projected Air Taxi Operations

| Year | Air Taxi Operations |
|------------------------------------|---------------------|
| 2015 | 156 |
| 2016 | 178 |
| 2017 | 26 |
| 2018 | 52 |
| 2019 | 48 |
| 2020 | 30 |
| 2021 | 92 |
| 2022 | 48 |
| 2023 | 88 |
| 2024* | 74 |
| Air Taxi Operations Forecast: 2029 | 100 |
| Air Taxi Operations Forecast: 2034 | 100 |
| Air Taxi Operations Forecast: 2044 | 100 |

Table 2G Sources: AirportIQ; Coffman Associates Analysis

*2024 counts are from August 1, 2023, to July 31, 2024.

MILITARY OPERATIONS FORECAST

Military aircraft can (and do) utilize civilian airports across the country, including Portales Municipal Airport; however, it is inherently difficult to project future military operations due to their national security nature and the fact that missions can change without notice, so it is typical for the FAA to use a flat-line number for military operations. For this planning study, military operations at Portales Municipal Airport are projected to stay constant through the planning years at 3,000 annual itinerant operations, per what is being reported in the FAA TAF. The number of military operations at PRZ is higher compared to most regionalized GA airports; however, given the proximity to Cannon Air Force Base, it is not uncommon for military activity to frequent the airport on a regular basis.

ANNUAL AIRCRAFT OPERATIONS FORECAST

Table 2H presents a summary of the operations for aircraft activity at Portales Municipal Airport. The operational projects equate to a 1.85 percent CAGR. Through the 20-year planning period, local operations are forecasted to constitute approximately 61 percent of total annual aircraft operations. The selected total operations forecast for the airport to be utilized for this ALP narrative report is as follows:

- Year 2029: 42,320 operations
- Year 2034: 46,110 operations
- Year 2044: 54,020 operations

TABLE 2H: Total Operations Forecast

| Forecast | Year | Itinerant General Aviation | Itinerant Air Taxi | Itinerant Military | Total Itinerant | Local: General Aviation | Total Local | Total Operations |
|---|------|----------------------------|--------------------|--------------------|-----------------|-------------------------|-------------|------------------|
| Actual | 2024 | 10,025 | 0 | 3,000 | 13,025 | 24,416 | 24,416 | 37,441 |
| Selected Total Operations Forecast (CAGR 1.85%) | 2029 | 12,210 | 100 | 3,000 | 15,310 | 27,010 | 27,010 | 42,320 |
| Selected Total Operations Forecast (CAGR 1.85%) | 2034 | 14,060 | 100 | 3,000 | 17,160 | 28,950 | 28,950 | 46,110 |
| Selected Total Operations Forecast (CAGR 1.85%) | 2044 | 17,890 | 100 | 3,000 | 20,990 | 33,030 | 33,030 | 54,020 |

Table 2H Source: Coffman Associates Analysis

PEAK PERIOD FORECASTS

Peaking characteristics are an important aspect in generating future airport capacity and facility requirements. It should be noted that the generalized peaking characteristics of other general aviation airports with similar characteristics to PRZ have been used for this study because PRZ does not have a control tower. The peaking periods used to develop the capacity analysis and facility requirements are described below.

- The **peak month** is the calendar month in which traffic activity is highest.
- The **design day** is the average day in the peak month; this indicator is easily derived by dividing the peak month by the number of days in the month.
- The **design hour** is the peak hour within the design day.
- The **busy day** is the busiest day of a typical week in the peak month.

For the purposes of this study, the peak month was estimated at 10 percent of the annual operations. By 2044, the estimated peak month is projected to reach 5,402 operations. The design day is estimated by dividing the peak month by the average number of days in a month, and the design hour is calculated at 15 percent of the design day. Peaking characteristics are summarized in **Table 2J**.

TABLE 2J: Peak Period Forecasts for Portales Municipal Airport

| Year | 2024 | 2029 | 2034 | 2044 |
|-------------|--------|--------|--------|--------|
| Annual | 37,441 | 42,320 | 46,110 | 54,020 |
| Peak Month | 3,744 | 4,232 | 4,611 | 5,402 |
| Design Day | 121 | 137 | 149 | 174 |
| Design Hour | 18 | 20 | 22 | 26 |
| Busy Day | 151 | 169 | 183 | 211 |

Table 2J Source: Coffman Associates Analysis

FORECAST SUMMARY

This section has outlined the various activity levels that might reasonably be anticipated over the planning period. **Exhibit 2E** presents a summary of the selected forecasts for PRZ. The base year for these forecasts is 2024, with a 20-year planning horizon to 2044. Modest growth is forecasted in both based

aircraft and operations. The total based aircraft is projected to increase from 24 in 2024 to 35 in 2044 (1.87 percent CAGR). Total operations at the airport are forecasted to increase from 37,441 in 2024 to 54,020 by 2044 (1.80 percent CAGR).

Projections of aviation demand will be influenced by unforeseen factors and events in the future; therefore, it is not reasonable to assume that future demand will follow the exact projection line, but forecasts of aviation demand tend to fall within the planning envelope over time. The forecasts developed for this ALP update and narrative report are considered reasonable for planning purposes. The need for additional facilities will be based on these forecasts; however, if demand does not materialize as projected, implementation of facility construction can be slower. Likewise, if demand exceeds these forecasts, the airport may accelerate construction of new facilities.

FORECAST COMPARISON TO THE TERMINAL AREA FORECAST

The FAA will review the forecasts presented in this ALP update and narrative report for consistency with the TAF. The local FAA Airports District Office (ADO) or Regional Airports Division (RO) is responsible for forecast approvals. When reviewing a sponsor’s forecast, the FAA seeks to ensure the forecast is based on reasonable planning assumptions, uses current data, and is developed using appropriate forecasting methods. Forecasts of operations and based aircraft are considered consistent with the TAF if they differ by less than 10 percent in the five-year period and less than 15 percent in the 10-year forecast period. The FAA allows this differential because the TAF projections are not meant to replace locally developed forecasts, such as the projections presented in this study. While the TAF can and does provide a point of reference for comparison, its purpose is much broader in defining FAA national workload measures. If the forecast is outside of these tolerances, justification must be provided for the FAA to approve the forecast.

Table 2K presents the direct comparison of this study’s selected forecasts to the FAA TAF. The forecast for based aircraft exceeds the tolerance threshold for comparison to the TAF in the five-year forecast; however, it remains within the threshold for the 10-year forecast. In the short term, based aircraft are projected to grow by the addition of two aircraft in the first five years, and a total of 11 aircraft in 20 years.

TABLE 2K: Forecast Comparison to the Terminal Area Forecast for Portales Municipal Airport

| Forecast | Base Year: 2024 | Forecast: 2029 | Forecast: 2034 | Forecast: 2044 | CAGR 2024–2044 |
|-------------------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|
| Total Operations: Selected Forecast | 37,441 | 42,320 | 46,110 | 54,020 | 1.8% |
| Total Operations: FAA TAF | 37,441 | 38,606 | 39,890 | 42,630 | 0.7% |
| % Difference: | 0.00% | 9.18% | 14.47% | 23.57% | – |
| Based Aircraft: Selected Forecast | 24 | 26 | 29 | 35 | 1.9% |
| Based Aircraft: FAA TAF | 31 | 31 | 31 | 31 | 0.0% |
| % Difference: | 25.45% | 17.54% | 6.67% | 12.12% | – |

Table 2K Sources: FAA TAF; Coffman Associates Analysis

CAGR = compound annual growth rate

It is necessary to show some level of reasonable growth to properly position the airport to address the possibility of growth. Any projects identified in this study will be keyed to growth triggers; if the forecasted growth does not materialize, then the planned projects should not move forward.

In terms of total operations, the selected forecast is within the FAA tolerance thresholds when compared to the TAF. The selected forecast shows the five-year and 10-year forecasts differing from TAF projects by 9.18 percent and 14.47 percent, respectively.

CRITICAL AIRCRAFT

Critical aircraft is defined as an aircraft conducting at least 500 itinerant annual operations at an airport. When planning for future airport facilities, it is important to consider the demands of the potential critical aircraft operating at the airport in the future. Caution must be exercised to ensure that short-term development does not preclude the long-term needs of the airport; thus, it is important to strike a balance between the facility needs of aircraft currently operating at the airport and the facility needs of aircraft projected to operate at the airport in the future.

AIRCRAFT CLASSIFICATION

The use of appropriate FAA design standards is generally based on the characteristics of the critical aircraft using or expected to use the airport facilities. The criteria used in the aircraft classification process are presented in **Exhibit 2F**. An airport's critical aircraft can be a single aircraft, or a family of aircraft with similar characteristics, that uses the airport. The critical aircraft or family of aircraft is classified by three parameters: aircraft approach category (AAC), airplane design group (ADG), and taxiway design group (TDG). FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*, describes the following classification systems and parameters.

Aircraft Approach Category (AAC)

The AAC is a grouping of aircraft based on a reference landing speed (V_{REF}), if specified. If V_{REF} is not specified, the grouping is based on 1.3 times stall speed (V_{SO}) at the maximum certificated landing weight. V_{REF} , V_{SO} , and the maximum certificated landing weight are the values established for the aircraft by the certification authority of the country of registry. In addition, the operational specifications under Part 121, Part 129, or Part 135 for a specific operator and aircraft type may specify a minimum approach speed that is the AAC, rather than V_{REF} .

The AAC generally refers to the approach speed of an aircraft in landing configuration. The higher the approach speed is, the more restrictive the design standards become. The AAC is depicted by a letter (A through E) and represents the approach category and relates to the approach speed of the aircraft (operational characteristics). The AAC typically applies to runways and runway-related facilities, such as the runway width, runway safety area (RSA), runway object free area (ROFA), runway protection zone (RPZ), and separation standards.

Aircraft in AAC A and B are further distinguished between those weighing more or less than 12,500 pounds. Aircraft under 12,500 pounds are classified as small, or (s). The applicable design standards for the airport are different based on the small classification.

Airplane Design Group (ADG)

The ADG, depicted by a Roman numeral (I through VI), is a classification of aircraft that relates to the aircraft wingspan or tail height (physical characteristics). If the aircraft wingspan and tail height fall under two different classifications, the higher category is used. The ADG is used to establish design standards for the taxiway safety area, taxiway obstacle free area (TOFA), taxilane object free area, apron wingtip clearance, and various other separation standards.

Taxiway Design Group (TDG)

The TDG is a classification of airplanes based on outer-to-outer main gear width (MGW) and cockpit to main gear (CMG) distance. The TDG relates to the dimensions of the undercarriage of the design aircraft. The taxiway design elements determined by the application of the TDG include the taxiway width, taxiway edge safety margin, taxiway shoulder width, taxiway fillet dimensions, and, in some cases, the separation distance between parallel taxiway/taxilanes. Other taxiway elements, such as the taxiway safety area (TSA); taxiway/taxilane object free area (TOFA); taxiway/taxilane separation to parallel taxiway/taxilanes or fixed or movable objects; and taxiway/taxilane wingtip clearances are determined solely based on the wingspan (ADG) of the design aircraft utilizing those surfaces. It is appropriate for a taxiway to be planned and built to different taxiway design standards based on expected use.

Exhibit 2G presents the classifications of common aircraft in operation today. Generally, recreational and business piston and turboprop aircraft will fall in AAC A and B, and ADG I and II. Business jets typically fall in AAC B and C, while larger commercial aircraft will fall in AAC C and D. These larger commercial service aircraft do not apply to Portales Municipal Airport.

CRITICAL AIRCRAFT

The selection of appropriate FAA design standards for the development and location of airport facilities is based primarily on the characteristics of the aircraft that are currently using or are expected to use an airport. The critical aircraft is used to define the design parameters for an airport. This critical aircraft may be a single aircraft or a composite aircraft representing a collection of aircraft classified by three parameters: AAC, ADG, and TDG.

The first consideration is the safe operation of aircraft that are likely to use an airport. Any operation of an aircraft that exceeds the design criteria of an airport may result in a lesser safety margin; however, it is not the usual practice to base the airport design on an aircraft that uses the airport infrequently.

The critical aircraft is defined as the most demanding aircraft type, or grouping of aircraft with similar characteristics, that makes regular use of the airport. Regular use is 500 annual operations, excluding touch-and-go operations. Planning for future aircraft use is of importance because the design standards are used to plan separation distances between facilities. These future standards must be considered now to ensure that short-term development does not preclude the reasonable long-range potential needs of the airport.

According to FAA AC 150/5300-13B, *Airport Design*, “Airport designs based only on aircraft currently using the airport can severely limit the airport’s ability to accommodate future operations of more demanding aircraft. Conversely, it is not practical or economical to base airport design on aircraft that will not realistically use the airport.” Selection of the current and future critical aircraft must be realistic in nature and supported by current data and realistic projections.

AIRPORT CRITICAL AIRCRAFT

The three elements for classifying the airport critical aircraft are the AAC, ADG, and TDG. The AAC and ADG are examined first, followed by the TDG.

The FAA’s *Traffic Flow Management System Counts* (TFMSC) database captures flight plans that have been filed and/or when flights are detected by the National Airspace System, usually via radar facilities. It includes documentation of commercial traffic (air carrier and air taxi), general aviation, and military operations. Due to certain factors, such as incomplete flight plans, limited radar coverage, and VFR operations, TFMSC data do not account for all aircraft activity at an airport by a given aircraft type; however, the TFMSC does provide an accurate reflection of IFR activity. Operators of high-performance aircraft, such as turboprops and jets, tend to file flight plans at a high rate.

Exhibit 2H presents the TFMSC operation mix at the airport for turbine (turboprop and jet) aircraft operations for the last 10 years. As shown on the graphic, there has been limited reporting of turboprop and business jet activity, and no single aircraft or family of aircraft is reported to have conducted 500 or more operations at the airport over the last 10 years. In 2024, the greatest number of operations in any single design family was in B-II, which accounted for approximately 85 percent of logged turbine aircraft activity. The remaining operations recorded in the TFMSC were conducted by aircraft in A-I/A-II (26 operations), B-I/B-IV (8 operations), and C-I/C-II (4 operations).

When planning for future facilities at Portales Municipal Airport, it is necessary to consider the types of aircraft that operate the most frequently at the airport to identify the existing and ultimate critical aircraft. When extrapolating data from the TFMSC, there are no aircraft design categories that reach the 500-operational threshold. Because the airfield geometry has previously been planned to meet at least B-I(small) standards, and the currently approved ALP identifies the critical design aircraft for primary Runway 1-19 and Runway 8-26 as B-I(small), this analysis considers the existing AAC to remain as B and the existing ADG to remain as I. Over the last 10 years, the Citation I/SP, which is a B-I(small) aircraft (12,500 pounds or less), has appeared as one of the active aircraft within the B-I(small) designation and has been identified as the representative aircraft. The TDG for the Citation I/SP is 1A; thus, the existing critical aircraft falls within the B-I(small)-1A design category for primary Runway 1-19 and Runway 8-26.

The future critical aircraft is more challenging to identify. Based on the TFMSC, it is known that there is a significant level of activity by aircraft in the B-II category, with most of this aircraft activity conducted by the King Air 200/300/350. Over time, operations by these types of aircraft may increase. In addition, the fleet mix forecast indicates the potential for both turboprops and business jets to base at the airport; therefore, it is reasonable to plan for a transition to these more demanding aircraft that fall within the B-II category. Furthermore, the currently approved ALP calls for an ultimate B-II designation for both runways. A representative aircraft may be the King Air 300. The TDG of the King Air 300 is 2A; therefore, the future critical aircraft is best described as B-II-2A and should apply to primary Runway 1-19 and Runway 8-26.

AIRPORT/RUNWAY CLASSIFICATION

FAA AC 150/5300-13B, *Airport Design*, describes the following airplane classification systems, the parameters of which are presented on **Exhibit 2F**.

The **airport reference code (ARC)** is an airport designation that signifies the airport's highest runway design code (RDC) minus the third (visibility) component of the RDC. The ARC is used for planning and design purposes only and does not limit the aircraft capable of operating safely on the airport. The previous planning study established B-I as the current ARC and B-II as the ultimate ARC.

The **runway design code (RDC)** is a code that signifies the design standards to which the runway is to be built. The RDC is based on planned development and has no operational component.

The AAC, ADG, and runway visual range (RVR) are combined to form the RDC of a runway. The RDC provides the information needed to determine certain design standards that apply. The first component, depicted by a letter, is the AAC and relates to aircraft approach speed (operational characteristics). The second component, depicted by a Roman numeral, is the ADG and relates to either the aircraft wingspan or tail height (physical characteristics), whichever is most restrictive. The third component relates to the visibility minimums, expressed by RVR values in feet of 1,200 ($\frac{1}{8}$ -mile), 1,600 ($\frac{1}{4}$ -mile), 2,400 ($\frac{1}{2}$ -mile), 4,000 ($\frac{3}{4}$ -mile), and 5,000 (1-mile). The RVR values approximate standard visibility minimums for instrument approaches to the runways. The third component should be labeled "VIS" for runways that are designed for visual approach use only.

Numerous airfield design standards are based on the RDC. The RDC of any given runway is used to determine specific airfield design standards, which include imaginary surfaces established by the FAA to protect aircraft operational areas by keeping them free of obstructions that could possibly affect the safe operation of aircraft.

RUNWAY 1-19 RDC

As the primary runway, Runway 1-19 should be designed to accommodate the overall airport design aircraft. The primary runway is 5,700 feet long, 60 feet wide, and has a non-precision instrument approach on Runway 1 with a visibility minimum as low as one mile, and a visual approach on Runway 19. It has been established that the current critical aircraft falls within RDC B-I(small); therefore, when factoring in the RVR, the existing RDC for Runway 1-19 is B-I(small)-5000, and the ultimate RDC is classified as B-II-5000.

RUNWAY 8-26 RDC

Runway 8-26 is the airport's crosswind runway. It measures 4,560 feet long by 60 feet wide and does not currently offer instrument approach capability. The existing RDC for Runway 8-26 is classified as an existing B-I(small)-VIS, and the ultimate RDC is classified as B-II-5000.

APPROACH AND DEPARTURE REFERENCE CODES

Approach Reference Code (APRC)

The APRC is a code that signifies the current operational capabilities of a runway and its associated parallel taxiway regarding landing operations. Like the RDC, the APRC is composed of the same three components: the AAC, ADG, and RVR. The APRC describes the current operational capabilities of a runway under specific meteorological conditions where no special operating procedures are necessary, as opposed to the RDC, which is based on planned development with no operational component. The APRC for a runway is established based on the minimum runway-to-taxiway centerline separation.

Currently, the runway-to-taxiway centerline separation for Runway 1-19 is 240 feet at its closest point. Given that Runway 1 is served by non-precision instrument approach procedures with minimums as low as one-mile, Runway 1 falls within APRC B-II-VIS. Runway 19 is separated by parallel Taxiway A by 240 feet and is a visual runway. Due to this, the current APRC for Runway 19 is B-II-VIS. The parallel Taxiway B serving Runway 8-26 is 240 feet and is a visual runway. The current APRC is B-II-VIS.

Departure Reference Code (DPRC)

The DPRC is a code that signifies the current operational capabilities of a runway and its associated parallel taxiway regarding takeoff operations. The DPRC represents those aircraft that can take off from a runway while any aircraft are present on adjacent taxiways, under meteorological conditions with no special operating conditions. The DPRC is similar to the APRC but has two components: AAC and ADG. A runway may have more than one DPRC, depending on the parallel taxiway separation distance. The current DPRC for both Runway 1-19 and Runway 8-26 is B-II.

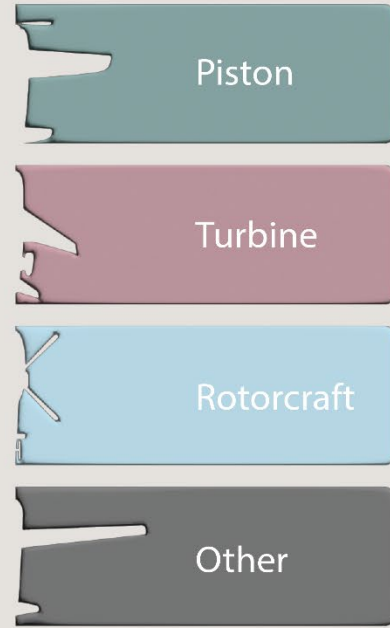
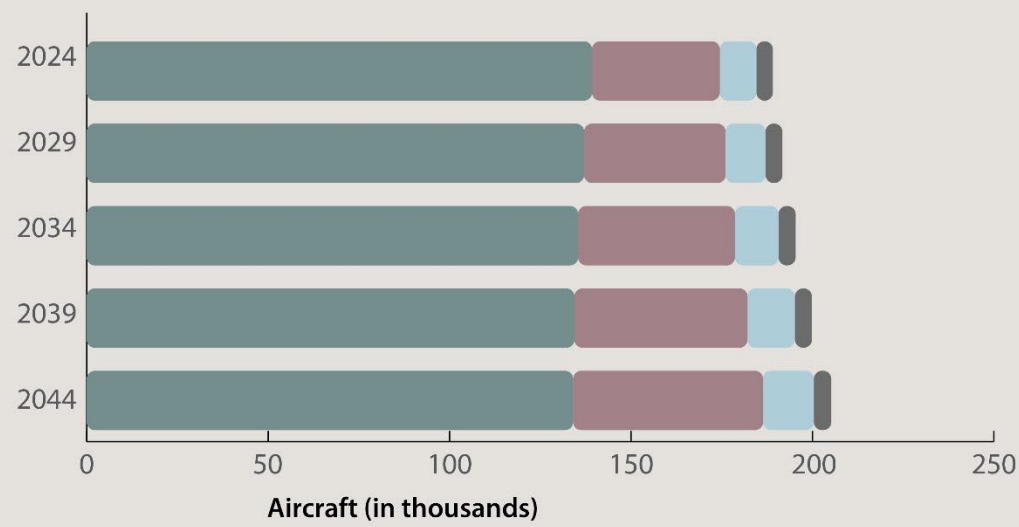
SUMMARY

This section has outlined the various activity levels that might reasonably be anticipated over the planning period, as well as the critical aircraft at Portales Municipal Airport. Based aircraft are forecasted to grow from 24 in 2024 to 35 in 2044 (1.87 percent CAGR). Operations are forecasted to grow from an estimate of 37,441 in 2024 to 54,020 in 2044 (1.85 percent CAGR).

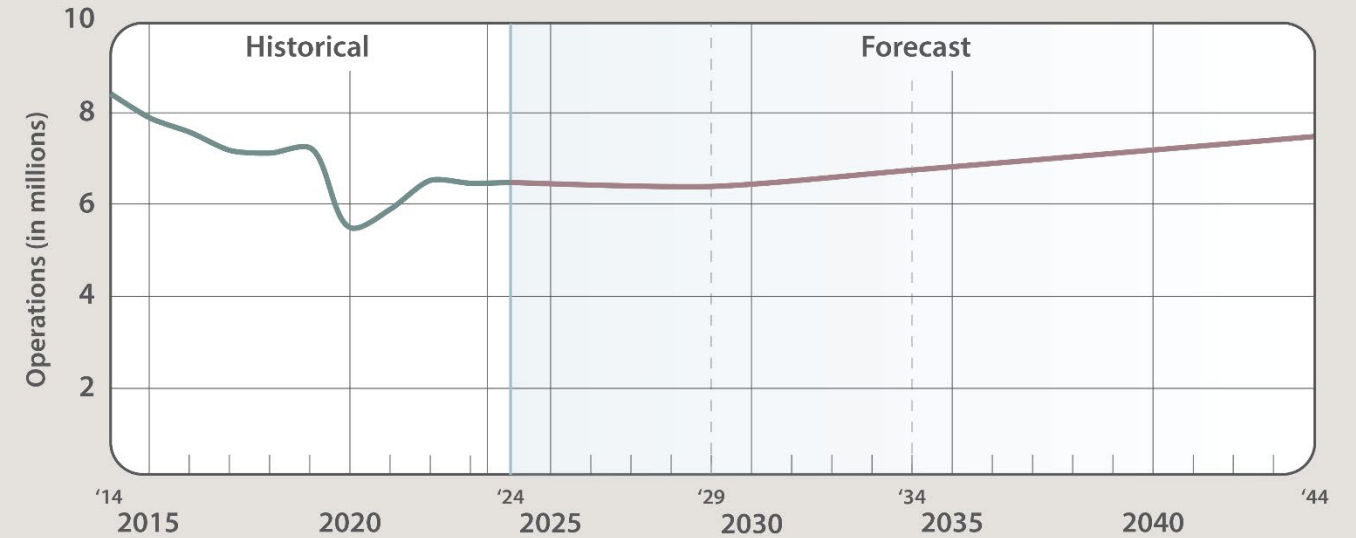
The critical aircraft for the airport was determined by examining the based aircraft design group data. The existing critical aircraft for Runway 1-19 and Runway 8-26 is described as B-I(small)-1A and is best represented by the Citation I/SP. The ultimate critical aircraft for Runway 1-19 and Runway 8-26 is the King Air 300, which is classified as a B-II-2A aircraft.

The next step in the planning process is to assess the capabilities of the existing facilities to determine what upgrades may be necessary to meet future demand. The range of forecasts developed in this section will be utilized in the next as planning horizon activity levels that will serve as milestones or activity benchmarks in evaluating facility requirements.

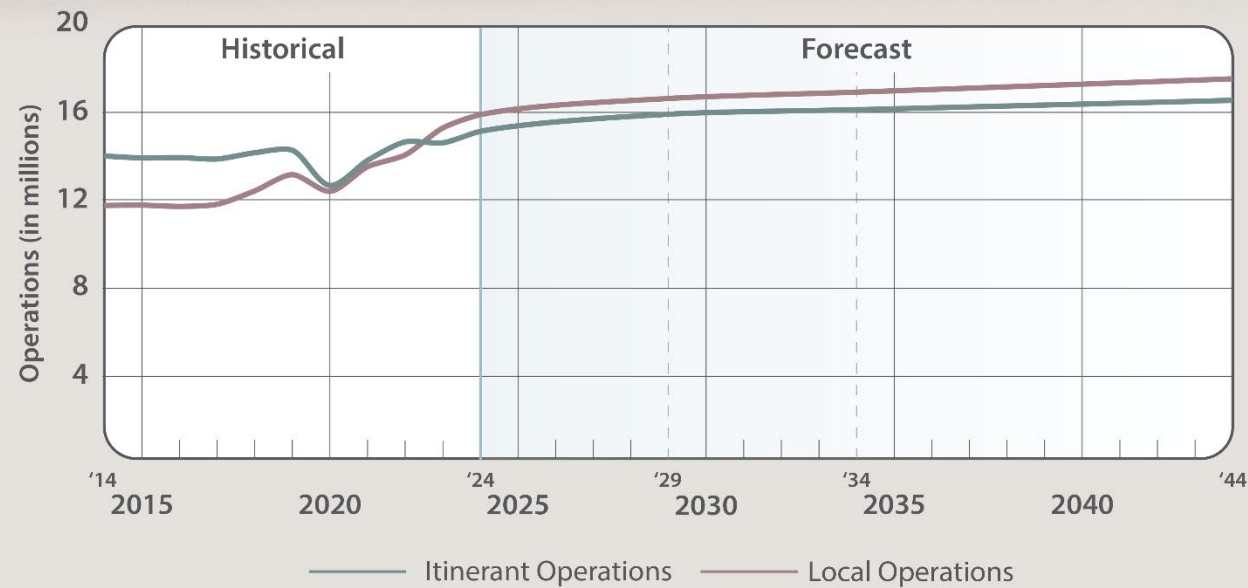
U.S. Active General Aviation Aircraft



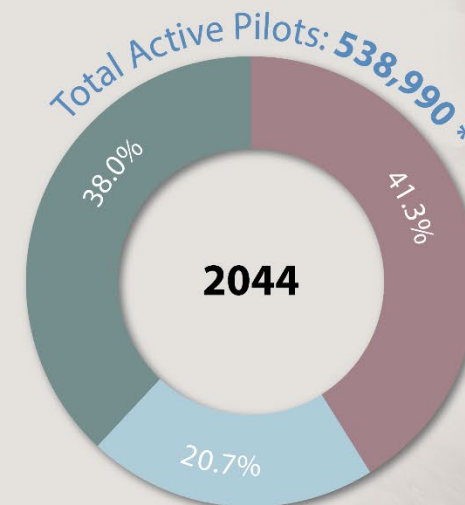
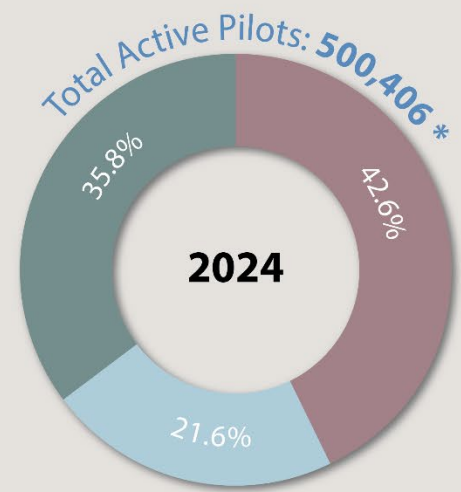
U.S. Air Taxi Operations



U.S. General Aviation Operations



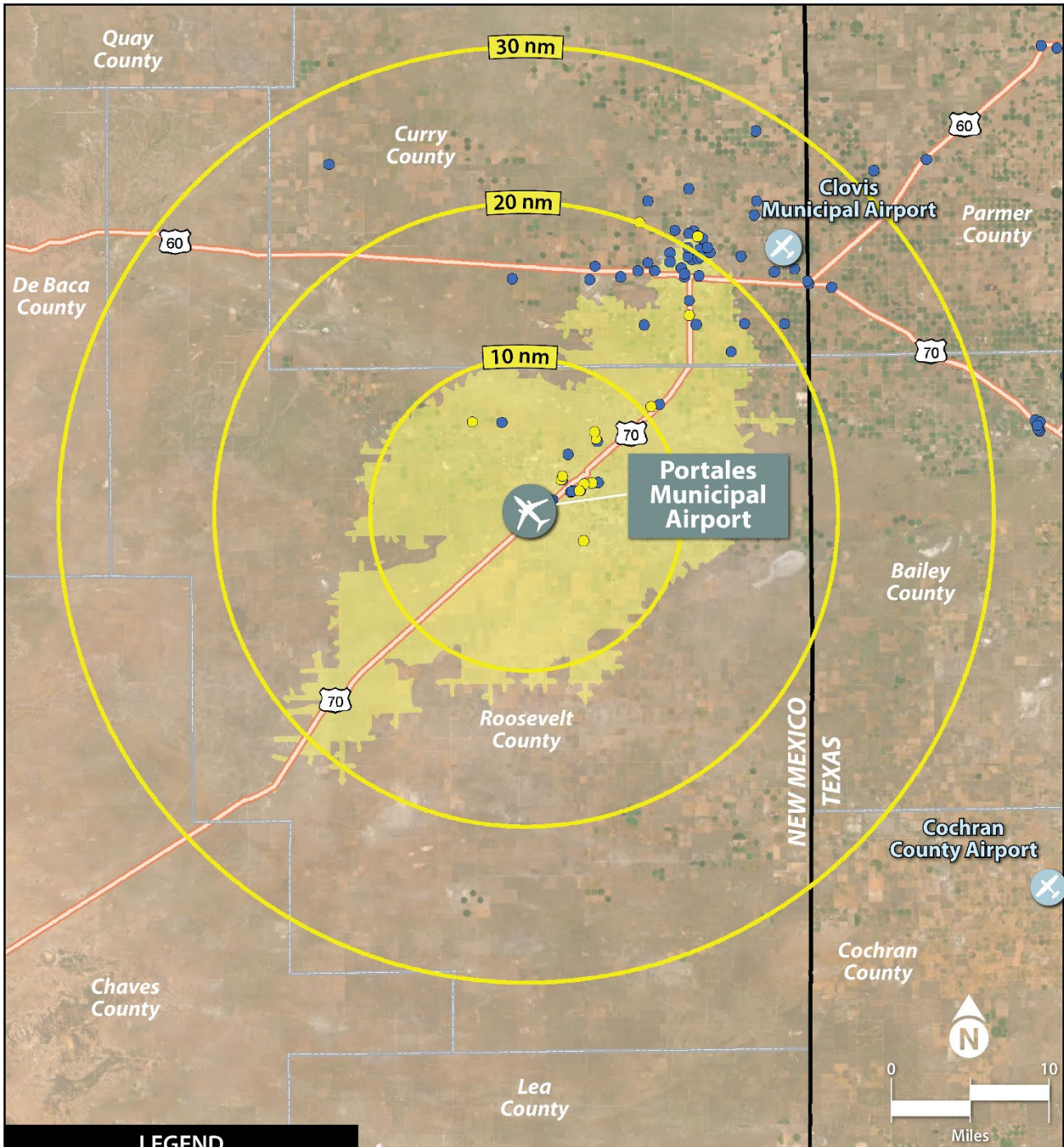
Active Pilots By Certificate



- Recreational / Sport Pilot / Private / Glider / Rotorcraft
- Commercial
- Airline Transport

*Excludes Student Pilot Certificates

Source: FAA Aerospace Forecasts FY2024-2044



LEGEND

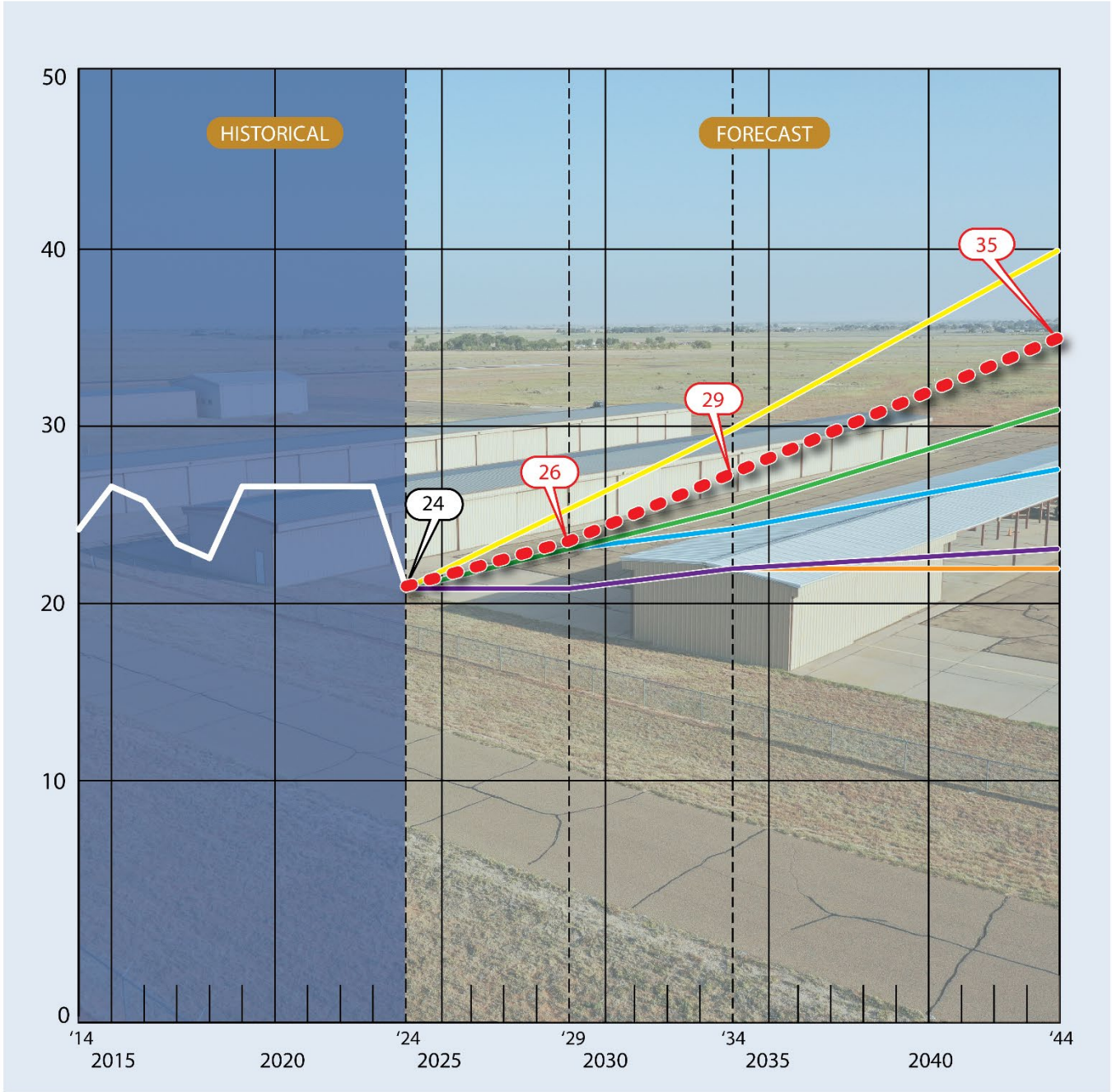
- Portales Municipal Airport
- NPIAS Airport
- FAA Registered Aircraft
- PRZ Based Aircraft
- County Boundary
- State Boundary Line
- 30-Minute Drive Time

FAA Registered & PRZ Based Aircraft

| Distance from PRZ | FAA Registered Aircraft | PRZ Based Aircraft |
|-------------------|-------------------------|--------------------|
| 0-10 nm | 19 | 11 |
| 10-20 nm | 46 | 3 |
| 20-30 nm | 64 | 2 |
| Total | 129 | 24* |

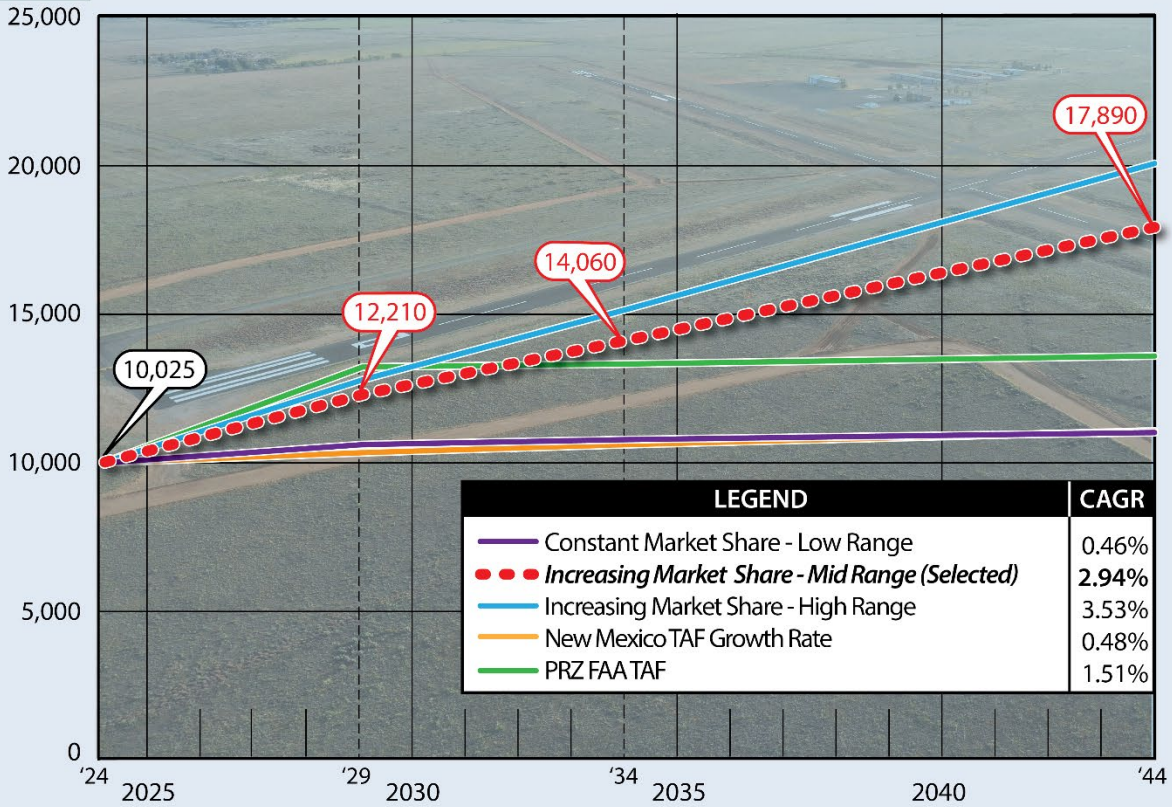
*3 based aircraft registered to addresses beyond 30nm from PRZ and 5 contain registered address information.

Source: ESRI Basemap Imagery (2022), basedaircraft.com, FAA Registered Aircraft Database

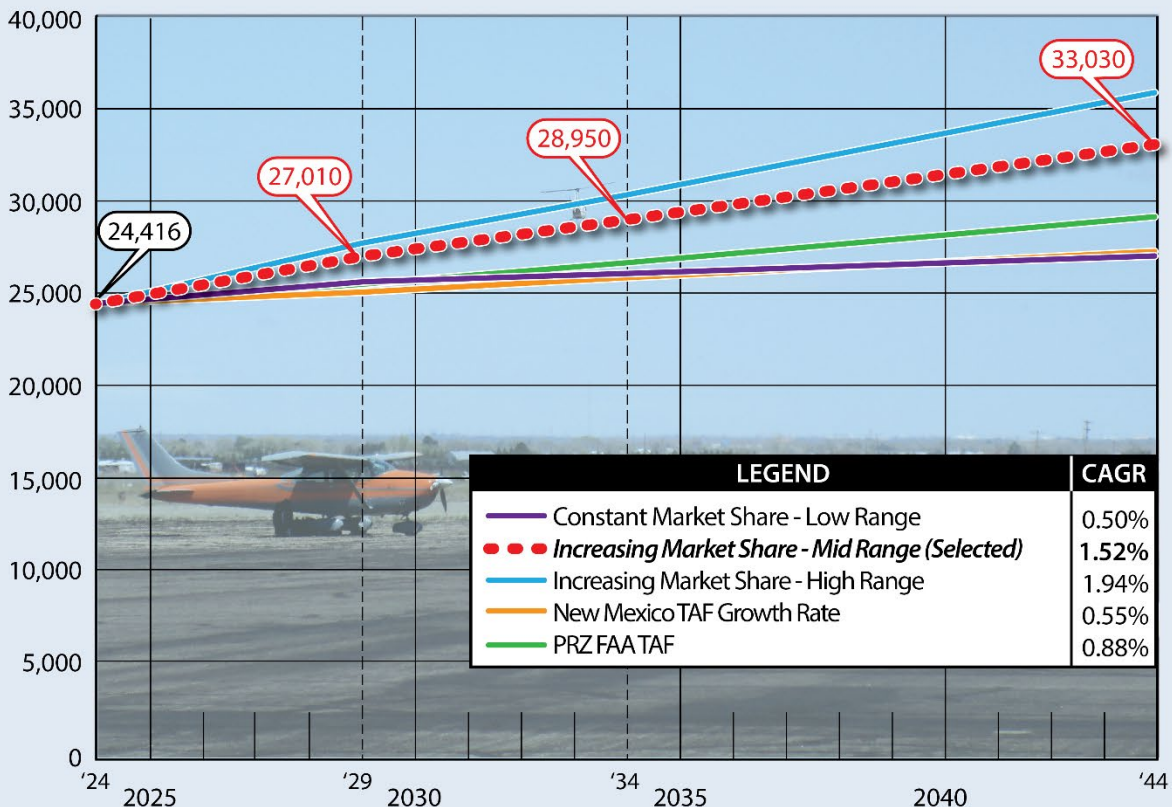


| LEGEND | | CAGR |
|--------|--|-------|
| ●●● | Increasing Market Share of U.S. Active Aircraft - Mid Range (Selected) | 1.87% |
| — | Constant Market Share of U.S. Active Aircraft - Low Range | 0.43% |
| — | Increasing Market Share of U.S. Active Aircraft - High Range | 2.68% |
| — | Constant Ratio Projection per 1,000 County Residents - Low Range | 0.24% |
| — | Increasing Ratio Projection per 1,000 County Residents - Mid Range | 1.16% |
| — | Increasing Ratio Projection per 1,000 County Residents - High Range | 1.56% |

Itinerant GA



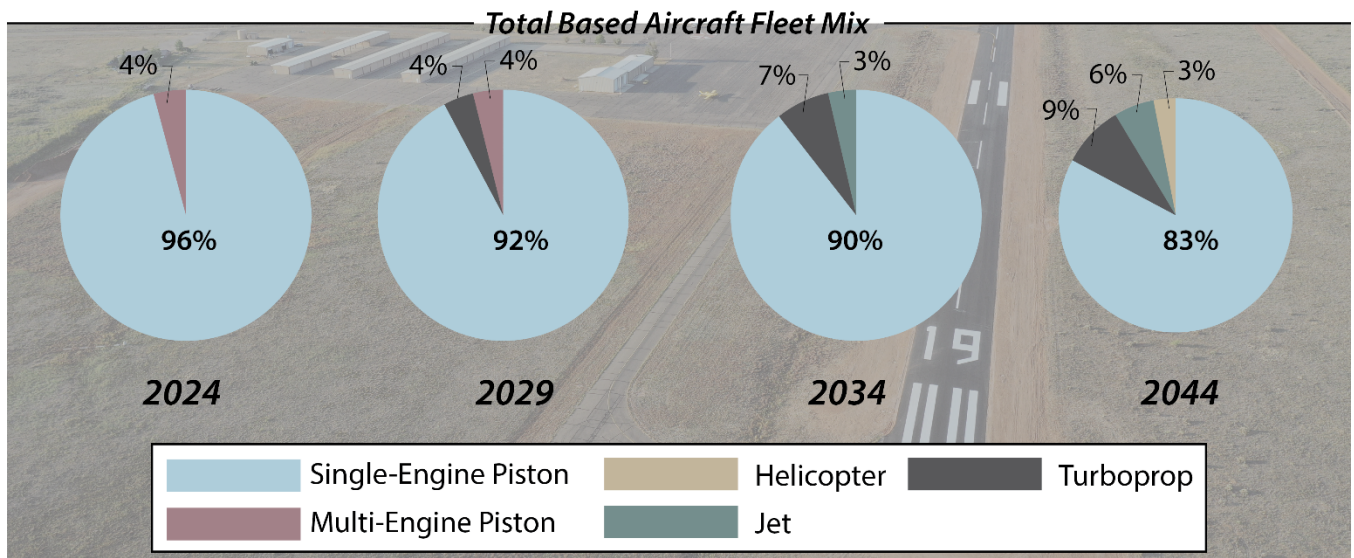
Local GA



| | BASE YEAR | 2029 | 2034 | 2044 |
|--------------------------------|---------------|---------------|---------------|---------------|
| ANNUAL OPERATIONS | | | | |
| Itinerant | | | | |
| Air Carrier | 0 | 0 | 0 | 0 |
| Other Air Taxi | 0 | 100 | 100 | 100 |
| General Aviation | 10,025 | 12,210 | 14,060 | 17,890 |
| Military | 3,000 | 3,000 | 3,000 | 3,000 |
| Total Itinerant | 13,025 | 15,310 | 17,160 | 20,990 |
| Local | | | | |
| General Aviation | 24,416 | 27,010 | 28,950 | 33,030 |
| Total Local Operations | 24,416 | 27,010 | 28,950 | 33,030 |
| Total Annual Operations | 37,441 | 42,320 | 46,110 | 54,020 |

| | | | | |
|-----------------------------|-----------|-----------|-----------|-----------|
| BASED AIRCRAFT | | | | |
| Single-Engine | 23 | 24 | 26 | 29 |
| Multi-Engine | 1 | 1 | 0 | 0 |
| Turboprop | 0 | 1 | 2 | 3 |
| Jet | 0 | 0 | 1 | 2 |
| Helicopter | 0 | 0 | 0 | 1 |
| Other | 0 | 0 | 0 | 0 |
| Total Based Aircraft | 24 | 26 | 29 | 35 |

| | | | | |
|--------------------------------|---------------|---------------|---------------|---------------|
| PEAKING | | | | |
| Total Annual Operations | 37,441 | 42,320 | 46,110 | 54,020 |
| Peak Month | 3,744 | 4,232 | 4,611 | 5,402 |
| Design Day | 121 | 137 | 149 | 174 |
| Design Hour | 18 | 20 | 22 | 26 |
| Busy Day | 151 | 169 | 183 | 211 |



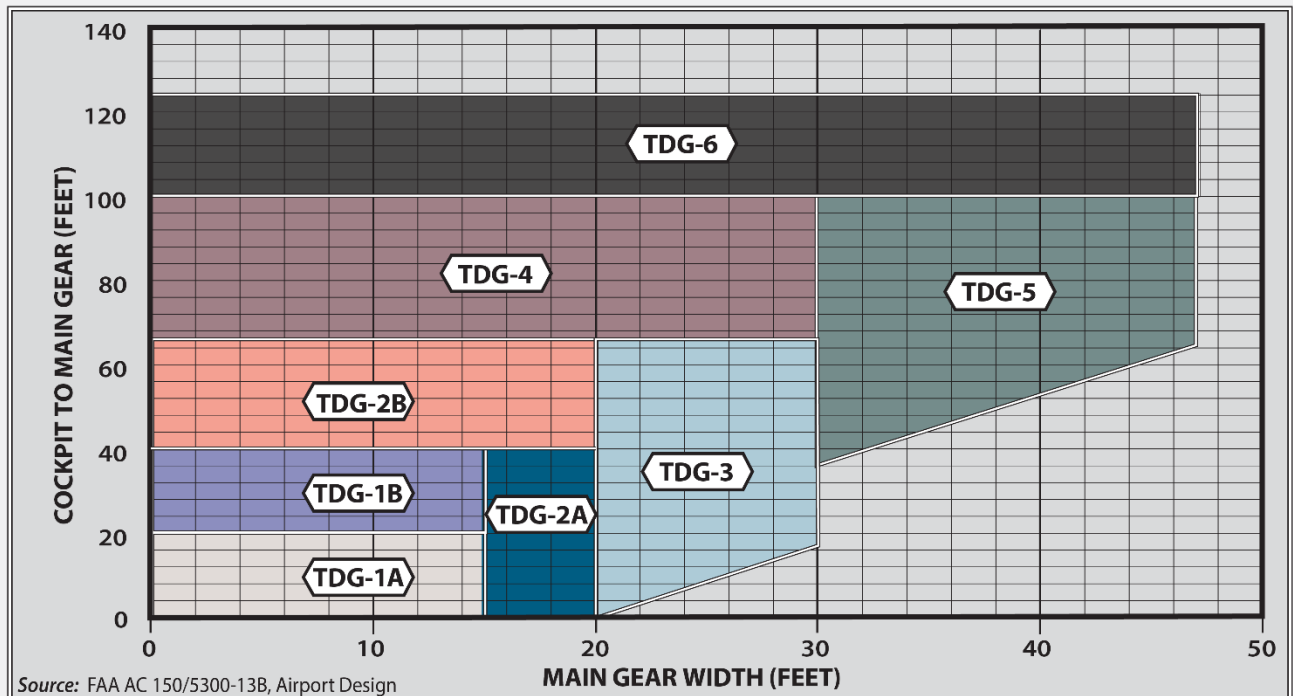
| AIRCRAFT APPROACH CATEGORY (AAC) | | |
|----------------------------------|---|--|
| Category | Approach Speed | |
| A | Less than 91 knots | |
| B | 91 knots or more but less than 121 knots | |
| C | 121 knots or more but less than 141 knots | |
| D | 141 knots or more but less than 166 knots | |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

| AIRPLANE DESIGN GROUP (ADG) | | |
|-----------------------------|--------------------|-----------------|
| Group # | Tail Height (feet) | Wingspan (feet) |
| I | <20 | <49 |
| II | 20≤30 | 49≤79 |
| III | 30≤45 | 79≤118 |
| IV | 45≤60 | 118≤171 |
| V | 60≤66 | 171≤214 |
| VI | 66≤80 | 214≤262 |

| VISIBILITY MINIMUMS | |
|---------------------|---|
| RVR* (feet) | Flight Visibility Category (statute miles) |
| VIS | 3-mile or greater visibility minimums |
| 5,000 | Not lower than 1-mile |
| 4,000 | Lower than 1-mile but not lower than ¾-mile |
| 2,400 | Lower than ¾-mile but not lower than ½-mile |
| 1,600 | Lower than ½-mile but not lower than ¼-mile |
| 1,200 | Lower than ¼-mile |

*RVR: Runway Visual Range

TAXIWAY DESIGN GROUP (TDG)



| A-I | Aircraft | TDG | C/D-I | Aircraft | TDG |
|---|--|---|--|---|--|
|  | <ul style="list-style-type: none"> Beech Baron 55 Beech Bonanza Cessna 150, 172 Eclipse 500 Piper Archer, Seneca | 1A 1A 1A 1A 1A |  | <ul style="list-style-type: none"> Lear 25, 31, 45, 55, 60 Learjet 35, 36 (D-I) | 1B 1B |
|  | <ul style="list-style-type: none"> Beech Baron 58 Beech King Air 90 Cessna 421 Cessna Citation CJ1 (525) Cessna Citation 1(500) Embraer Phenom 100 | 1A 1A 1A 1A 2 1B |  | <ul style="list-style-type: none"> Challenger 600/604/800/850 Cessna Citation VII, X+ Embraer Legacy 450/500 Gulfstream IV, 350, 450 (D-II) Gulfstream G200/G280 Lear 70, 75 | 1B 1B 1B 2 1B 1B |
|  | <ul style="list-style-type: none"> Beech Super King Air 200 2 Cessna 441 Conquest Cessna Citation CJ2 (525A) Pilatus PC-12 | 1A 1A 2 1A |  | <ul style="list-style-type: none"> Gulfstream V Gulfstream G500, 550, 600, 650 (D-III) | 2 2 |
|  | <ul style="list-style-type: none"> Beech Super King Air 350 2 Cessna Citation CJ3(525B), Bravo (550), V (560) Cessna Citation CJ4 (525C) Cessna Citation Latitude/Longitude Embraer Phenom 300 Falcon 10, 20, 50 Falcon 900, 2000 Hawker 800, 800XP, 850XP, 4000 Pilatus PC-24 | 2 2 1B 1B 1B 1B 2 1B 1B |  | <ul style="list-style-type: none"> Airbus A319-100, 200 Boeing 737 -800, 900, BBJ2 (D-III) MD-83, 88 (D-III) | 3 3 4 |
|  | <ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 5000, 6000, 7000, 8000 Falcon 6X, 7X, 8X | 3 2 2 |  | <ul style="list-style-type: none"> Airbus A300-100, 200, 600 Boeing 757-200 Boeing 767-300, 400 MD-11 | 5 4 5 6 |
| | | |  | <ul style="list-style-type: none"> Airbus A330-200, 300 Airbus A340-500, 600 Boeing 747-100 - 400 Boeing 777-300 Boeing 787-8, 9 | 5 6 5 6 5 |

Note: Aircraft pictured is identified in bold type.

| AAC/ADG | Aircraft | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------|--------------------------------------|------------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|-----------|
| A-I | Cirrus Vision Jet | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | Piper Malibu/Meridian | 10 | 0 | 0 | 0 | 0 | 8 | 0 | 2 | 4 | 0 | 0 |
| | Socata TBM 7/850/900 | 0 | 2 | 10 | 6 | 2 | 6 | 2 | 4 | 4 | 6 | 0 |
| | Total | 10 | 2 | 10 | 6 | 2 | 14 | 2 | 10 | 8 | 6 | 0 |
| A-II | CASA Aviocar | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Cessna Caravan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 |
| | Pilatus PC-12 | 6 | 22 | 24 | 36 | 44 | 36 | 32 | 122 | 52 | 32 | 16 |
| | Total | 8 | 22 | 24 | 36 | 44 | 36 | 32 | 126 | 52 | 32 | 18 |
| B-I | Aero Commander 690 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Citation CJ1 | 0 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | Citation I/SP | 0 | 0 | 0 | 2 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Citation Mustang | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Eclipse 400/500 | 0 | 0 | 4 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 |
| | Honda Jet | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Learjet 31 | 2 | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Piper Cheyenne | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 |
| | Total | 4 | 8 | 14 | 6 | 12 | 4 | 4 | 2 | 2 | 0 | 6 |
| B-II | Cessna Conquest | 0 | 0 | 2 | 4 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Citation CJ2/CJ3/CJ4 | 0 | 2 | 2 | 0 | 4 | 2 | 0 | 16 | 4 | 4 | 10 |
| | Citation II/SP/Latitude | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Citation V/Sovereign | 4 | 6 | 4 | 12 | 8 | 12 | 14 | 14 | 6 | 6 | 4 |
| | Citation XLS | 4 | 6 | 2 | 0 | 4 | 0 | 0 | 20 | 0 | 0 | 0 |
| | Dornier 328 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | King Air 200/300/350 | 116 | 74 | 54 | 48 | 36 | 26 | 48 | 96 | 96 | 136 | 46 |
| | King Air 90/100 | 44 | 20 | 10 | 12 | 20 | 38 | 18 | 36 | 102 | 114 | 46 |
| | King Air F90 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Phenom 300 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 2 | 2 | 0 | 2 |
| Pilatus PC-24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | |
| Total | 168 | 112 | 76 | 80 | 96 | 82 | 80 | 184 | 216 | 262 | 110 | |
| B-IV | C-130 Hercules | 4 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 48 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | |
| C-I | Learjet 35/36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | 0 |
| | Learjet 40 Series | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Total | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 0 |
| C-II | Challenger 600/604 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Gulfstream 200 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Hawker 800 (Formerly Bae-125-800) | 8 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 0 |
| | Learjet 70 Series | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| | Total | 8 | 4 | 6 | 2 | 0 | 2 | 2 | 0 | 2 | 8 | 0 |

Summary

| AAC/ADG | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| A-I | 10 | 2 | 10 | 6 | 2 | 14 | 2 | 10 | 8 | 6 | 0 |
| A-II | 8 | 22 | 24 | 36 | 44 | 36 | 32 | 126 | 52 | 32 | 18 |
| B-I | 4 | 8 | 14 | 6 | 12 | 4 | 4 | 2 | 2 | 0 | 6 |
| B-II | 168 | 112 | 76 | 80 | 96 | 82 | 80 | 184 | 216 | 262 | 110 |
| B-IV | 4 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| C-I | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 | 0 | 4 | 0 |
| C-II | 8 | 4 | 6 | 2 | 0 | 2 | 2 | 0 | 2 | 8 | 0 |
| Total | 202 | 156 | 134 | 132 | 154 | 138 | 120 | 338 | 280 | 314 | 136 |

Aircraft Approach Category

| AC | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| A | 18 | 24 | 34 | 42 | 46 | 50 | 34 | 136 | 60 | 38 | 18 |
| B | 176 | 128 | 90 | 88 | 108 | 86 | 84 | 188 | 218 | 264 | 118 |
| C | 8 | 4 | 10 | 2 | 0 | 2 | 2 | 14 | 2 | 12 | 0 |
| Total | 202 | 156 | 134 | 132 | 154 | 138 | 120 | 338 | 280 | 314 | 136 |

Airplane Design Group

| DG | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| I | 14 | 10 | 28 | 12 | 14 | 18 | 6 | 26 | 10 | 10 | 6 |
| II | 184 | 138 | 106 | 118 | 140 | 120 | 114 | 310 | 270 | 302 | 128 |
| IV | 4 | 8 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 202 | 156 | 134 | 132 | 154 | 138 | 120 | 338 | 280 | 314 | 136 |

Source: TFMSC, January 2014 to June 2023 (data normalized annually)
*2024 data through June

