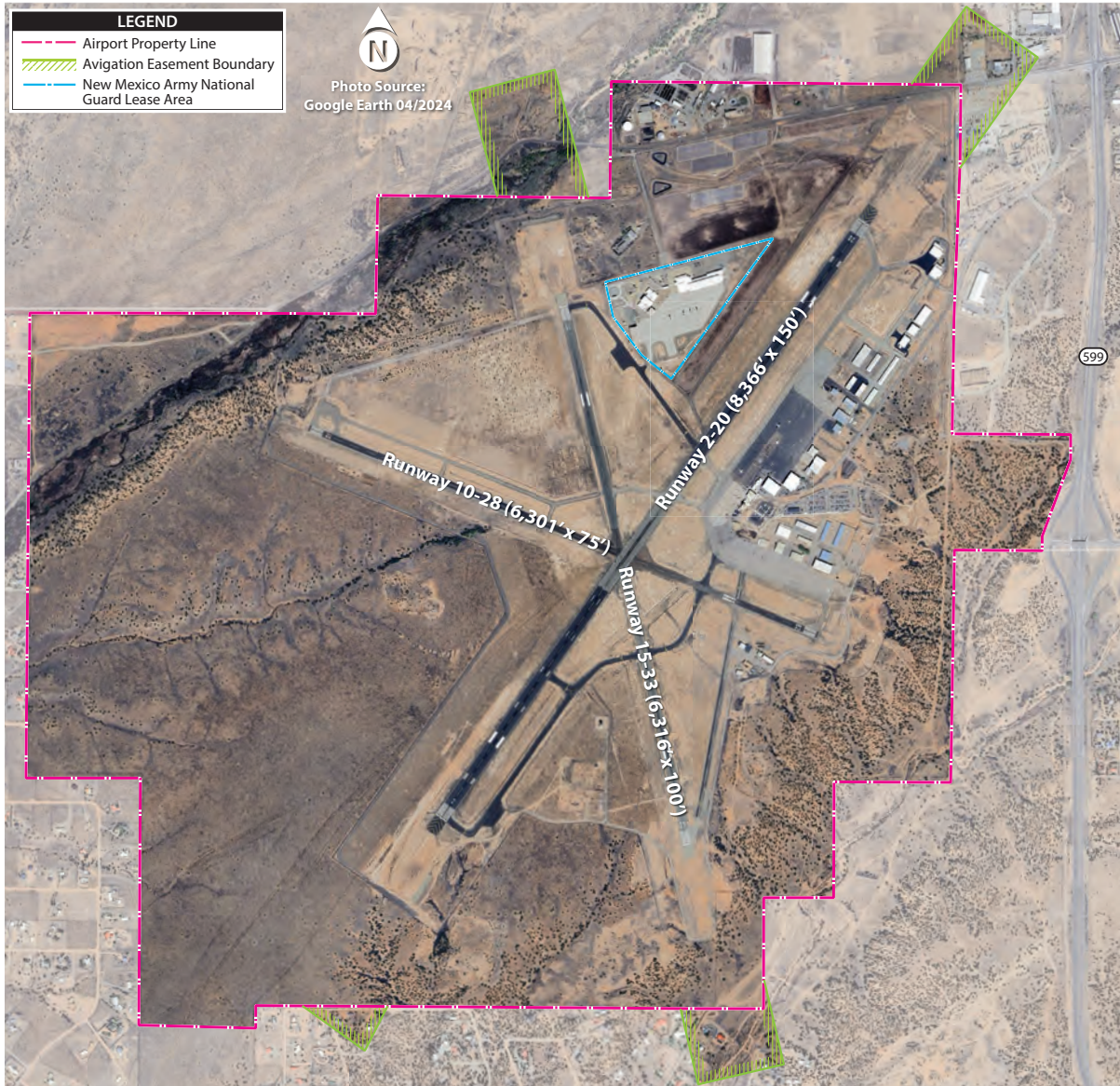


Airport Information



National Plan of Integrated Airport Systems (NPIAS) Classification:

Primary Commercial Service Airport
(1 of 5 in New Mexico)

2025 Commercial Airline Enplanements:

202,405

2025 Operations:

40,647

Based Aircraft:

179

Acres:

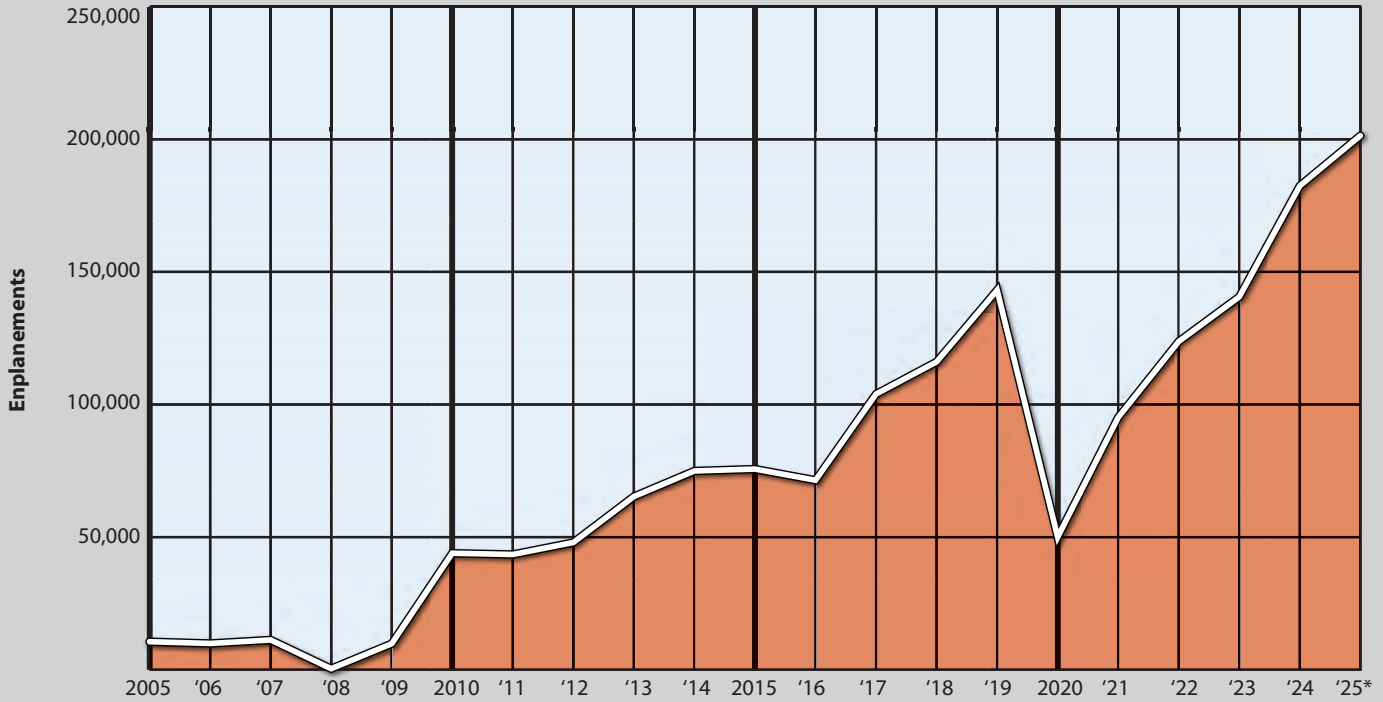
2,128

Services/Amenities:

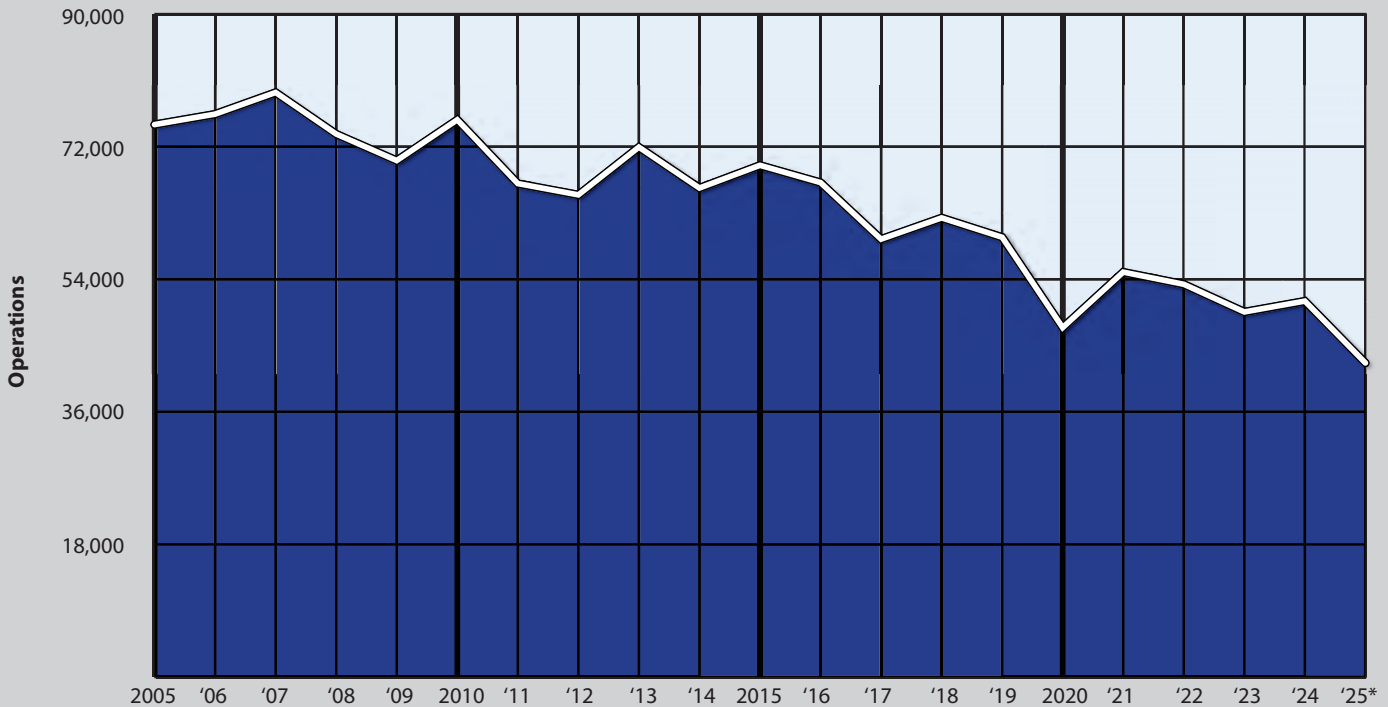
- Newly renovated/expanded 18,000-sf passenger terminal
- Daily nonstop airline service to Phoenix, Denver, Dallas/Fort Worth, Chicago, and Houston via American Airlines and United Airlines
- Home to the New Mexico Army National Guard (NMANG)
- Supports U.S. Forest Service (USFS) aerial firefighting services
- Flight training
- Aircraft maintenance & sales
- Aircraft charters

Historical Activity Statistics

ENPLANEMENTS



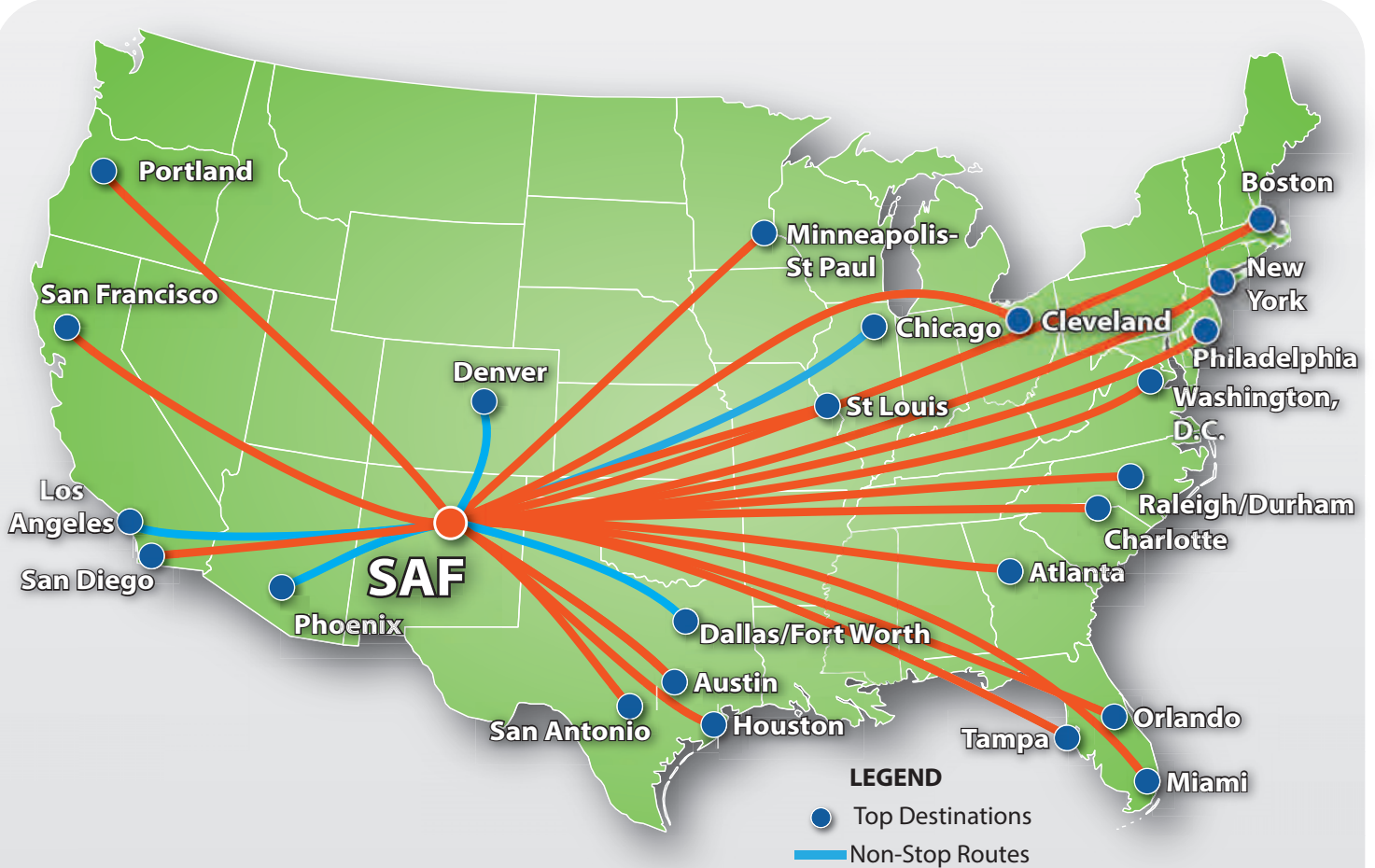
OPERATIONS



Note: 2025 is represented by 12-months ending in October 2025

Sources: Operations - FAA OPSNET; Enplanements - FAA ACAIS (2005-2023) and Airport Records (2024-2025)

Top Destination Markets



2015

Rank	Destination	Enplanements
1	Dallas/Fort Worth, TX	9,100
2	New York City, NY (Metropolitan Area)	6,450
3	Los Angeles, CA (Metropolitan Area)	3,980
4	Washington, DC (Metropolitan Area)	3,790
5	Boston, MA (Metropolitan Area)	2,380
6	Austin, TX	2,280
7	San Francisco, CA (Metropolitan Area)	2,200
8	Denver, CO	2,000
9	Philadelphia, PA	1,630
10	Houston, TX	1,260
11	Miami, FL (Metropolitan Area)	1,250
12	Chicago, IL	1,200
13	Minneapolis/St. Paul, MN	990
14	San Antonio, TX	980
15	Cleveland, OH (Metropolitan Area)	750
16	Atlanta, GA (Metropolitan Area)	700
17	St. Louis, MO	680
18	Raleigh/Durham, NC	670
19	Charlotte, NC	660
20	Seattle, WA	640

2025

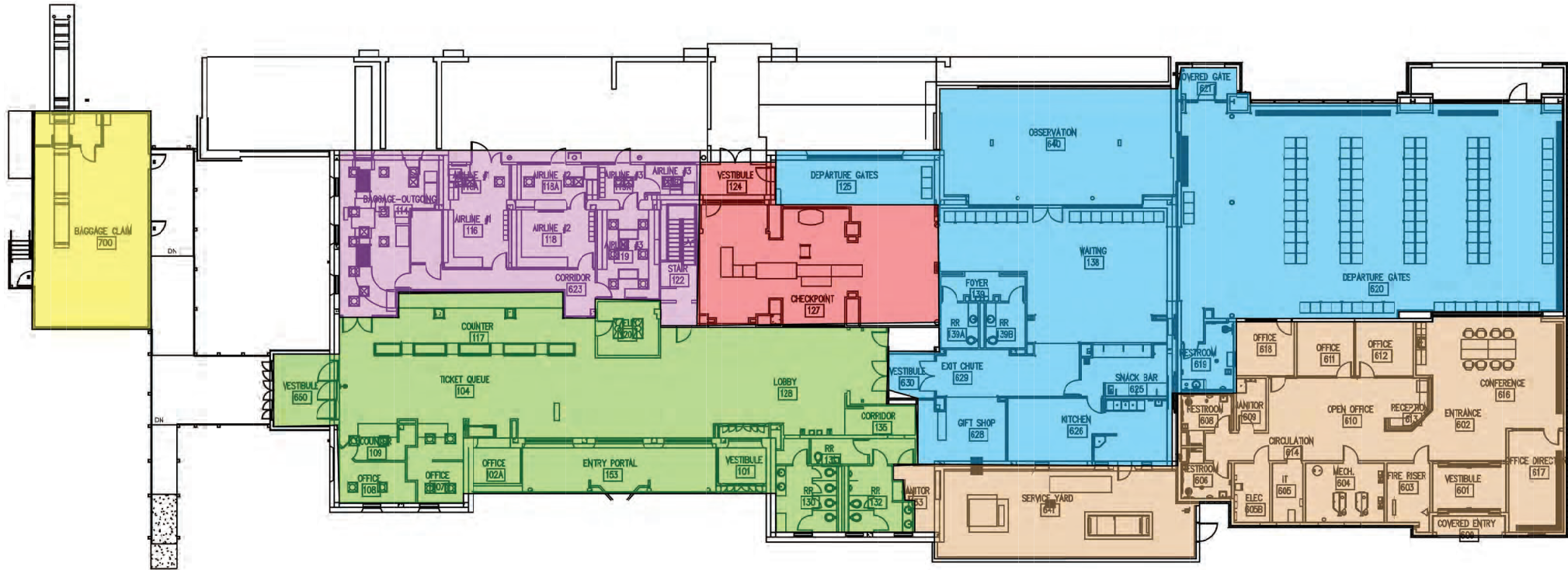
Rank	Destination	Enplanements
1	Dallas/Fort Worth, TX	18,430
2	Denver, CO	13,290
3	New York City, NY (Metropolitan Area)	12,340
4	Washington, DC (Metropolitan Area)	8,770
5	San Francisco, CA (Metropolitan Area)	6,960
6	Los Angeles, CA (Metropolitan Area)	5,400
7	Boston, MA (Metropolitan Area)	5,140
8	Houston, TX	4,740
9	Phoenix, AZ	4,610
10	Austin, TX	4,390
11	Chicago, IL	4,140
12	Philadelphia, PA	3,160
13	San Diego, CA	2,800
14	Miami, FL (Metropolitan Area)	2,760
15	Minneapolis/St. Paul, MN	2,760
16	San Antonio, TX	2,580
17	Portland, OR	2,220
18	Tampa, FL (Metropolitan Area)	2,160
19	Nashville, TN	2,140
20	Orlando, FL	2,120

Existing Landside Facilities



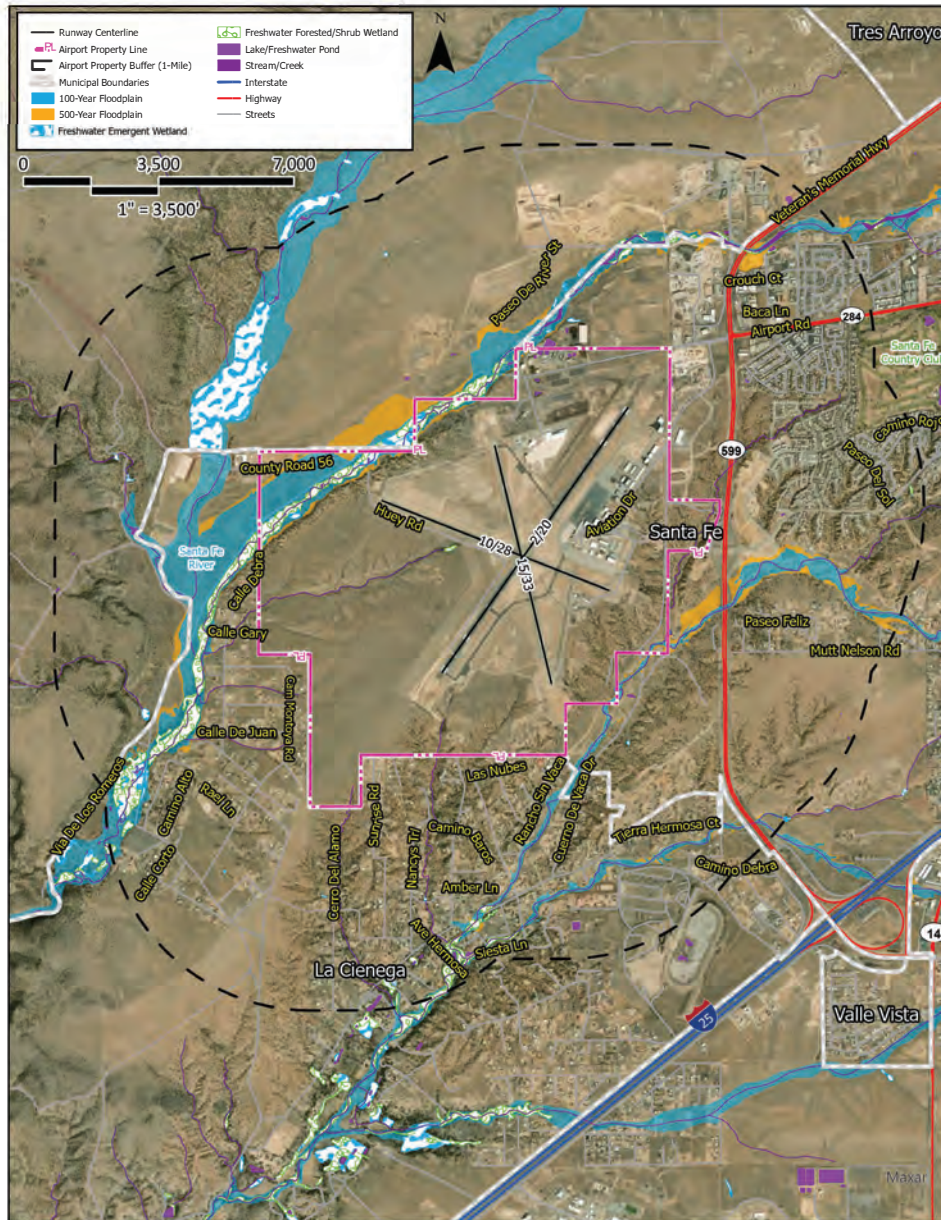
Existing Hangar Facilities			
Building #	Description	Number of Units	Square Feet
1	Conventional	1	18,400
2	Conventional	1	18,200
3	Conventional	2	22,300
4	Conventional	1	12,100
5	Conventional	1	10,300
6	T-Hangars	18	19,500
7	T-Hangars	10	13,800
8	Linear Box Hangars	10	27,000
9	Linear Box / T-Hangars	1/6	12,600
10	Linear Box Hangars	2	11,000
11	Linear Box Hangars	2	11,000
12	Conventional	1	12,000
13	Conventional	1	21,200
14	Executive	1	7,200
15	Executive	1	5,200
16	Conventional	1	11,000
17	Conventional	1	25,200
18	Executive	1	4,500
19	Conventional	1	25,900
20	Conventional	1	23,000
21	Executive	1	9,700
22	Conventional	1	12,500
23	Conventional	1	22,400
24	Conventional	1	12,700
25	T-Hangars	4	7,900
26	Linear Box Hangars	4	16,900
27	T-Hangars	10	11,500
28	T-Hangar	12	13,500
29	Conventional	1	11,000
30	Conventional	1	23,100
31	Executive	1	4,000

Terminal Layout



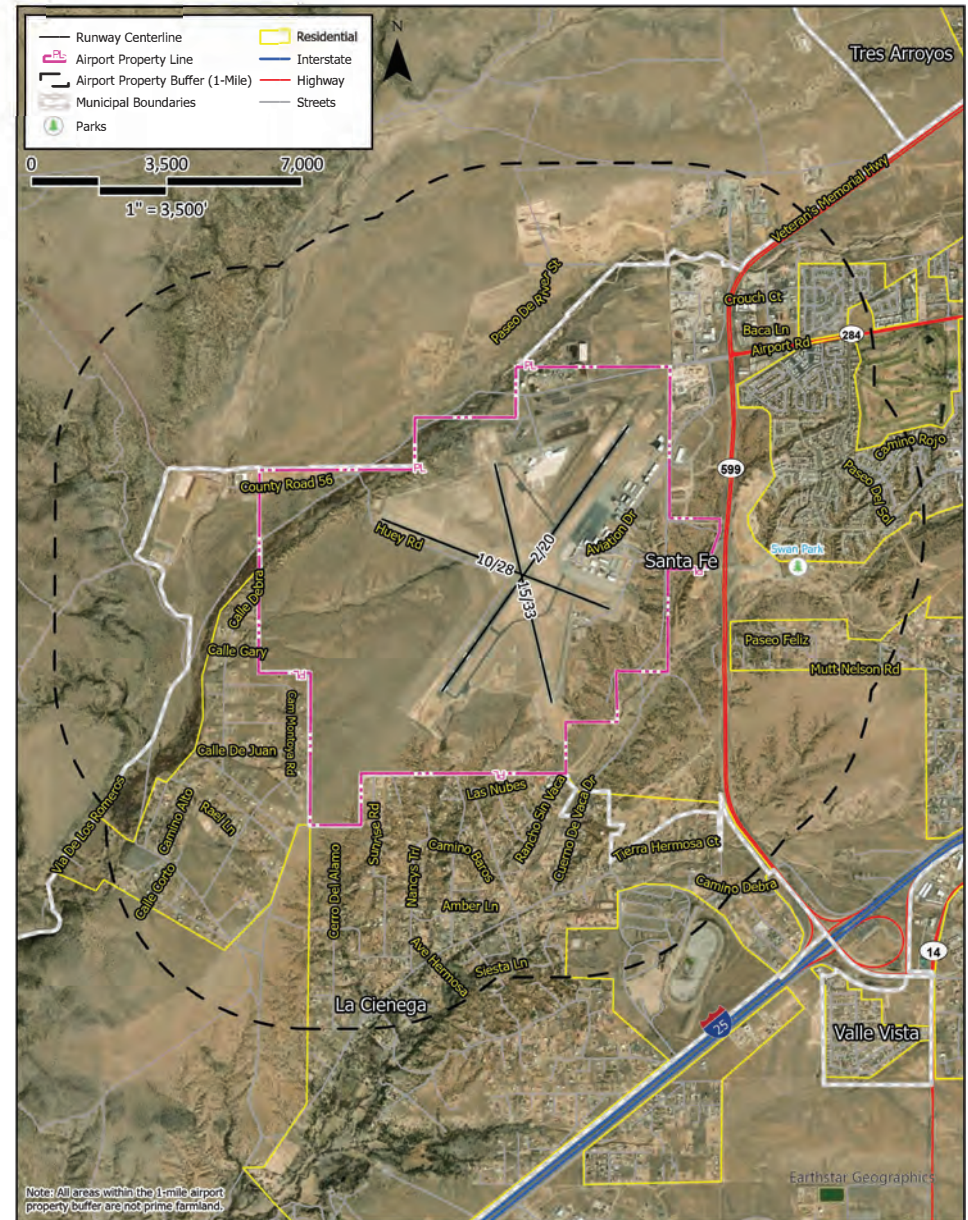
Functional Area	Approximate Size (sf)
Ticketing/Check-in/Rental Car Center	4,588
Security Area	1,296
Passenger Waiting Area/Gates	7,739
Baggage Claim	1,047
Airport Administration Area	4,133
Airline Operations/Outbound Baggage	2,239
Grand Total	21,042

Natural Resources



Source: ESRI Basemap Imagery (2023), City of Santa Fe, FEMA, NWI, Coffman Associates Analysis

Urban Resources

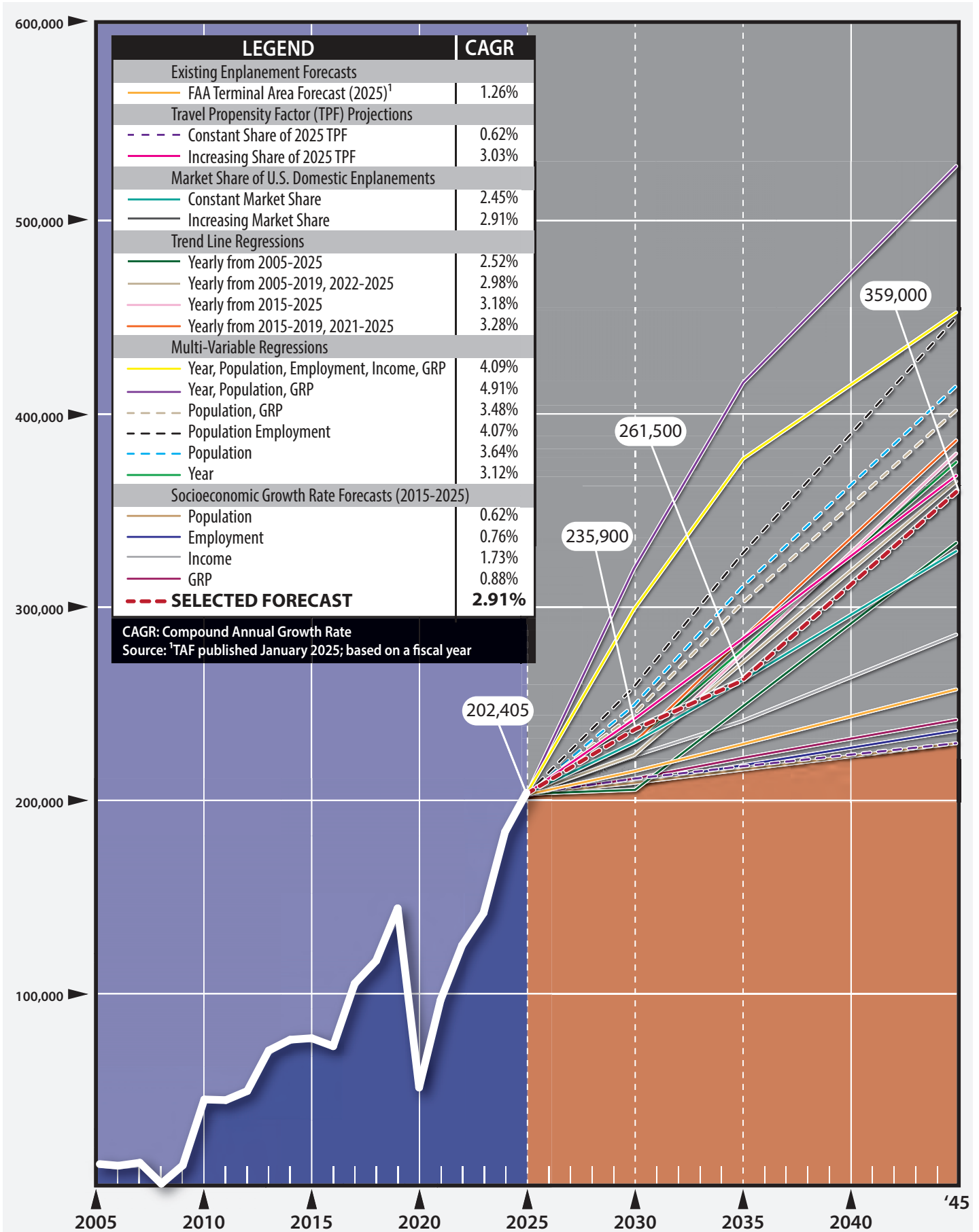


Source: ESRI Basemap Imagery (2023), City of Santa Fe, Coffman Associates Analysis

Note: All areas within the 1-mile airport property buffer are not prime farmland.

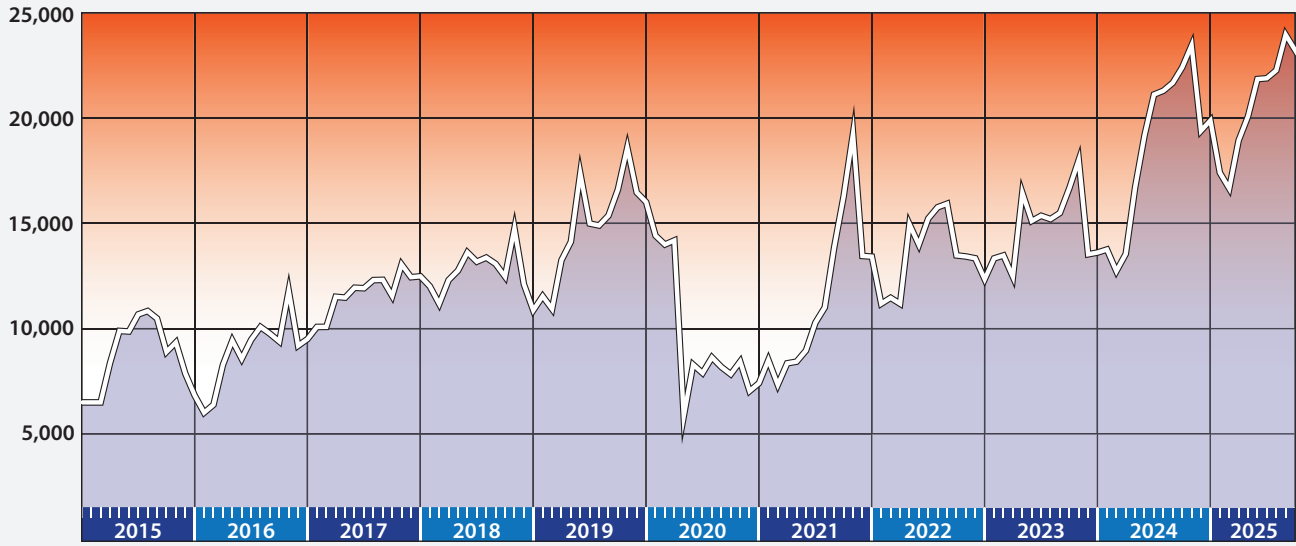
Earthstar Geographics

Enplanement Forecast Summary

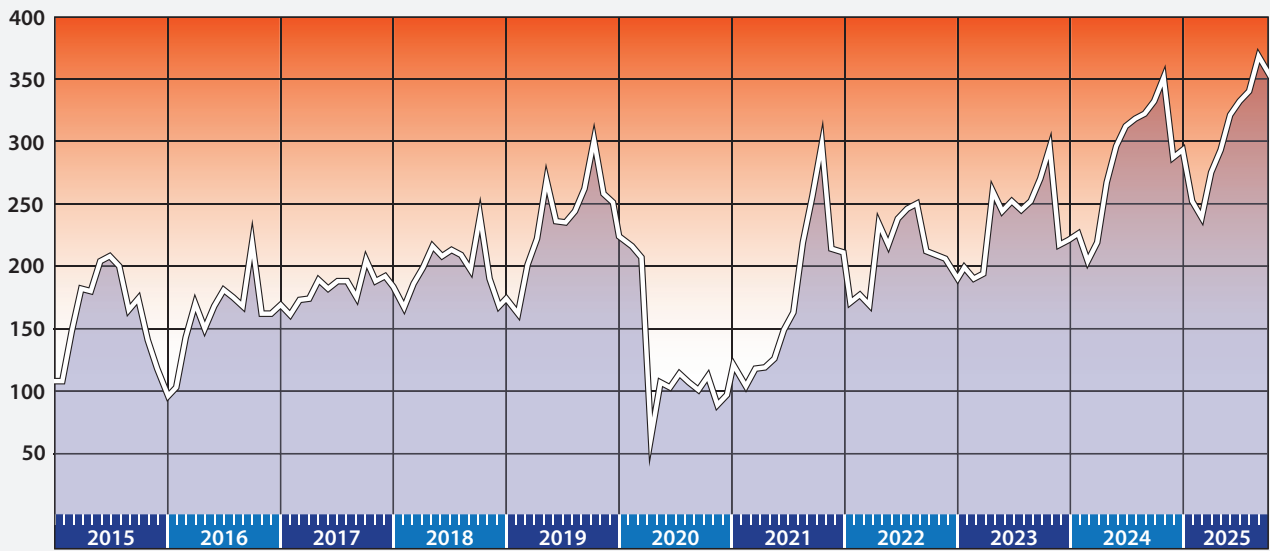


Historic Boarding Load Factor

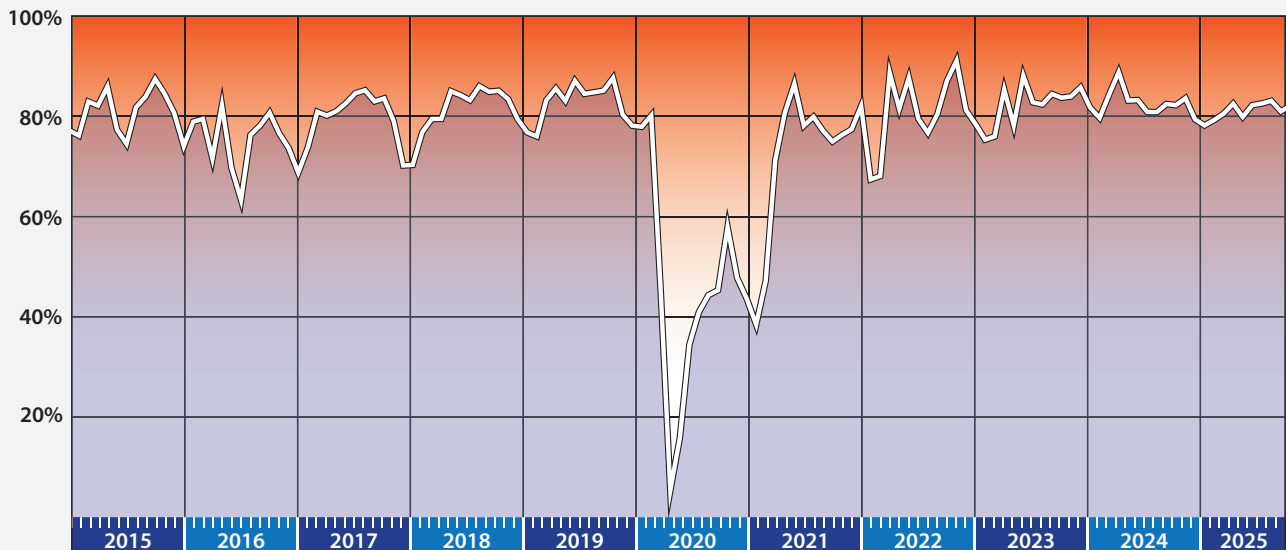
SEATS AVAILABLE



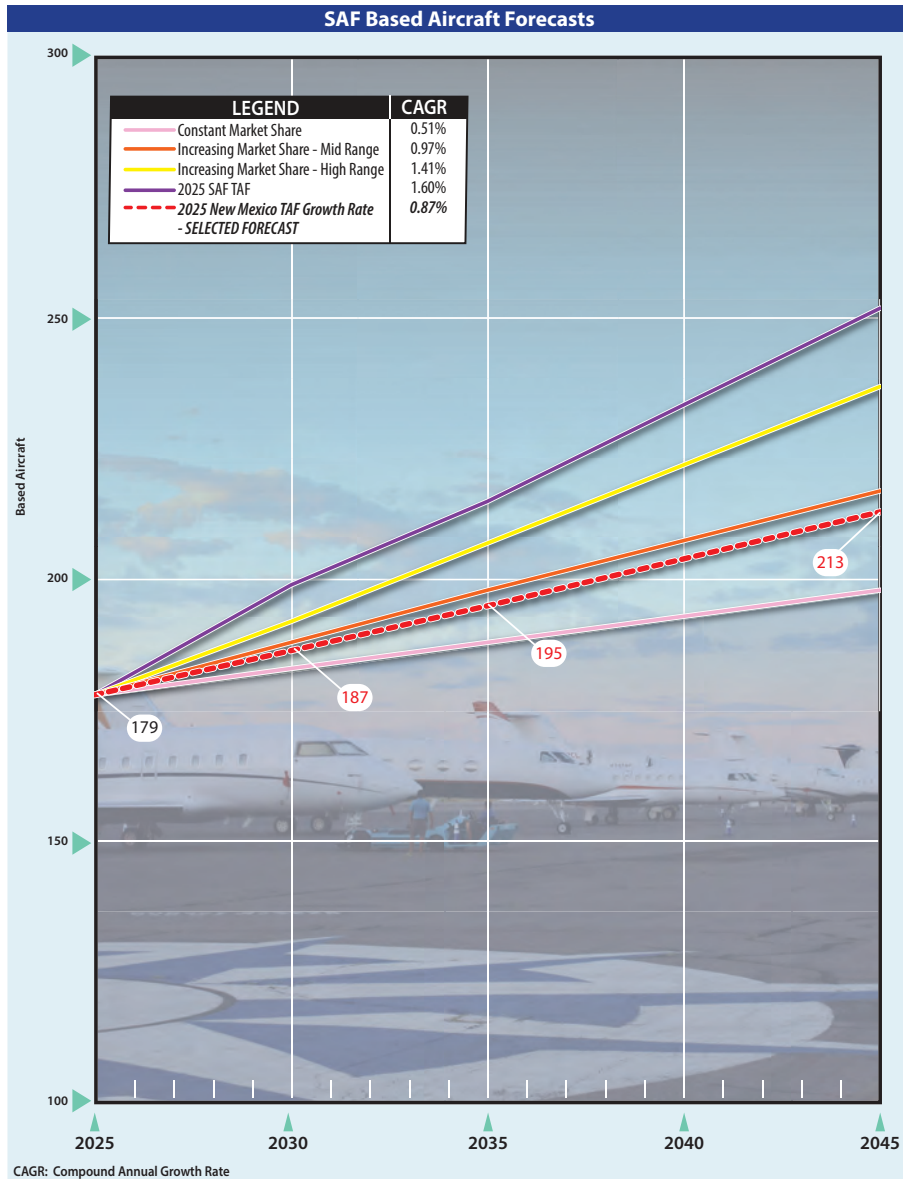
DEPARTURES



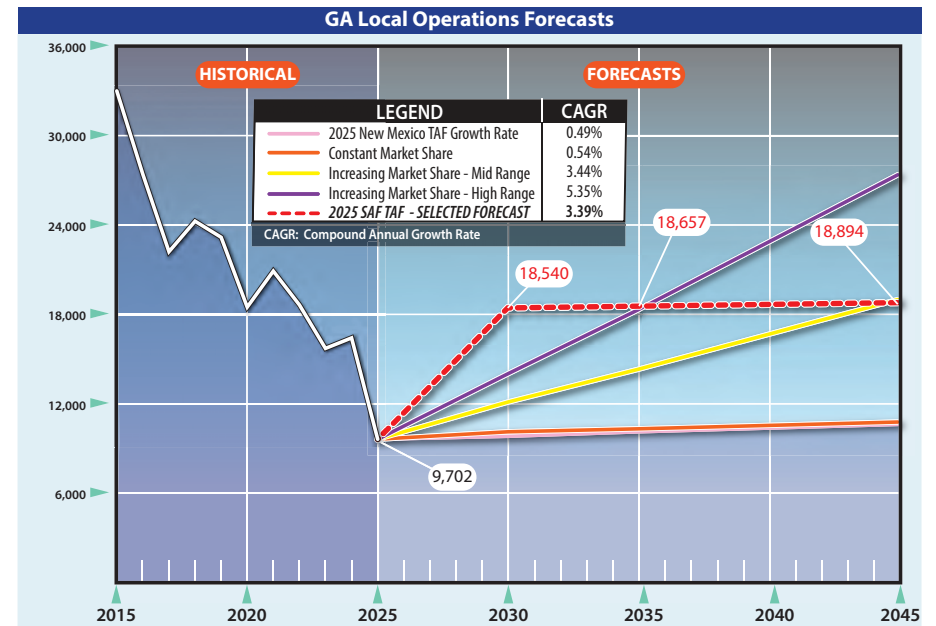
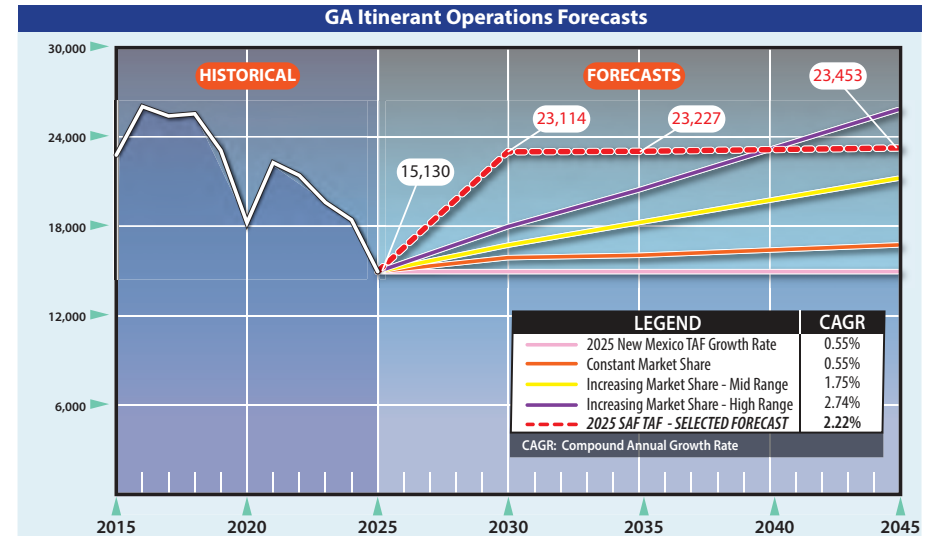
LOAD FACTOR



Based Aircraft Forecasts



General Aviation Operations Forecast



Forecast Summary

	BASE	FORECAST			CAGR
	2025	2030	2035	2045	2025-2045
ENPLANEMENTS	202,405	235,900	261,500	359,000	2.9%
ANNUAL OPERATIONS					
<i>Itinerant</i>					
Air Carrier (60+ Seats)	5,890	7,904	7,842	9,146	2.2%
Air Taxi (<60 Seats)	6,265	6,800	8,200	10,900	2.8%
General Aviation	15,130	23,114	23,227	23,453	2.2%
Military	2,144	2,314	2,314	2,314	0.4%
<i>Itinerant Subtotal</i>	<i>29,429</i>	<i>40,132</i>	<i>41,583</i>	<i>45,813</i>	<i>2.2%</i>
<i>Local</i>					
General Aviation	9,702	18,540	18,657	18,894	3.4%
Military	1,516	1,141	1,141	1,141	-1.4%
<i>Local Subtotal</i>	<i>11,218</i>	<i>19,681</i>	<i>19,798</i>	<i>20,035</i>	<i>2.9%</i>
Total Operations	40,647	59,813	61,381	65,848	2.4%

BASED AIRCRAFT					
Single-Engine Piston	130	132	134	138	0.3%
Multi-Engine Piston	0	0	0	0	N/A
Turboprop	22	24	25	28	1.2%
Jet	23	26	31	40	2.8%
Helicopter	4	5	5	7	2.8%
Total Based Aircraft	179	187	195	213	0.9%

PEAKING ACTIVITY PROJECTIONS					
AIRLINE PASSENGER ACTIVITY					
Annual Enplanements	197,702	233,900	259,500	357,000	3.0%
Peak Month Enplanements	21,711	25,686	28,497	39,204	3.0%
Design Day Enplanements	700	829	919	1,265	3.0%
Design Hour Enplanements	77	91	101	139	3.0%
AIRLINE OPERATIONS					
Annual Operations	7,204	7,904	7,842	9,146	1.2%
Peak Month	749	822	815	951	1.2%
Design Day	24	27	26	31	1.3%
Design Hour	2	2	2	3	2.0%
TOTAL AIRPORT OPERATIONS					
Annual Operations	40,647	59,813	61,381	65,848	2.4%
Peak Month	3,681	6,221	6,384	6,848	3.2%
Design Day	119	201	206	221	3.1%
Busy Day	156	263	270	290	3.1%
Design Hour	8	14	15	16	3.5%

CAGR: Compound Annual Growth Rate

Aircraft Reference Codes

A-I	Aircraft	TDG	C/D-II	Aircraft	TDG
	<ul style="list-style-type: none"> Beech Bonanza Cessna 150, 172 Piper Comanche, Seneca 	1A 1A 1A		<ul style="list-style-type: none"> Challenger 600/604 Cessna Citation III, VI, VII, X Embraer Legacy 135/140 Gulfstream IV (D-II) Gulfstream G280 Lear 70, 75 Falcon 50, 900, 2000 Hawker 800XP, 4000 	1B 1B 2B 2A 1B 1B 2A 1B
	<ul style="list-style-type: none"> Eclipse 500 Beech Baron 55/58 Beech King Air 100 Cessna 421 Cessna Citation M2 (525) Cessna Citation 1(500) Embraer Phenom 100 	1A 1A 1A 2A 1A 1A 1A		<ul style="list-style-type: none"> Gulfstream V Gulfstream 550, 600, 650 Global 5000, 6000 	2B 2B 2B
	<ul style="list-style-type: none"> Beech Super King Air 200 Beech King Air 90 Cessna 441 Conquest Cessna Citation CJ2 Pilatus PC-12 	2A 1A 1A 2A 2		<ul style="list-style-type: none"> Airbus A319, A320, A321 Boeing 737-800, 900 MD-83, 88 	3 3 4
	<ul style="list-style-type: none"> Beech Super King Air 350 Cessna Citation CJ3 (525B) Cessna Citation CJ4 (525C) Cessna Citation Latitude Embraer Phenom 300 Falcon 20 Pilatus PC-24 	2A 2A 1B 1B 1B 1B 2A		<ul style="list-style-type: none"> Airbus A300 Boeing 757-200 Boeing 767-300, 400 MD-11 	5 4 5 6
	<ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 7500 Falcon 7X, 8X 	3 2B 2A		<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
	<ul style="list-style-type: none"> Lear 35, 40, 45, 55, 60XR F-16 	1B 1A		<ul style="list-style-type: none"> F-15 	1B

Note: Aircraft pictured is identified in bold type.

Fleet Mix Forecast by Aircraft Reference Code

Design Category	Historical Operations			Forecasted Operations			
	2015	2025	2015-2025 CAGR	2030	2035	2045	2025-2045 CAGR
AAC B	6,600	7,127	0.8%	7,400	7,700	8,300	0.8%
AAC C	5,489	9,477	5.6%	10,600	12,000	15,000	2.3%
AAC D	1,215	189	-17.0%	275	400	850	7.8%
ADG I	5,067	3,534	-3.5%	3,250	3,000	2,500	-1.7%
ADG II	10,639	13,661	2.5%	15,550	17,700	23,000	2.6%
ADG III	125	1,603	29.1%	3,000	7,000	11,000	10.1%

AAC = aircraft approach category
ADG = airplane design group
AAC A operations are excluded because smaller/slower aircraft are unlikely to impact the critical design aircraft.

Airport and Runway Classifications

	Current	Ultimate
Airport Reference Code (ARC)	C-III	D-III
Airport Critical Aircraft	C-III-3	D-III-3
Runway Design Code (RDC)		
Runway 2-20	C-III-4000	D-III-4000
Runway 15-33	C-III-4000	D-III-4000
Runway 10-28	B-II-5000	B-II-5000

Critical Aircraft

Existing



Ultimate

