APPENDIX C
AVIATION ACTIVITY FORECAST

This appendix includes the forecast of aviation activity for Port Columbus International Airport and the forecast approval letter from the Federal Aviation Administration.

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 6, 2006

Ms. Katherine Jones
Federal Aviation Administration
Detroit Airports District Office, DET-600
11677 South Wayne Road, Suite 107
Romulus, MI 48174

RE: Aviation Activity Forecast
Port Columbus International Airport

Dear Katy:

Enclosed please find the final aviation activity forecast prepared by Landrum & Brown for the FAR Part 150 Noise Compatibility Program Update at Port Columbus International Airport.

Please review the enclosed report and provide me with your concurrence. If you have any question, please call me at (614) 239-4063. Thank you for your continued assistance on this important project.

Sincerely,

David Wall, A.A.E.
Capital Program Manager

Cc: Elaine Roberts, A.A.E.
Angela Newland, A.A.E.
Rob Adams, Landrum & Brown

Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4066

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone: 614-491-1401
Fax: 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43228
Phone: 614-851-9900
Fax: 614-851-8959

Aviation Activity Forecast
Port Columbus International Airport

Prepared by
Landrum & Brown

August 2006

Aviation Activity Forecast

The purpose of this document is to update the Port Columbus International Airport (CMH or Airport) aviation activity forecast. This updated forecast represents projected unconstrained demand. Any potential future limitations in airspace, airfield, or terminal capacities are not taken into account. It is further assumed that future growth in traffic at the Airport will not be unduly constrained by lack of availability of aviation fuel or unusual jet fuel price hikes, limitations in the capacity of the air traffic control system, or the re-regulation of airlines.

Economic Base for Air Transportation Demand

Greater Columbus area demographic and economic factors provide the foundation for origin and destination air service demand at the Airport. The prime geographic region served by an airport is generally referred to as an "Air Trade Area." For purposes of this report, the Port Columbus International Airport Air Trade Area is the Columbus, Ohio Metropolitan Statistical Area (MSA) as defined by the U.S. Census Bureau.

Historical Enplaned Passengers

After experiencing virtually uninterrupted growth in passenger traffic during the 1990s, enplaned passengers peaked in 2000 at 3.46 million. Over the next four years, the record of traffic was less positive at CMH. Enplanements fell to a five-year low in 2004 (10 percent below 2000 levels). The combined effects of an economic recession, the September 11, 2001 terrorist attacks, the SARS outbreak, and the war in Iraq weighed heavily on enplanement volumes at CMH, as at many other U.S. airports, between 2001 and 2003. Moreover, the strategic decision by America West to discontinue its operation of a mini-connecting hub at CMH was also a major contributing factor to the decline in enplaned passengers, specifically in 2003 and 2004. In 2005, enplanement volumes retuned to a positive trend, increasing 6.9 percent over 2004.

For the 6 months ended June 2006, passenger traffic growth at CMH increased 0.7 percent over the same period in 2005. Airline schedules filed with the *Official Airline Guide* for 2006 indicate there will likely be 7-8 percent fewer available seats operated at CMH in 2006 versus 2005. Legacy carriers American, Delta, Northwest, US Airways, and the now defunct Independence Air are driving the decline. However, load factor increases are expected to marginally offset the projected decline in capacity with 3.37 million enplanements projected for 2006 versus 3.30 million in 2005.

O&D traffic is made up of Columbus area residents making air trips to other cities and visitors making trips to Columbus. Domestic O&D traffic at CMH has accounted for almost 90 percent of total enplanements, on average, at CMH between 1992 and 2005. As a result, domestic O&D traffic has generally mirrored overall enplanement trends. Notably, domestic O&D traffic began to recover at CMH in 2004, a year earlier than overall enplanements, which were depressed by the net effect of continued declines in connecting enplanements resulting from the discontinuation of the America West hub. Although relatively small, international O&D traffic has grown steadily with only a small setback in 2001. In 2005, 190,400 international O&D enplanements were reported at CMH accounting for almost 6 percent of total enplanements.

Historical trends in domestic O&D, international O&D, and connecting passengers are shown in **Table 1**.

Table 1
Historical Enplanements

Year	Total Enplanements	Outbound Domestic O&D	Outbound International O&D	Connections	Connecting Percentage
1992	2,182,876	1,981,450	80,500	120,926	5.5%
1993	2,568,762	2,118,660	93,560	356,542	13.9%
1994	2,812,678	2,270,380	96,420	445,878	15.9%
1995	2,872,607	2,470,820	97,710	304,077	10.6%
1996	3,197,851	2,813,380	108,960	275,511	8.6%
1997	3,339,115	2,915,380	125,110	298,625	8.9%
1998	3,243,239	2,914,890	131,260	197,089	6.1%
1999	3,328,449	3,047,140	147,310	133,999	4.0%
2000	3,462,920	3,123,060	155,790	184,070	5.3%
2001	3,336,027	2,985,560	178,189	172,278	5.2%
2002	3,348,456	2,871,170	185,941	291,345	8.7%
2003	3,156,520	2,722,220	182,528	251,772	8.0%
2004	3,112,870	2,786,280	199,982	126,608	4.1%
2005	3,306,753	2,982,770	209,396	114,587	3.5%
2006E	3,376,675	3,041,508	219,100	116,067	3.4%
Average Annual Growth Rate					
1992-2006	3.2%	3.1%	7.4%	-0.3%	

* Connecting enplanements are restated due to availability of more accurate Canadian Traffic data.
O&D adjusted accordingly.

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Air Service Issues and Primary Assumptions

Understanding the current and historical air service provided at the Airport is a key component of developing a forecast. In recent years, the contraction of the America West hub has been the most prominent air service issue at CMH. In 2005, America West operated 4 daily flight departures on average from CMH (2 daily flights to each of its hubs in Phoenix and Las Vegas). This is in stark contrast to the 49 daily flights it operated prior to disbanding its hub in 2003. Notably, the scope of service (number of destinations served) at CMH has not suffered materially. In 2006, all the destinations that America West served at the height of its hubbing operation are served by another airline.

Southwest seems to have benefited most from the decline in America West's operations at CMH. The airline increased its share of capacity (measured by available seats) to 21 percent in 2005, up from 11 percent in 2000.

It is evident that potential travelers from CMH continue to have a diverse set of air service offerings available to them. However, some further near term air service issues are worth considering. With the broader airline industry mired in debt and posting significant operating losses, many airlines are continuing to right size their operations in an effort to return to profitability. Legacy carriers are focusing on the less competitive international market while

reducing or holding flat domestic capacity.[1] The restriction of domestic supply coupled with persistently high fuel prices is resulting in higher fares charged to air travelers which could dampen demand for air travel.

Moreover, as part of the legacy carrier restructuring, domestic air service continues to be shifted to regional partners both nationally and at CMH. In 2005, regional carriers accounted for 38 percent of departing seats at CMH versus 21 percent in 2000.

Enplanement Forecast Methodology

Any effort to project future airline passengers begins with a forecast of domestic originating enplanements. The level of originating enplanements reflects the attractiveness of the Columbus region as a place to live, a place to visit, and as a place to work and conduct business. Domestic originating enplanements were forecast using an econometric (multi-linear regression) approach. Dozens of regression equations were constructed to test the correlation coefficients of different combinations of demographic and economic variables with the historical originating enplanements for the period 1990 through 2005.

The historical and forecast population, employment, earnings, and personal income data used in developing the enplaned passenger forecast was obtained from Woods & Poole Economics, Inc. Woods & Poole is an independent, non-partisan organization that carries out research in the public interest. The Woods & Poole data for the Columbus MSA is presented in **Table A-1** at the end of this document. The other principle economic variable tested was yield (average revenue per passenger mile). Yield reflects the cost of air travel to the traveling public. Yield is forecast to decline in real terms during the forecast period.

A four variable regression equation provided the "best fit." The independent variables were yield, per capita personal income, and two dummy variables. The two dummy variables were used to model the effects of economic recession/September 11th attacks and America West's discontinuation of its mini-hub. The regression produced a statistically significant adjusted R^2 value of .9524. The regression equation predicated that average annual growth for domestic originating enplanements would be 2.9 percent over the forecast horizon (2006-2023).

International originating enplanements grew at an average annual rate of 6.8 percent between 1992 through 2005. International enplanements represent a relatively small percentage of the total traffic at the Airport (5.8 percent in 2005). Again, an econometric (multi-linear regression) approach was used to forecast originating international enplanements. The best fit was found in a two variable model with US GDP and a dummy variable to model a recession, September 11th events and the SARS out break. The regression produced a statistically significant R^2 value of 0.9903 and an international O&D enplanement forecast with an average annual growth rate of 4.6 percent from 2006 to 2023.

Total originating enplanements, domestic plus international, are forecast to grow at an average annual rate of 2.9 percent between 2005 and 2023.

[1] Collectively the legacy carriers which include American, Continental, Delta, US Airways/America West, Northwest, and United are pulling down domestic capacity 7% system wide in 2006. Only Continental and United are projecting any domestic capacity growth. These findings include data for the legacy carriers' regional affiliates.

With the decision by America West to discontinue its mini-connecting hub at the Airport, connecting enplanements will be principally driven by passenger choice, rather than the intentional routing by a hubbing carrier. Connections are projected to range from 3.5 percent of total enplanements in 2005, to 3.8 percent in 2023.

Enplanement Forecast

Current aircraft operations statistics suggest the trend to replace "mainline" scheduled passenger jets with regional jets (RJs) continues unabated. In 2000, less than 18 percent of enplanements were on commuter carriers. By 2005, 36.5 percent were transported by commuters. The share of enplanements carried by commuter/regional aircraft is expected to increase, particularly in the near term. By 2023, regional airlines are forecast to account for 43 percent of total enplanements at CMH, having averaged growth of 3.9 percent over the forecast period. Although, air carrier activity is projected to account for a declining share of total enplanements at CMH (57.0 percent in 2023 versus 63.5 percent in 2005), air carrier enplanements are forecast to average growth of 2.3 percent over the forecast period.

Table 2 presents the updated enplaned passenger forecast. The forecasted split between air carrier and regional airline enplanements reflects the greater dependence on regional jet aircraft than in past years.

Table 2
Enplanement Forecast

	Year	O&D	Connecting	Total Enplanements	Air Carrier	Commuter	Percent Commuter
Actual	2000	3,278,850	184,070	3,462,920	2,838,521	624,399	18.0%
	2001	3,163,749	172,278	3,336,027	2,639,272	696,755	20.9%
	2002	3,057,111	291,345	3,348,456	2,446,580	901,876	26.9%
	2003	2,904,748	251,772	3,156,520	2,189,420	967,100	30.6%
	2004	2,986,262	126,608	3,112,870	2,121,901	990,969	31.8%
	2005	3,192,166	114,587	3,306,753	2,100,172	1,206,581	36.5%
Estimate	2006	3,260,608	116,067	3,376,675	1,959,072	1,417,603	42.0%
Forecast	2007	3,369,000	134,800	3,503,800	2,021,400	1,482,400	42.3%
	2008	3,501,400	140,100	3,641,500	2,089,000	1,552,500	42.6%
	2009	3,639,000	145,600	3,784,600	2,158,500	1,626,100	43.0%
	2010	3,782,100	151,300	3,933,400	2,230,300	1,703,100	43.3%
	2011	3,929,700	157,200	4,086,900	2,303,700	1,783,200	43.6%
	2012	4,052,800	162,100	4,214,900	2,361,600	1,853,300	44.0%
	2013	4,179,800	167,200	4,347,000	2,420,800	1,926,200	44.3%
	2014	4,310,900	172,400	4,483,300	2,481,300	2,002,000	44.7%
	2015	4,446,200	177,800	4,624,000	2,543,200	2,080,800	45.0%
	2016	4,584,700	183,400	4,768,100	2,634,600	2,133,500	44.7%
	2017	4,688,300	187,500	4,875,800	2,706,500	2,169,300	44.5%
	2018	4,794,300	191,800	4,986,100	2,780,300	2,205,800	44.2%
	2019	4,902,800	196,100	5,098,900	2,856,000	2,242,900	44.0%
	2020	5,013,900	200,600	5,214,500	2,933,700	2,280,800	43.7%
	2021	5,126,800	205,100	5,331,900	3,013,000	2,318,900	43.5%
	2022	5,239,100	209,600	5,448,700	3,092,400	2,356,300	43.2%
	2023	5,354,100	214,200	5,568,300	3,173,900	2,394,400	43.0%
	Average Annual Compound Growth Rates						
	2000-2005	-0.5%	-9.0%	-0.9%	-5.8%	14.1%	
	2005-2008	3.1%	6.9%	3.3%	-0.2%	8.8%	
	2008-2012	3.7%	3.7%	3.7%	3.1%	4.5%	
	2012-2018	2.8%	2.8%	2.8%	2.8%	2.9%	
	2018-2023	2.2%	2.2%	2.2%	2.7%	1.7%	
	2005-2023	2.9%	3.5%	2.9%	2.3%	3.9%	

Connecting enplanements are restated due to availability of more accurate Canadian Traffic data.
O&D adjusted accordingly.

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Table 3 compares the updated June 2006 enplanement forecast with the February 2005 forecast update and the FAA's 2005, Terminal Area Forecast (TAF). In the initial period through 2008, the average annual growth rate is lower in the current forecast update compared to the February 2005 forecast update. The slower near term growth rate is primarily explained by the higher actual base for 2005 (3.3 million enplanements) versus the projected value in the previous update (3.0 million enplanements). In absolute terms, a higher volume of enplanements is currently forecast in 2008 (3.6 million) than in the last forecast update (3.4 million). In the medium and long term (2008 to 2023), enplanements are projected to increase at 2.9 percent per annum, compared to 3.7 percent in the previous forecast. The slower long term growth rate does not reflect a significant change in the underlying socio-economic trends which drive demand for air travel to and from the Columbus area. However, it does reflect the assumption that fares are

likely to be higher, on average, over the forecast period, than previously anticipated due to what seems to be a persistent increase in fuel costs and supply discipline. Notably, the 2005 TAF projects a lower growth rate for both the short-term and long-term than the 2006 forecast.

The Columbus Regional Airport Authority (CRAA) Business Development staff regularly meets with airline route planners regarding growth opportunities. Airlines consistently remark on the quality market opportunities that Columbus provides. Port Columbus finished 2004 with near equal passengers as 2003 despite losing 25% of its scheduled passenger flights in 2003 with the America West de-hubbing decision. Passengers in 2003 were down only 7% compared to 2002. As of December 2004, CMH has 178 daily departures and 14,653 daily seats, compared to 188 daily departures and 14,522 daily seats before America West's downsizing, demonstrating nearly full recovery of lost flights and seats in a relatively short period of time. At that time, only one America West market, Los Angeles, did not have non-stop service. Delta began serving LAX from Port Columbus in March 2006. JetBlue Airways announced new service from Port Columbus beginning October 3, 2006 to New York Kennedy and Boston Logan. This recovery in service reflects well on the strength of the Columbus air passenger market.

An enplanement level of 5 million has been established as a threshold activity level for certain terminal improvements. The 5 million enplanement level is highlighted in **Table 3** by the dark box. This threshold is not expected to be reached until the 2018-2019 timeframe.

Table 3
Enplanement Forecast Comparison

Year	Actual	Feb 2005 Forecast	June 2006 Forecast	2005 TAF	Forecast vs. 2005 TAF Variance	
2000	3,462,920			3,447,628		
2001	3,336,027			3,412,384		
2002	3,348,456	3,348,456		3,204,770		
2003	3,156,520	3,156,520		3,149,103		
2004	3,112,870	3,112,870	3,112,870	2,996,209	3.9%	
2005	3,306,753	2,954,000	3,306,753	3,374,708	-2.0%	6.2%
2006		3,088,000	3,376,675	3,429,853	-1.6%	2.1%
2007		3,232,000	3,503,800	3,487,962	0.5%	3.8%
2008		3,377,000	3,641,500	3,549,192	2.6%	3.9%
2009		3,520,000	3,784,600	3,613,712	4.7%	3.9%
2010		3,665,000	3,933,400	3,681,699	6.8%	3.9%
2011		3,813,000	4,086,900	3,753,339	8.9%	3.9%
2012		3,966,000	4,214,900	3,828,828	10.1%	3.1%
2013		4,122,000	4,347,000	3,908,374	11.2%	3.1%
2014		4,278,000	4,483,300	3,992,193	12.3%	3.1%
2015		4,439,000	4,624,000	4,080,516	13.3%	3.1%
2016		4,602,000	4,768,100	4,173,584	14.2%	3.1%
2017		4,769,000	4,875,800	4,271,653	14.1%	2.3%
2018		4,936,000	4,986,100	4,374,991	14.0%	2.3%
2019		5,102,000	5,098,900	4,483,881	13.7%	2.3%
2020		5,272,000	5,214,500	4,598,623	13.4%	2.3%
2021		5,446,000	5,331,900	4,719,529	13.0%	2.3%
2022		5,622,000	5,448,700	4,846,931	12.4%	2.2%
2023		5,805,000	5,568,300	4,981,179	11.8%	2.2%
Average Annual Growth Rate						
2000-2005	-0.9%			-0.4%		
2005-2008		4.6%	3.3%	1.7%		
2008-2012		4.1%	3.7%	1.9%		
2012-2018		3.7%	2.8%	2.2%		
2018-2023		3.3%	2.2%			

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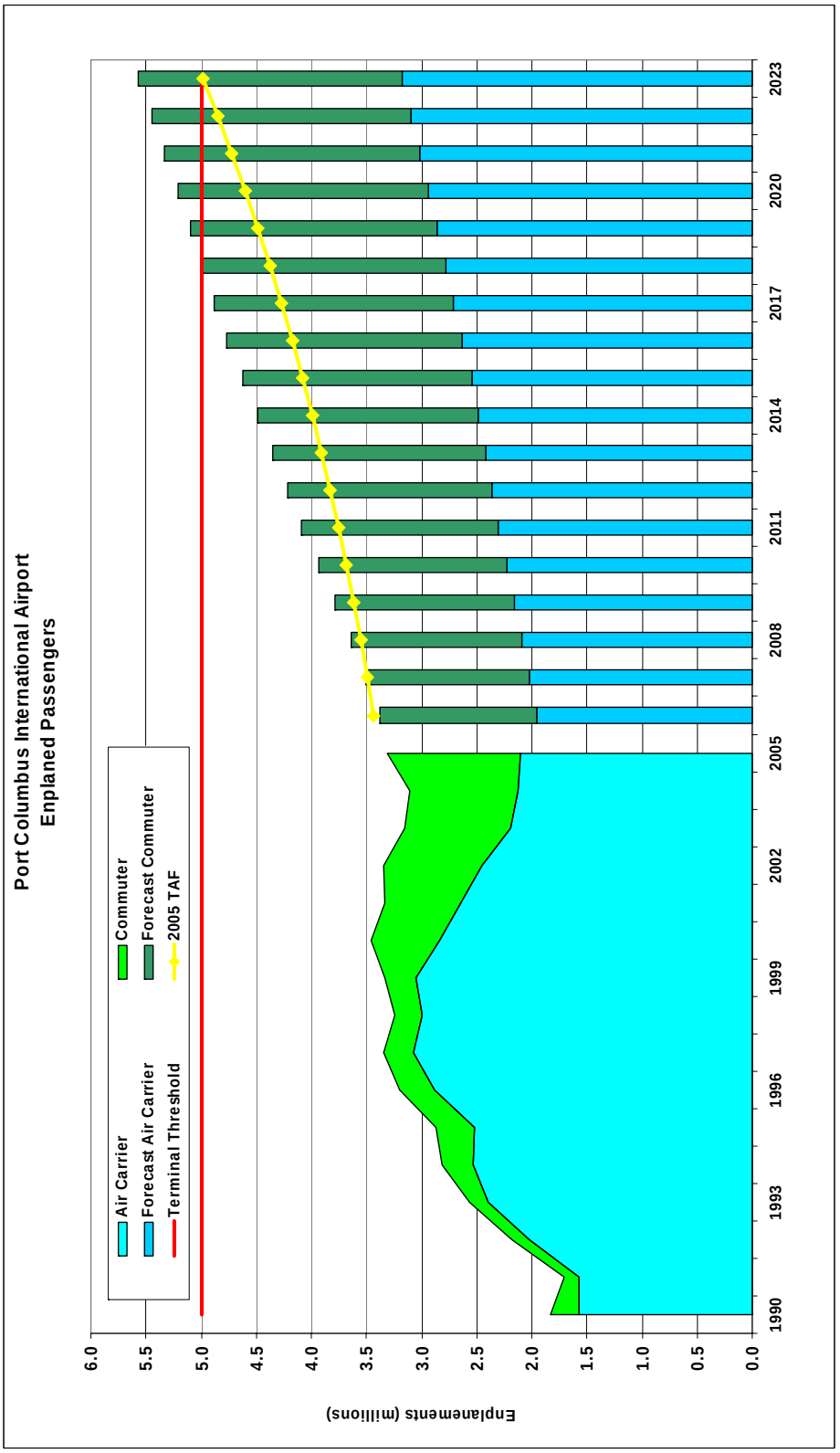
The enplanement forecast is presented graphically in **Exhibit 1**.

Exhibit 1


Port Columbus International Airport
Enplaned Passengers
Air Carrier
Forecast Air Carrier
Terminal Threshold
Commuter
Forecast Commuter
2005 TAF
Enplanements (millions)
6.0
5.5
5.0
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
1990
1993
1996
1999
2002
2005
2008
2011
2014
2017
2020
2023

Aircraft Operations Forecast

The passenger aircraft operations are calculated based upon the forecast enplaned passengers and the projected enplanements per departure. The projected enplanements per departure are the product of the assumed average seats per departure (ASPD) and the average load factor. The ASPD represents the airport-wide average of the seating capacity (gauge) of the passenger aircraft serving the Airport. For CMH, the fleet mix is projected separately for the air carrier and commuter sectors. The airport-wide fleet mix is presented in **Table 9**.

The ASPD and load factor assumptions for each sector are represented in **Table 4**.

Table 4
Average Gauge (ASPD) and Load Factor Assumptions

		Air Carrier			Commuter		
	Year	ASPD	Load Factor	Enp/Dep	ASPD	Load Factor	Enp/Dep
Historical	2000	132.7	58.7%	77.9	43.3	50.6%	21.9
	2001	133.6	61.9%	82.7	45.6	44.3%	20.2
	2002	135.3	65.1%	88.1	45.2	53.8%	24.3
	2003	133.2	67.8%	90.3	45.8	63.2%	28.9
	2004	131.6	64.4%	84.8	46.5	62.4%	29.0
	2005	130.8	70.9%	92.7	48.5	65.9%	32.0
Forecast	2008	132.8	74.0%	98.2	50.4	73.0%	36.8
	2012	133.9	75.0%	100.4	51.6	74.0%	38.2
	2018	135.6	75.0%	101.7	53.4	74.0%	39.5
	2023	137.0	75.0%	102.8	55.0	74.0%	40.7

Note: ASPD = average seats per departure

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The non-passenger aircraft operations include cargo freighters, military aircraft, and general aviation (GA) activity. The all-cargo and military aircraft operations are expected to be flat after 2005. Included in the historical non-commercial air taxi operations are Federal Reserve canceled check hauling flights by AirNet Systems. These flights were operated in the nighttime hours using predominately Learjet aircraft. In the spring of 2005, AirNet Systems moved their operations to Rickenbacker International Airport. As a result, there was a 46 percent decline in non-commercial air taxi operations at CMH in 2005. Over the longer term, the balance of non-commercial air taxi (business jets) operations is projected to grow at approximately twice the rate of general aviation, reflecting the national trend. After recording low level of activity in 2001, general aviation operations grew in 2002 and 2003, declined in 2004 and 2005, and are expected to be relatively flat in 2006. General aviation, including non-commercial air taxi, operations are particularly sensitive to the rising fuel costs. Non-passenger traffic was previously expected to resume growth after 2004. With the persistent high fuel costs, this segment of activity may take longer to recover than previously thought. GA operations are projected to experience long term growth of approximately 1 percent per year on average over the forecast period. **Table 5** presents the updated aircraft operations forecast.

Table 5
Aircraft Operations Forecast

		Passenger			Non-Commercial		General	
	Year	Air Carrier	Commuter	All-Cargo	Air Taxi	Military	Aviation	Total
Actual	2000	72,138	53,204	2,412	44,439	1,903	63,915	238,011
	2001	66,434	61,182	1,750	49,402	1,775	62,658	243,201
	2002	59,952	70,894	890	54,412	1,378	68,104	255,630
	2003	50,546	65,154	1,064	50,751	1,229	69,235	237,979
	2004	50,940	65,750	1,144	47,125	1,348	63,788	230,095
	2005	49,536	71,180	1,322	25,322	999	62,121	210,480
Estimate	2006	40,600	79,072	1,320	25,830	1,500	62,000	210,322
Forecast	2008	42,530	84,430	1,320	26,880	1,200	63,250	219,610
	2012	47,040	97,120	1,320	29,100	1,200	65,820	241,600
	2018	54,690	111,610	1,320	32,770	1,200	69,860	271,450
	2023	61,780	117,660	1,320	36,190	1,200	73,430	291,580
	Average Annual Compound Growth Rates (AACGR)							
	2000-2005	-7.2%	6.0%	-11.3%	-10.6%	-12.1%	-0.6%	-2.4%
	2005-2008	-5.0%	5.9%	-0.1%	2.0%	6.3%	0.6%	1.4%
	2008-2012	2.6%	3.6%	0.0%	2.0%	0.0%	1.0%	2.4%
	2012-2018	2.5%	2.3%	0.0%	2.0%	0.0%	1.0%	2.0%
	2018-2023	2.5%	1.1%	0.0%	2.0%	0.0%	1.0%	1.4%
	2005-2023	1.2%	2.8%	-0.0%	2.0%	1.0%	0.9%	1.8%

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Military operations are projected to reach 1,500 operations in 2006, based on data through June 2006. Over the remainder of the forecast period, 1,200 military operations are forecast, which is in line with the annual average experienced in recent years.

Table 6 presents a comparison of the aircraft operations forecast to the 2005 TAF. The FAA encourages airport sponsors to develop local forecasts because these usually consider trends at the airport and in the surrounding community. At the same time, these local forecasts should be consistent with the current TAF in order to be used for planning and environmental studies. The operations forecast is within the required 10 percent five-year threshold for the 2005 TAF and within the 15 percent 10-year threshold.[2] One of the main reasons for the variance is that the 2005 base year is 5.4 percent lower on a calendar year basis than a federal fiscal year basis (12 months ended September), due, in large part, to the calendar year containing a higher proportion of the lost AirNet air taxi operations. In terms of growth rates the current forecast update (1.8 percent annual growth) and 2005 FAA TAF (1.7 percent annual growth) are relatively similar.

[2] FAA Memorandum, *Revision to Guidance on Review and Approval of Aviation Forecast*, December 23, 2004.

Table 6
Aircraft Operations Forecast Comparison

Year	June 2006 Forecast	2005 TAF	Forecast vs. 2005 TAF Variance
2004	230,095	229,325	0.3%
2005	210,480	222,531	-5.4%
2006	210,322	226,363	-7.1%
2007	214,650	230,283	-6.8%
2008	219,610	234,294	-6.3%
2009	224,690	238,397	-5.7%
2010	229,910	242,597	-5.2%
2011	236,190	246,895	-4.3%
2012	241,600	251,291	-3.9%
2013	247,150	255,791	-3.4%
2014	252,840	260,395	-2.9%
2015	258,690	264,572	-2.2%
2016	263,770	268,842	-1.9%
2017	267,570	273,207	-2.1%
2018	271,450	277,670	-2.2%
2019	275,390	282,233	-2.4%
2020	279,410	286,897	-2.6%
2021	283,460	291,667	-2.8%
2022	287,490	296,543	-3.1%
2023	291,580	301,530	-3.3%

Average Annual Growth Rates (AAGR)		
2005-2020	1.9%	1.7%
2005-2023	1.8%	1.7%

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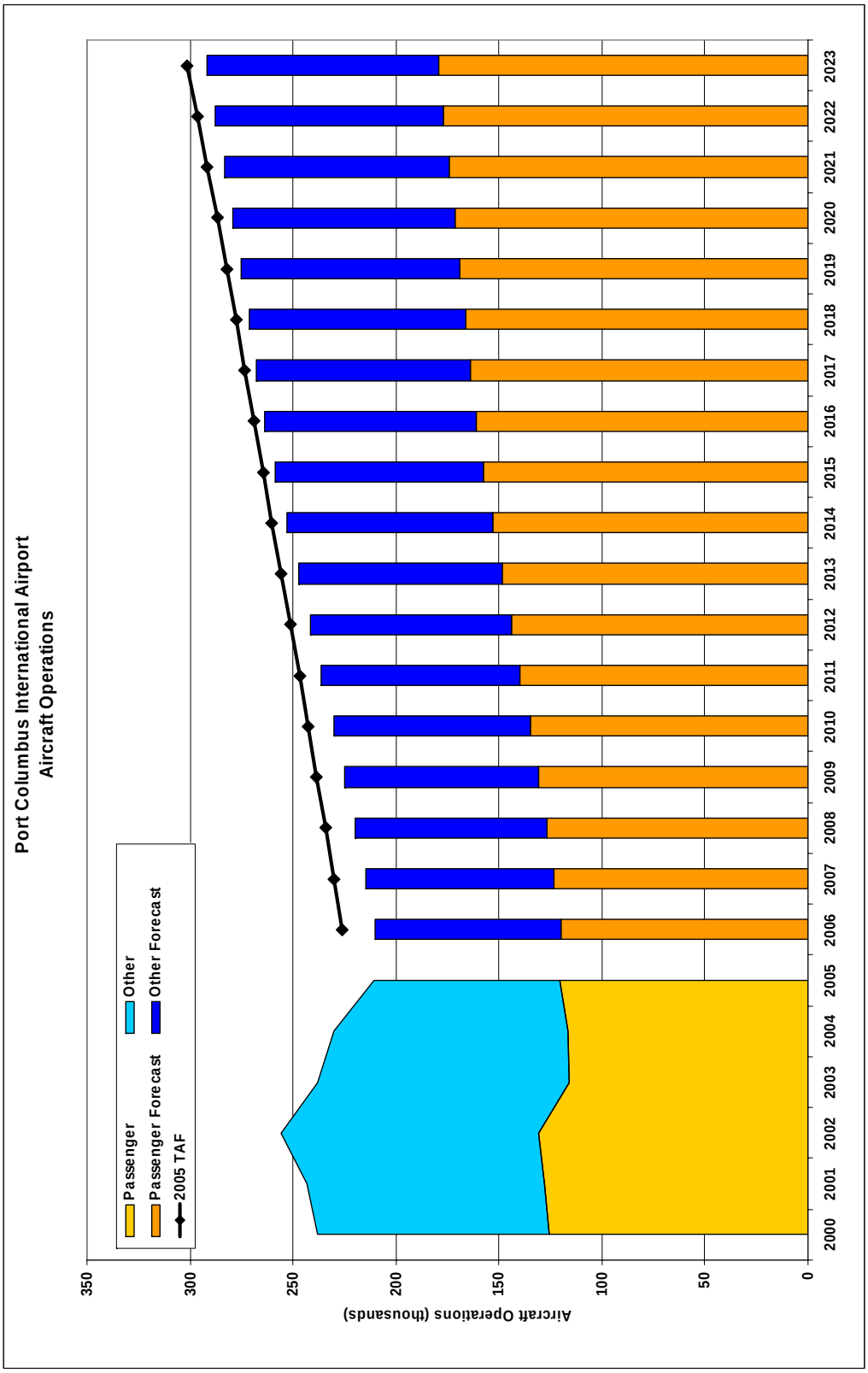
The aircraft operations forecast is presented graphically in **Exhibit 2**.

Exhibit 2


Port Columbus International Airport
Aircraft Operations
Aircraft Operations (thousands)
350
300
250
200
150
100
50
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Passenger
Passenger Forecast
2005 TAF
Other
Other Forecast

Peak Hour Passenger Operations and Fleet Mix Forecast

The previous forecast update used a peak month average day for purposes of developing the peak hour passenger operations and fleet mix forecast. This is typical methodology for use in the Master Planning process. The current forecast update is primarily going to be used as an input to an Environmental Impact Statement. Under these circumstances an average annual day is typically used. As a result, Monday, October 3rd was selected as a representative average day for 2005. Based upon the commercial passenger flight schedule, the peak hour for departing flights is between 6:00 and 6:59 AM. The peak hour for arriving passenger flights is between 5:00 and 5:59 PM. The peak hour for total passenger flights is also 5:00 to 5:59 PM as shown in **Table 7**. The peak hour represents 9.2 percent of the total.

Table 7
Hourly Distribution of Passenger Flights

Hour	Arrivals	Departures	Total
0	1	-	1
1	-	-	-
2	-	-	-
3	-	-	-
4	-	-	-
5	-	5	5
6	-	**22**	22
7	1	9	10
8	6	11	17
9	11	13	24
10	11	11	22
11	12	11	23
12	6	10	16
13	10	8	18
14	10	13	23
15	9	7	16
16	14	10	24
17	**15**	17	**32**
18	9	10	19
19	8	12	20
20	11	3	14
21	13	2	15
22	14	-	14
23	12	-	12
Total	173	174	347

Note: Bold indicates peak hour.
Source: Official Airline Guide, October 3, 2005.

The forecast peak hour passenger operations count and fleet mix for the major horizon years is presented in **Table 8** with the annual level fleet mix forecast presented in **Table 9**. Based upon radar data for the selected average day (October 3, 2005), total non-passenger operations during the commercial peak hour, 5:00PM to 5:59PM, was 13 operations.

Table 8
Peak Hour Passenger Aircraft Operations and Fleet Mix

	2005	2008	2012	2018	2023	2005	2008	2012	2018	2023
Arrivals	15	15	17	19	21					
Departures	17	18	21	24	26					
Operations	32	33	38	43	47					
Air Carrier	13	11	12	14	16					
Commuter	19	22	26	29	31					
Total	32	33	38	43	47					
Air Carrier Fleet										
757/739	0	0	0	1	1	0.0%	0.0%	0.0%	7.1%	6.3%
738	1	1	2	2	2	7.7%	9.1%	16.7%	14.3%	12.5%
MD80	2	1	0	0	0	15.4%	9.1%	0.0%	0.0%	0.0%
319/320	1	1	1	0	0	7.7%	9.1%	8.3%	0.0%	0.0%
73G/735/733	7	7	8	10	12	53.8%	63.6%	66.7%	71.4%	75.0%
717/DC9/E190	2	1	1	1	1	15.4%	9.1%	8.3%	7.1%	6.3%
Subtotal	13	11	12	14	16	100.0%	100.0%	100.0%	100.0%	100.0%
Commuter Fleet										
CR9	0	1	1	1	2	0.0%	4.5%	3.8%	3.4%	6.5%
CR7	1	1	2	3	4	5.3%	4.5%	7.7%	10.3%	12.9%
CRJ/ERJ/ER4	11	13	16	19	20	57.9%	59.1%	61.5%	65.5%	64.5%
ER3/ERD/DH8/DH1	5	5	5	4	2	26.3%	22.7%	19.2%	13.8%	6.5%
SF3/FRJ/J41	1	1	0	0	0	5.3%	4.5%	0.0%	0.0%	0.0%
E70	1	1	2	2	3	5.3%	4.5%	7.7%	6.9%	9.7%
Subtotal	19	22	26	29	31	100.0%	100.0%	100.0%	100.0%	100.0%
Total	32	33	38	43	47					

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Table 9
Annual Departure Fleet Mix

		2005		2008		2012		2018		2023	
	Seats	Departures	Share	Departures	Share	Departures	Share	Departures	Share	Departures	Share
Air Carrier											
757/739	188/189	113	0.1%	255	0.2%	612	0.5%	1,094	0.8%	1,545	1.1%
738	155	743	0.7%	1,170	1.1%	1,646	1.4%	2,324	1.7%	3,089	2.1%
320/32S/321	150	1,147	1.1%	872	0.8%	706	0.6%	328	0.2%	154	0.1%
M80/M83/734	142-146	4,325	4.1%	2,998	2.7%	1,882	1.6%	1,367	1.0%	309	0.2%
733/73G	137	11,279	10.7%	10,845	9.9%	14,230	11.8%	18,321	13.5%	21,932	15.0%
D95	125	544	0.5%	234	0.2%	47	0.0%	0	0.0%	0	0.0%
319	124	1,472	1.4%	319	0.3%	118	0.1%	0	0.0%	0	0.0%
735	122	1,438	1.4%	1,382	1.3%	1,411	1.2%	1,367	1.0%	927	0.6%
717	117	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
DC9/D9S	78/100	3,707	3.5%	2,977	2.7%	2,117	1.8%	820	0.6%	0	0.0%
E190/195	98/108	0	0.0%	213	0.2%	753	0.6%	1,723	1.3%	2,935	2.0%
Total Air Carrier		24,768	23.5%	21,265	19.4%	23,520	19.5%	27,345	20.1%	30,890	21.2%
Commuter											
ARJ	82	712	0.7%	422	0.4%	243	0.2%	0	0.0%	0	0.0%
CR9	80	0	0.0%	211	0.2%	486	0.4%	1,116	0.8%	2,353	1.6%
CR7	70	1,780	1.7%	2,955	2.7%	4,856	4.0%	6,697	4.9%	8,236	5.6%
E70	70	1,424	1.4%	1,646	1.5%	3,885	3.2%	4,743	3.5%	5,883	4.0%
CRJ/ERJ/ER4	50	21,710	20.6%	26,173	23.8%	31,078	25.7%	36,273	26.7%	39,416	27.0%
ERD	44	2,847	2.7%	3,377	3.1%	3,399	2.8%	3,348	2.5%	1,177	0.8%
DH1/8	37	1,780	1.7%	1,900	1.7%	728	0.6%	0	0.0%	0	0.0%
ER3	37	3,559	3.4%	4,010	3.7%	3,885	3.2%	3,627	2.7%	1,765	1.2%
SF3	34	712	0.7%	760	0.7%	0	0.0%	0	0.0%	0	0.0%
FRJ	32	712	0.7%	760	0.7%	0	0.0%	0	0.0%	0	0.0%
D38/J41	29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BE1	19	356	1.4%	0	1.5%	0	3.2%	0	3.5%	0	4.0%
Total Commuter		35,590	33.8%	42,215	38.4%	48,560	40.2%	55,805	41.1%	58,830	40.4%
Cargo											
CVR		661	0.6%	660	0.6%	660	0.5%	660	0.5%	660	0.5%
Military											
BE2		500	0.5%	600	0.5%	600	0.5%	600	0.4%	600	0.4%
Non-Com AT											
C56, C65, C75 GL4, H25, HS2 L35, LJ3, LJ4		12,670	12.0%	13,440	12.2%	14,550	12.0%	16,385	12.1%	18,095	12.4%
Gen'l Aviation											
B36, B58, BE2, BE4 BE9, C17, C18, C31 C56, CL6, D95, F2H FA5, MU2, SBR, SW3		31,060	29.5%	31,625	28.8%	32,910	27.2%	34,930	25.7%	36,715	25.2%
Airport Total		105,249	100.0%	109,805	100.0%	120,800	100.0%	135,725	100.0%	145,790	100.0%

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Table 10 is a summary comparison table of forecast enplanements and operations for the CRAA's forecast and the 2005 TAF.

Table 10
Summary Comparison to 2005 TAF

		Enplanements			Operations		
		CRAA	2005	Precent	CRAA	2005	Percent
	Year	Forecast	TAF	Variance	Forecast	TAF	Variance
Actual	2000	3,462,920	3,447,628	0.4%	238,011	235,538	1.0%
	2001	3,336,027	3,412,384	-2.2%	243,201	243,203	-0.0%
	2002	3,348,456	3,204,770	4.5%	255,630	253,325	0.9%
	2003	3,156,520	3,149,103	0.2%	237,979	240,665	-1.1%
	2004	3,112,870	2,996,209	3.9%	230,095	229,325	0.3%
	2005	3,306,753	3,374,708	-2.0%	210,480	222,531	-5.4%
Estimate	2006	3,376,675	3,429,853	-1.6%	210,322	226,363	-7.1%
Forecast	2007	3,503,800	3,487,962	0.5%	214,650	230,283	-6.8%
	2008	3,641,500	3,549,192	2.6%	219,610	234,294	-6.3%
	2009	3,784,600	3,613,712	4.7%	224,690	238,397	-5.7%
	2010	3,933,400	3,681,699	6.8%	229,910	242,597	-5.2%
	2011	4,086,900	3,753,339	8.9%	236,190	246,895	-4.3%
	2012	4,214,900	3,828,828	10.1%	241,600	251,291	-3.9%
	2013	4,347,000	3,908,374	11.2%	247,150	255,791	-3.4%
	2014	4,483,300	3,992,193	12.3%	252,840	260,395	-2.9%
	2015	4,624,000	4,080,516	13.3%	258,690	264,572	-2.2%
	2016	4,768,100	4,173,584	14.2%	263,770	268,842	-1.9%
	2017	4,875,800	4,271,653	14.1%	267,570	273,207	-2.1%
	2018	4,986,100	4,374,991	14.0%	271,450	277,670	-2.2%
	2019	5,098,900	4,483,881	13.7%	275,390	282,233	-2.4%
	2020	5,214,500	4,598,623	13.4%	279,410	286,897	-2.6%
	2021	5,331,900	4,719,529	13.0%	283,460	291,667	-2.8%
	2022	5,448,700	4,846,931	12.4%	287,490	296,543	-3.1%
	2023	5,568,300	4,981,179	11.8%	291,580	301,530	-3.3%

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Sources: Airport data; FAA, 2005 Terminal Area Forecast; Landrum & Brown analysis

HIGH SCENARIO

Enplanement Forecast - High Scenario

The high scenario assumes that a new entrant, low cost carrier (LCC) introduces single class service at the Airport in early 2007. The new entrant is assumed to operate 150-seat narrowbody aircraft, principally to medium and long haul markets such as Florida and the West Coast. Due to the low fares offered, this new entrant carrier could stimulate the local (O&D) demand approximately 100 percent in most of the selected markets. The new entrant carrier is expected to stimulate traffic in certain markets, but it would also attract passengers from incumbent carriers in existing markets with non-stop service. The new entrant carrier is assumed to acquire 1 new aircraft every other month until average daily departures reach approximately 65. Thereafter, enplanements are projected to grow at approximately 3.0 percent per anum until an average annual load factor of 75 percent is reached.[3] **Table 11** summarizes the high scenario enplanement forecast.

Table 11
Enplanements Forecast – High Scenario

	Year	O&D	Connecting	Total Enplanements	Air Carrier	Commuter	Percent Commuter
Actual	2000	3,278,850	184,070	3,462,920	2,838,521	624,399	18.0%
	2001	3,163,749	172,278	3,336,027	2,639,272	696,755	20.9%
	2002	3,057,111	291,345	3,348,456	2,446,580	901,876	26.9%
	2003	2,904,748	251,772	3,156,520	2,189,420	967,100	30.6%
	2004	2,986,262	126,608	3,112,870	2,121,901	990,969	31.8%
	2005	3,192,166	114,587	3,306,753	2,100,172	1,206,581	36.5%
Forecast	2008	4,654,300	140,100	4,794,400	3,241,900	1,552,500	32.4%
	2012	6,685,500	162,100	6,847,600	4,994,300	1,853,300	27.1%
	2018	7,427,000	191,800	7,618,800	5,413,000	2,205,800	29.0%
	2023	7,986,800	214,200	8,201,000	5,806,600	2,394,400	29.2%
Average Annual Compound Growth Rates							
	2000-2005	-0.5%	-9.0%	-0.9%	-5.8%	14.1%	
	2005-2008	13.4%	6.9%	13.2%	15.6%	8.8%	
	2008-2012	9.5%	3.7%	9.3%	11.4%	4.5%	
	2012-2018	1.8%	2.8%	1.8%	1.4%	2.9%	
	2018-2023	1.5%	2.2%	1.5%	1.4%	1.7%	
	2005-2023	5.2%	3.5%	5.2%	5.8%	3.9%	

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[3] A 75 percent long term load factor was selected based on a range provided in the "new entrant" airlines business plan.

Aircraft Operations Forecast – High Scenario

The forecast aircraft operations for the high scenario are the same as the expected case with the addition of the passenger air carrier operations for the new entrant carrier. The new LCC is assumed to operate 150-seat aircraft at an average load factor of 70 percent, resulting in an average of 105 enplanements per departure for the new entrant during the first three years of operation. The new entrant carrier would not significantly impact the operations of the commuter carriers due to its longer average stage length. **Table 12** presents the aircraft operations forecast for the high scenario.

Table 12
Operations Forecast – High Scenario

	Year	Air Carrier	Commuter	All-Cargo	Non-Commercial Air Taxi	Military	General Aviation	Total
Actual	2000	72,138	53,204	2,412	44,439	1,903	63,915	238,011
	2001	66,434	61,182	1,750	49,402	1,775	62,658	243,201
	2002	59,952	70,894	890	54,412	1,378	68,104	255,630
	2003	50,546	65,154	1,064	50,751	1,229	69,235	237,979
	2004	50,940	65,750	1,144	47,125	1,348	63,788	230,095
	2005	49,536	71,180	1,322	25,322	999	62,121	210,480
Forecast	2008	64,490	84,430	1,320	26,880	1,200	63,250	241,570
	2012	93,840	97,120	1,320	29,100	1,200	65,820	288,400
	2018	101,490	111,610	1,320	32,770	1,200	69,860	318,250
	2023	108,580	117,660	1,320	36,190	1,200	73,430	338,380
	Average Annual Compound Growth Rates (AACGR)							
	2000-2005	-7.2%	6.0%	-11.3%	-10.6%	-12.1%	-0.6%	-2.4%
	2005-2008	9.2%	5.9%	-0.1%	2.0%	6.3%	0.6%	4.7%
	2008-2012	9.8%	3.6%	0.0%	2.0%	0.0%	1.0%	4.5%
	2012-2018	1.3%	2.3%	0.0%	2.0%	0.0%	1.0%	1.7%
	2018-2023	1.4%	1.1%	0.0%	2.0%	0.0%	1.0%	1.2%
	2005-2023	4.5%	2.8%	-0.0%	2.0%	1.0%	0.9%	2.7%

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The High Scenario forecast peak hour passenger operations count and fleet mix for the major horizon years is presented in **Table 13**. Although the peak departure hour count is expected to increase significantly, the peak hour for total operations under the High Scenario is projected to remain 5:00 PM to 5:59 PM.

Table 13
Peak Hour Passenger Aircraft Operations and Fleet Mix – High Scenario

	2005	2008	2012	2018	2023	2005	2008	2012	2018	2023
Arrivals	15	18	23	25	27					
Departures	17	21	27	30	32					
Operations	32	39	50	55	59					
Air Carrier	13	17	24	26	28					
Commuter	19	22	26	29	31					
Total	32	39	50	55	59					
Air Carrier Fleet										
757/739	0	0	0	1	1	0.0%	0.0%	0.0%	3.8%	3.6%
738	1	1	2	2	2	7.7%	5.9%	8.3%	7.7%	7.1%
MD80	2	1	0	0	0	15.4%	5.9%	0.0%	0.0%	0.0%
319/320	1	7	13	12	12	7.7%	41.2%	54.2%	46.2%	42.9%
73G/735/733	7	7	8	10	12	53.8%	41.2%	33.3%	38.5%	42.9%
717/DC9/E190	2	1	1	1	1	15.4%	5.9%	4.2%	3.8%	3.6%
Subtotal	13	17	24	26	28	100.0%	100.0%	100.0%	100.0%	100.0%
Commuter Fleet										
CR9	0	1	1	1	2	0.0%	4.5%	3.8%	3.4%	6.5%
CR7	1	1	2	3	4	5.3%	4.5%	7.7%	10.3%	12.9%
CRJ/ERJ/ER4	11	13	16	19	20	57.9%	59.1%	61.5%	65.5%	64.5%
ER3/ERD/DH8/DH1	5	5	5	4	2	26.3%	22.7%	19.2%	13.8%	6.5%
SF3/FRJ/J41	1	1	0	0	0	5.3%	4.5%	0.0%	0.0%	0.0%
E70	1	1	2	2	3	5.3%	4.5%	7.7%	6.9%	9.7%
Subtotal	19	22	26	29	31	100.0%	100.0%	100.0%	100.0%	100.0%
Total	32	39	50	55	59					

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The airport-wide fleet mix under the High Scenario is presented in **Table 14.** The enplaned passenger and aircraft operations forecasts for the High Scenario are presented graphically in **Exhibits 3** and **4**, respectively.

Table 14
Annual Departure Fleet Mix – High Scenario

		2005		2008		2012		2018		2023	
	Seats	Departures	Share	Departures	Share	Departures	Share	Departures	Share	Departures	Share
Air Carrier											
757/739	188/189	113	0.1%	255	0.2%	612	0.4%	1,094	0.7%	1,545	0.9%
738	155	743	0.7%	1,170	1.0%	1,646	1.1%	2,324	1.5%	3,089	1.8%
320/32S/321	150	1,147	1.1%	11,852	9.8%	24,106	16.7%	23,728	14.9%	23,554	13.9%
M80/M83/734	142-146	4,325	4.1%	2,998	2.5%	1,882	1.3%	1,367	0.9%	309	0.2%
733/73G	137	11,279	10.7%	10,845	9.0%	14,230	9.9%	18,321	11.5%	21,932	13.0%
D95	125	544	0.5%	234	0.2%	47	0.0%	0	0.0%	0	0.0%
319	124	1,472	1.4%	319	0.3%	118	0.1%	0	0.0%	0	0.0%
735	122	1,438	1.4%	1,382	1.1%	1,411	1.0%	1,367	0.9%	927	0.5%
717	117	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
DC9/D9S	78/100	3,707	3.5%	2,977	2.5%	2,117	1.5%	820	0.5%	0	0.0%
E190/195	98/108	0	0.0%	213	0.2%	753	0.5%	1,723	1.1%	2,935	1.7%
Total Air Carrier		24,768	23.5%	32,245	26.7%	46,920	32.5%	50,745	31.9%	54,290	32.1%
Commuter											
ARJ	82	712	0.7%	422	0.3%	243	0.2%	0	0.0%	0	0.0%
CR9	80	0	0.0%	211	0.2%	486	0.3%	1,116	0.7%	2,353	1.4%
CR7	70	1,780	1.7%	2,955	2.4%	4,856	3.4%	6,697	4.2%	8,236	4.9%
E70	70	1,424	1.4%	1,646	1.4%	3,885	2.7%	4,743	3.0%	5,883	3.5%
CRJ/ERJ/ER4	50	21,710	20.6%	26,173	21.7%	31,078	21.6%	36,273	22.8%	39,416	23.3%
ERD	44	2,847	2.7%	3,377	2.8%	3,399	2.4%	3,348	2.1%	1,177	0.7%
DH1/8	37	1,780	1.7%	1,900	1.6%	728	0.5%	0	0.0%	0	0.0%
ER3	37	3,559	3.4%	4,010	3.3%	3,885	2.7%	3,627	2.3%	1,765	1.0%
SF3	34	712	0.7%	760	0.6%	0	0.0%	0	0.0%	0	0.0%
FRJ	32	712	0.7%	760	0.6%	0	0.0%	0	0.0%	0	0.0%
D38/J41	29	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
BE1	19	356	1.4%	0	1.4%	0	2.7%	0	3.0%	0	3.5%
Total Commuter		35,590	33.8%	42,215	35.0%	48,560	33.7%	55,805	35.1%	58,830	34.8%
Cargo											
CVR		661	0.6%	660	0.5%	660	0.5%	660	0.4%	660	0.4%
Military											
BE2		500	0.5%	600	0.5%	600	0.4%	600	0.4%	600	0.4%
Non-Com AT											
C56, C65, C75 GL4, H25, HS2 L35, LJ3, LJ4		12,670	12.0%	13,440	11.1%	14,550	10.1%	16,385	10.3%	18,095	10.7%
Gen'l Aviation											
B36, B58, BE2, BE4 BE9, C17, C18, C31 C56, CL6, D95, F2H FA5, MU2, SBR, SW3		31,060	29.5%	31,625	26.2%	32,910	22.8%	34,930	22.0%	36,715	21.7%
Airport Total		105,249	100.0%	120,785	100.0%	144,200	100.0%	159,125	100.0%	169,190	100.0%

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Exhibit 3

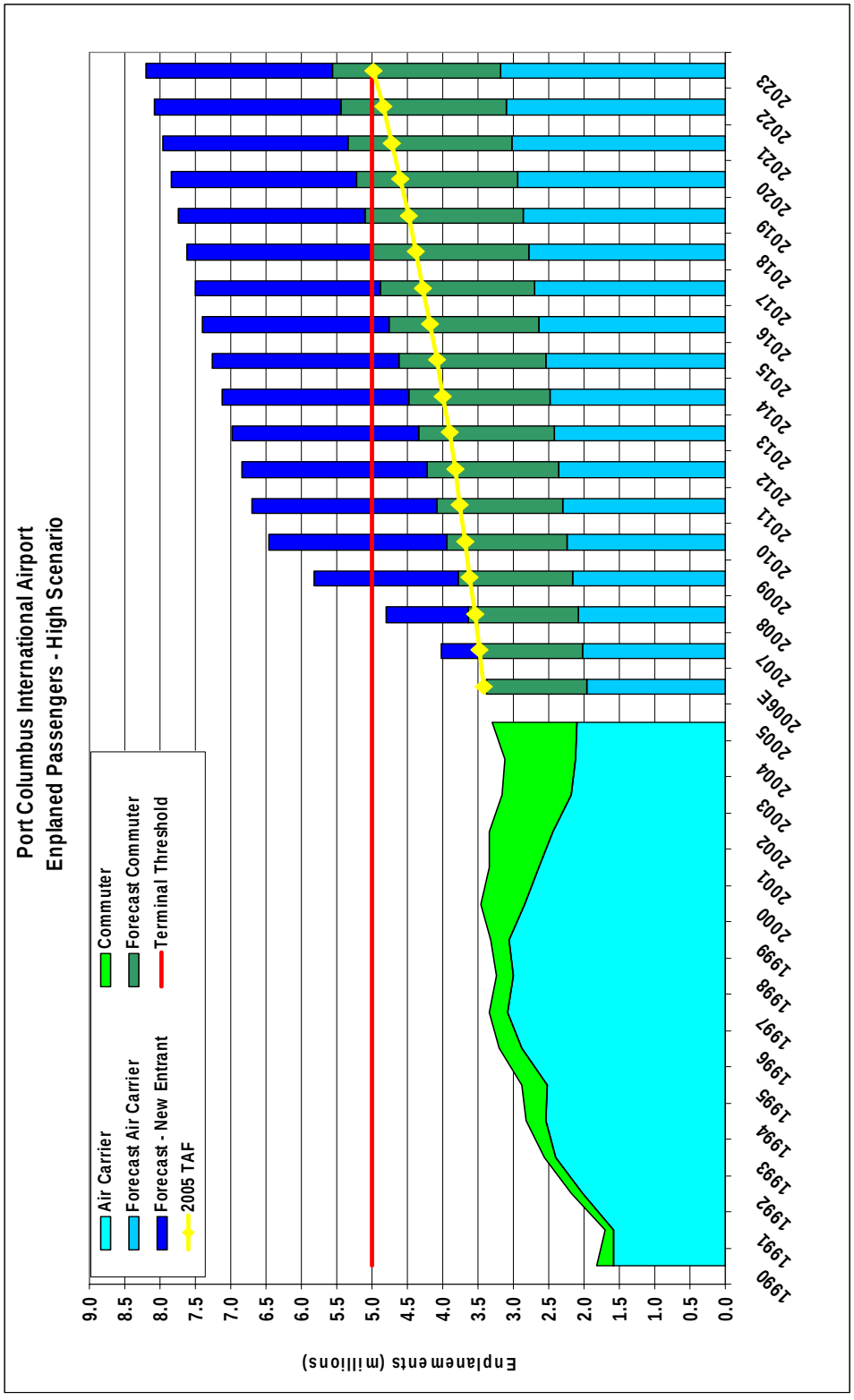
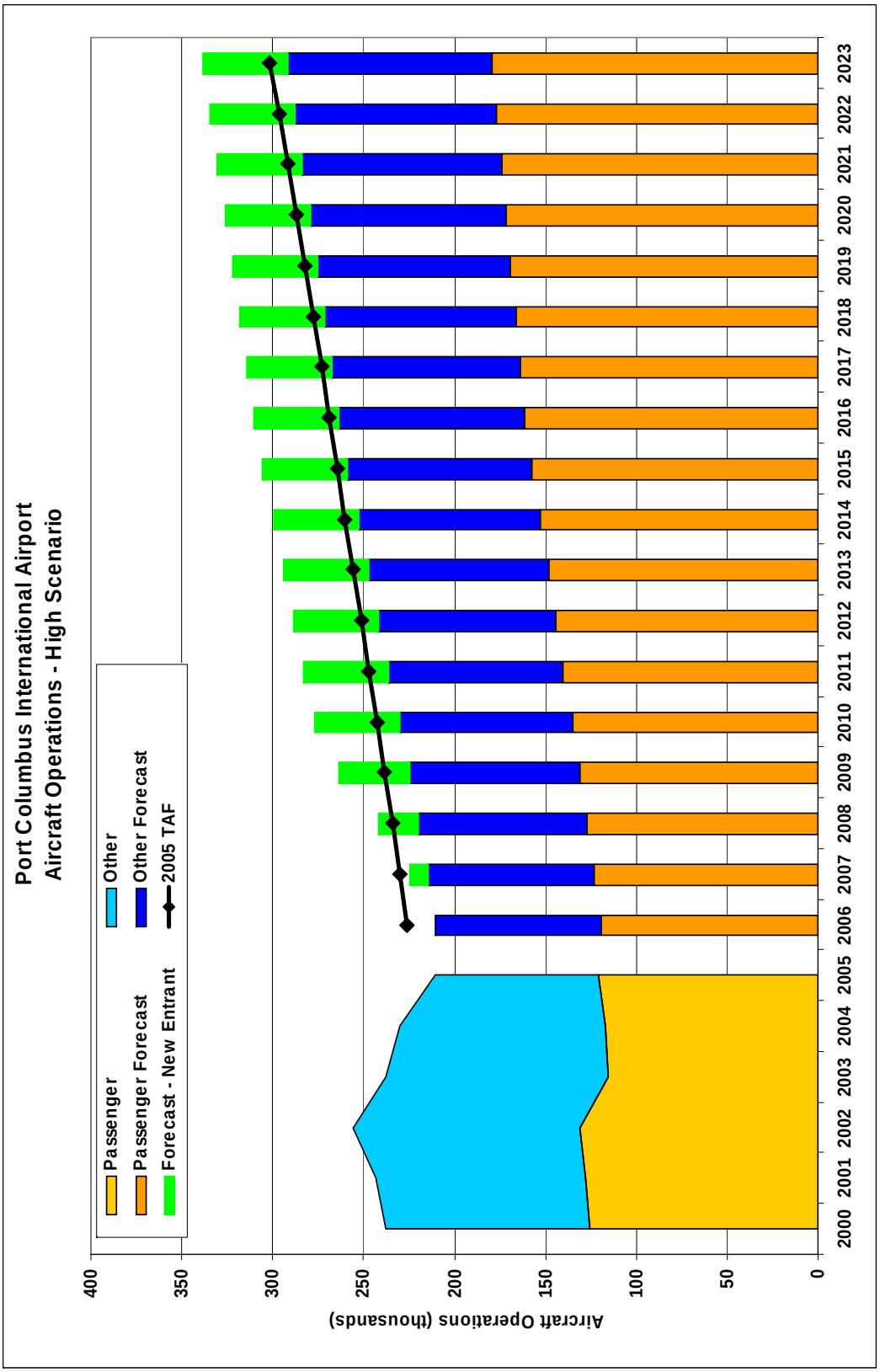

Port Columbus International Airport
Enplaned Passengers - High Scenario
Air Carrier
Forecast Air Carrier
Forecast - New Entrant
2005 TAF
Commuter
Forecast Commuter
Terminal Threshold
Enplanements (millions)
9.0
8.5
8.0
7.5
7.0
6.5
6.0
5.5
5.0
4.5
4.0
3.5
3.0
2.5
2.0
1.5
1.0
0.5
0.0
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006E
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

Exhibit 4


Port Columbus International Airport
Aircraft Operations - High Scenario
Passenger
Other
Passenger Forecast
Other Forecast
Forecast - New Entrant
2005 TAF
Aircraft Operations (thousands)
400
350
300
250
200
150
100
50
0
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023

APPENDIX

Table A - 1

Woods & Poole Economic/Demographic Data

Woods & Poole Economics, Inc.
2005 Desktop Data Files 1970 to 2030
Columbus, OH MSA

Year	Population (000)	Employment (000)	Personal Income (1996$ million)	Earnings (1996$ million)	Per Capita Personal Income (1996$)
1990	1,411	883	$31,997	$26,207	$22,676
1991	1,432	903	$32,913	$27,017	$22,985
1992	1,453	924	$33,855	$27,853	$23,298
1993	1,475	945	$34,824	$28,714	$23,615
1994	1,497	966	$35,821	$29,603	$23,936
1995	1,519	988	$36,847	$30,518	$24,262
1996	1,532	1,009	$37,628	$31,310	$24,568
1997	1,551	1,030	$39,868	$32,936	$25,701
1998	1,575	1,064	$42,383	$35,422	$26,915
1999	1,596	1,088	$44,146	$37,381	$27,660
2000	1,619	1,120	$46,558	$39,672	$28,757
2001	1,640	1,122	$47,116	$40,276	$28,734
2002	1,656	1,122	$47,936	$40,837	$28,948
2003	1,675	1,143	$49,187	$42,070	$29,373
2004	1,695	1,163	$50,336	$43,108	$29,702
2005	1,716	1,183	$51,454	$44,112	$29,986
2006	1,736	1,204	$52,623	$45,168	$30,306
2007	1,758	1,224	$53,801	$46,226	$30,607
2008	1,779	1,245	$55,002	$47,305	$30,915
2009	1,800	1,265	$56,228	$48,405	$31,233
2010	1,822	1,286	$57,479	$49,526	$31,555
2011	1,843	1,305	$58,752	$50,664	$31,877
2012	1,865	1,326	$60,054	$51,828	$32,201
2013	1,887	1,346	$61,384	$53,018	$32,530
2014	1,909	1,367	$62,744	$54,236	$32,861
2015	1,932	1,388	$64,134	$55,482	$33,196
2016	1,954	1,408	$65,551	$56,742	$33,542
2017	1,977	1,428	$66,998	$58,030	$33,892
2018	2,000	1,448	$68,477	$59,348	$34,246
2019	2,023	1,469	$69,989	$60,696	$34,603
2020	2,046	1,490	$71,534	$62,075	$34,964
2021	2,069	1,510	$73,114	$63,474	$35,336
2022	2,093	1,530	$74,729	$64,904	$35,712
2023	2,116	1,551	$76,380	$66,367	$36,091

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