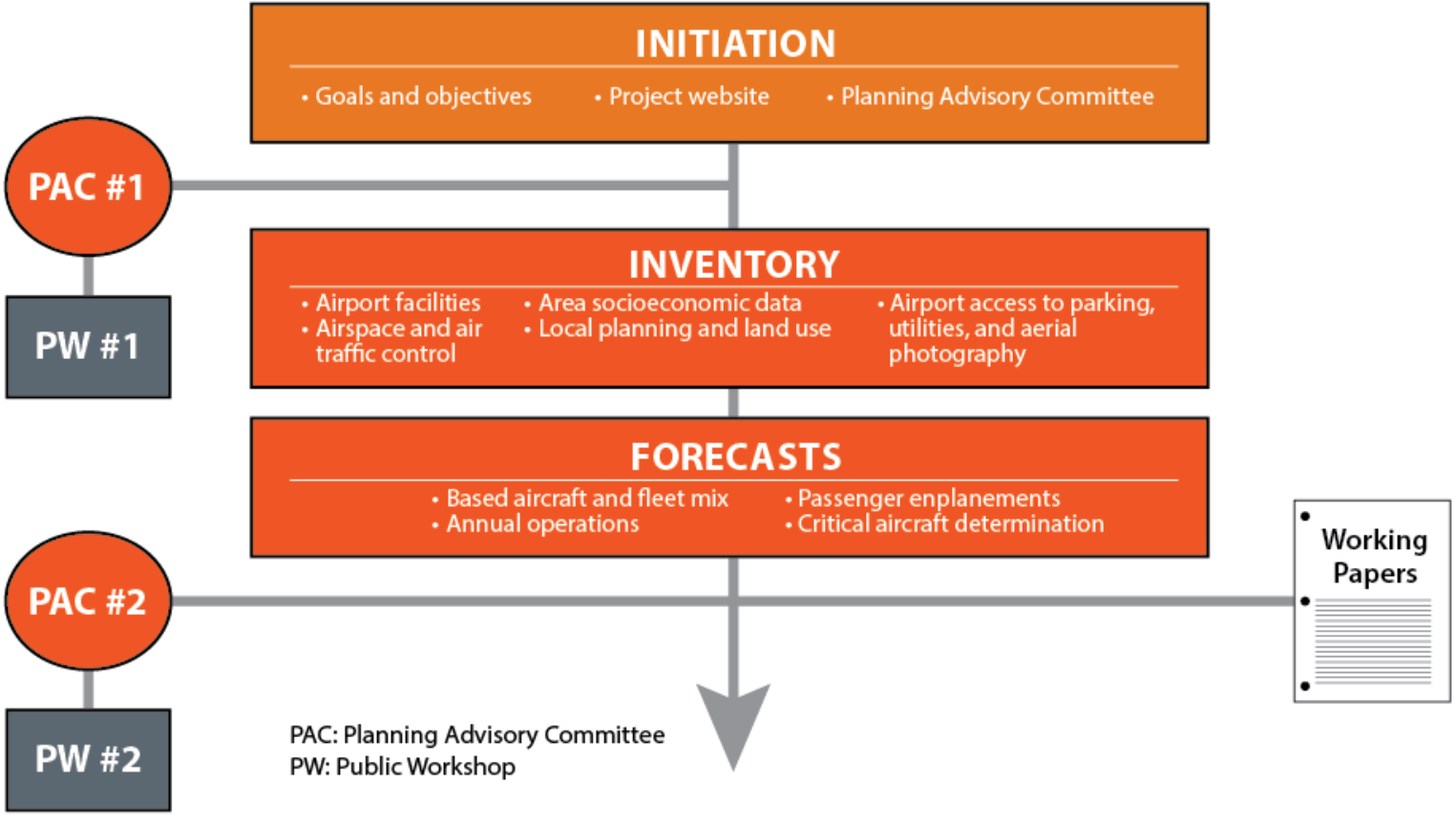
SANTA FE
REGIONAL AIRPORT
Airport Master Plan

AGENDA

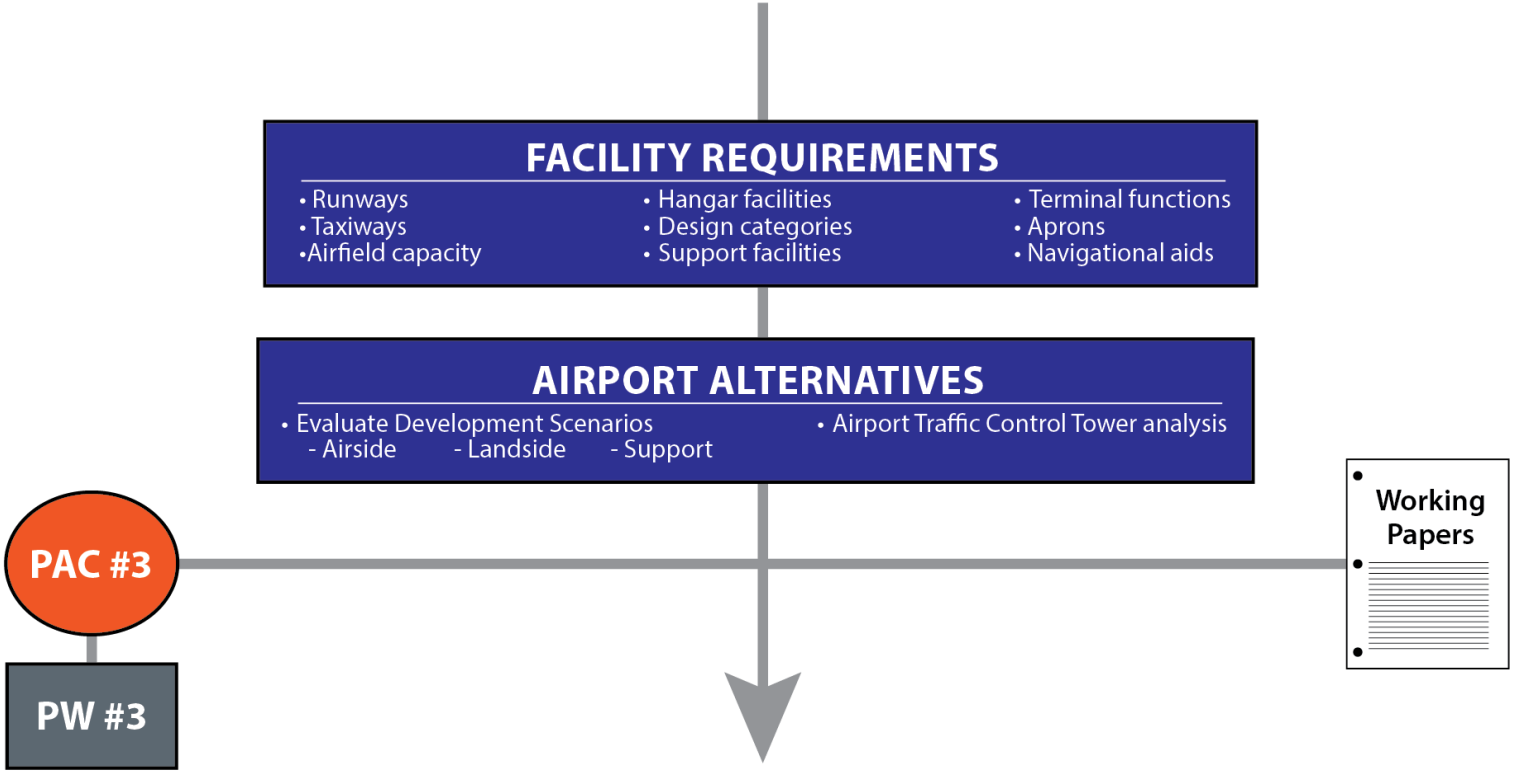
Planning Advisory Committee (PAC)
Meeting #2
Thursday, January 29
1:30 pm

1. Welcome/Introductions
2. Review of the Master Plan Process
3. Discussion of Draft Material
    - Inventory
    - Aviation Demand Forecasts
4. Open Discussion/Questions
5. Adjournment

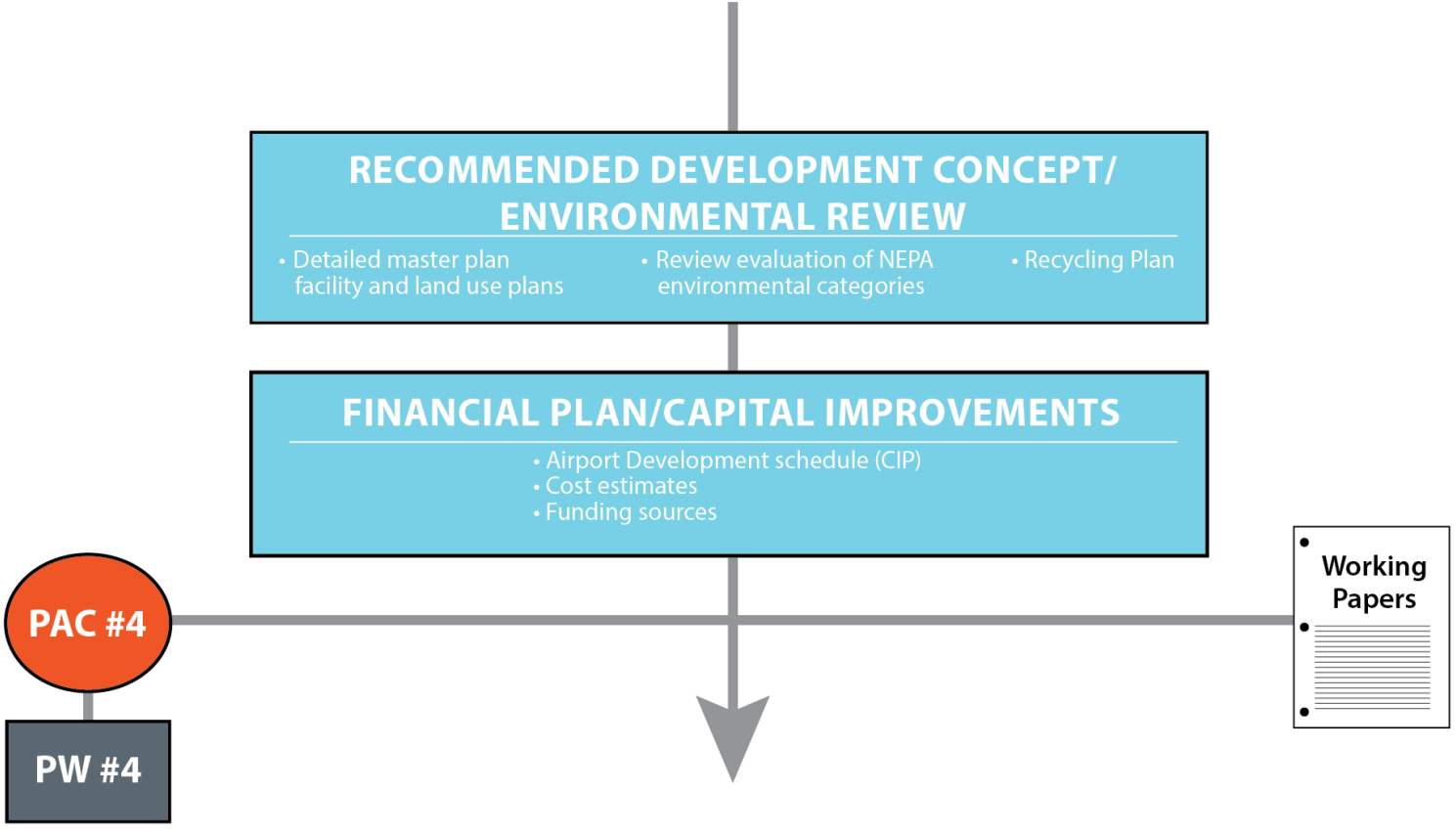
Phase 1


INITIATION
• Goals and objectives
• Project website
• Planning Advisory Committee
PAC #1
PW #1
INVENTORY
• Airport facilities
• Airspace and air traffic control
• Area socioeconomic data
• Local planning and land use
• Airport access to parking, utilities, and aerial photography
FORECASTS
• Based aircraft and fleet mix
• Annual operations
• Passenger enplanements
• Critical aircraft determination
PAC #2
PW #2
Working Papers
PAC: Planning Advisory Committee
PW: Public Workshop

Phase 2


FACILITY REQUIREMENTS
• Runways
• Taxiways
•Airfield capacity
• Hangar facilities
• Design categories
• Support facilities
• Terminal functions
• Aprons
• Navigational aids
AIRPORT ALTERNATIVES
• Evaluate Development Scenarios
- Airside
- Landside
- Support
• Airport Traffic Control Tower analysis
PAC #3
PW #3
Working Papers

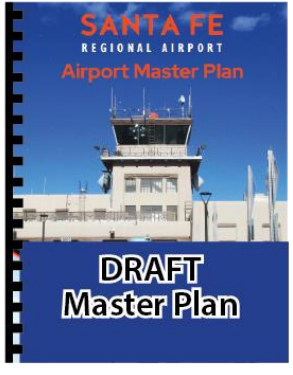
Phase 3

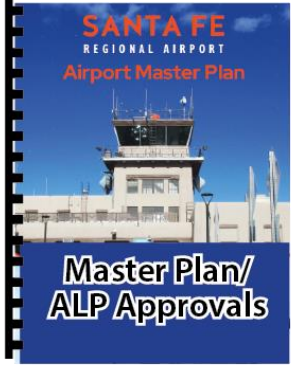

RECOMMENDED DEVELOPMENT CONCEPT/ ENVIRONMENTAL REVIEW
• Detailed master plan facility and land use plans
• Review evaluation of NEPA environmental categories
• Recycling Plan
FINANCIAL PLAN/CAPITAL IMPROVEMENTS
• Airport Development schedule (CIP)
• Cost estimates
• Funding sources
PAC #4
PW #4
Working Papers

Finalization

AIRPORT LAYOUT PLANS

- Airport Layout Plan
- Landside Drawing
- Airspace/Approach Drawings
- On-Airport Land Use Plan
- Property Map
- Land Use Plans

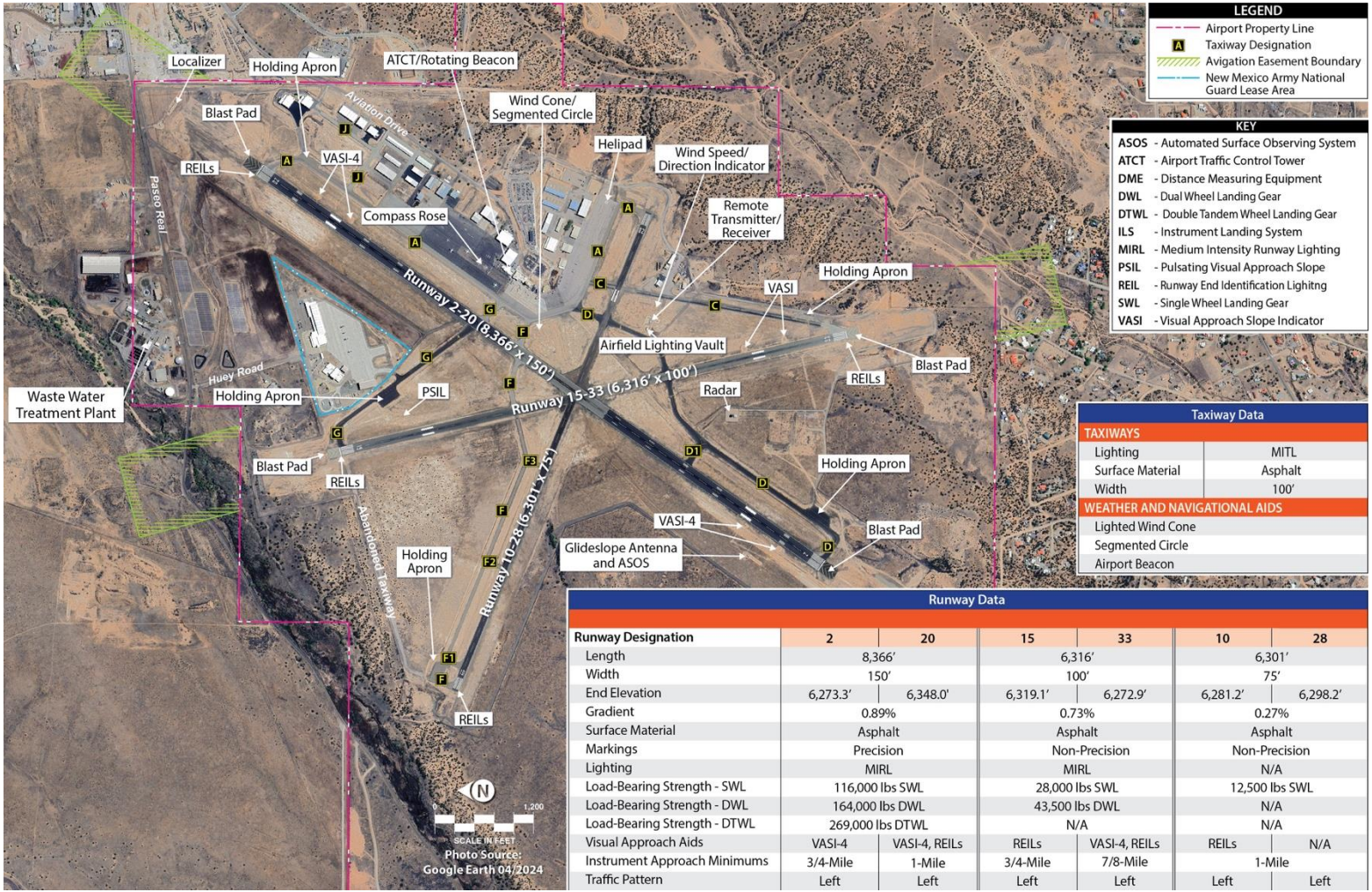




SANTA FE
REGIONAL AIRPORT
Airport Master Plan

Chapter 1: Inventory

Exhibit 1E: Airside Facilities



Taxiway Data	
TAXIWAYS	
Lighting	MITL
Surface Material	Asphalt
Width	100'
WEATHER AND NAVIGATIONAL AIDS	
Lighted Wind Cone	
Segmented Circle	
Airport Beacon	

Runway Data

Runway Designation	2	20	15	33	10	28
Length	8,366'		6,316'		6,301'	
Width	150'		100'		75'	
End Elevation	6,273.3'	6,348.0'	6,319.1'	6,272.9'	6,281.2'	6,298.2'
Gradient	0.89%		0.73%		0.27%	
Surface Material	Asphalt		Asphalt		Asphalt	
Markings	Precision		Non-Precision		Non-Precision	
Lighting	MIRL		MIRL		N/A	
Load-Bearing Strength - SWL	116,000 lbs SWL		28,000 lbs SWL		12,500 lbs SWL	
Load-Bearing Strength - DWL	164,000 lbs DWL		43,500 lbs DWL		N/A	
Load-Bearing Strength - DTWL	269,000 lbs DTWL		N/A		N/A	
Visual Approach Aids	VASI-4	VASI-4, REILs	REILs	VASI-4, REILs	REILs	N/A
Instrument Approach Minimums	3/4-Mile	1-Mile	3/4-Mile	7/8-Mile	1-Mile	
Traffic Pattern	Left	Left	Left	Left	Left	Left

Exhibit 1F: Pavement Conditions

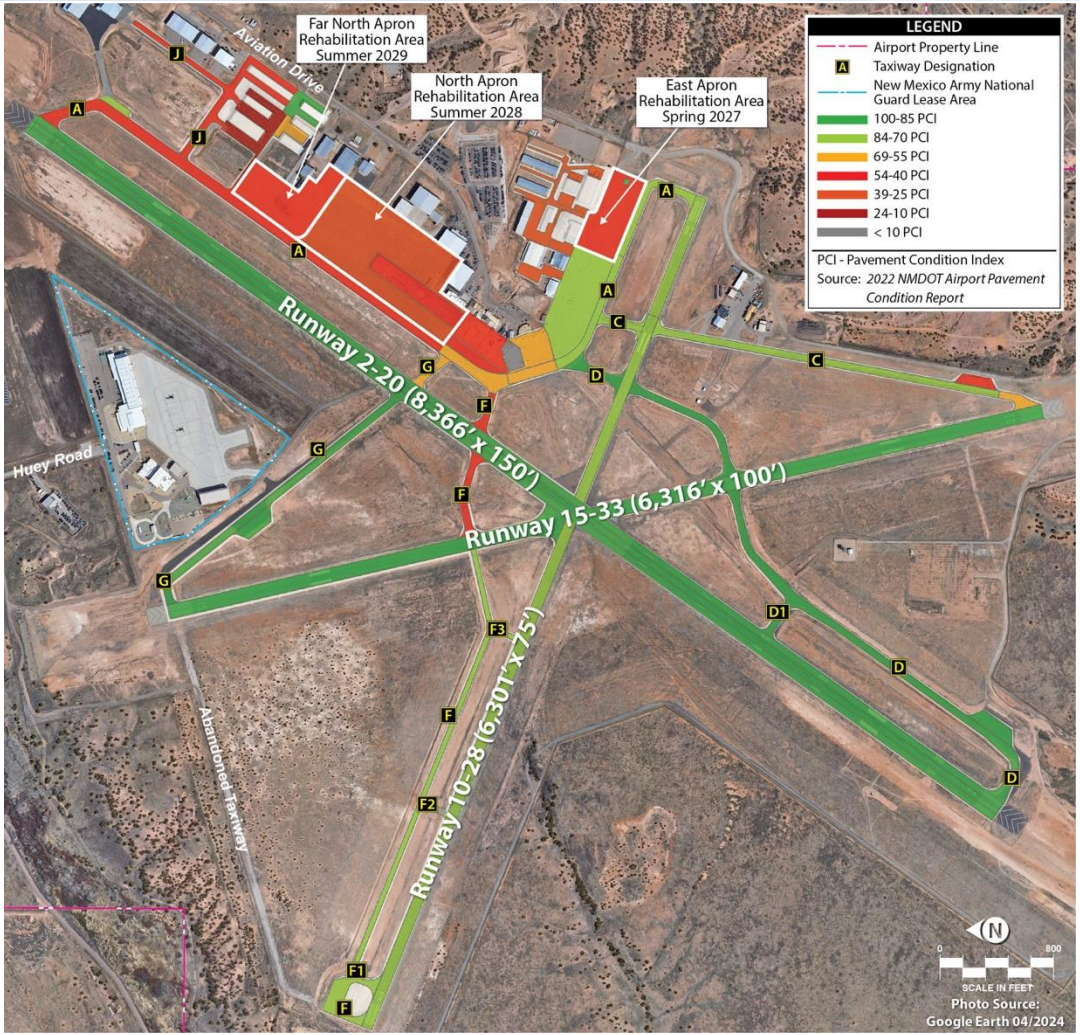
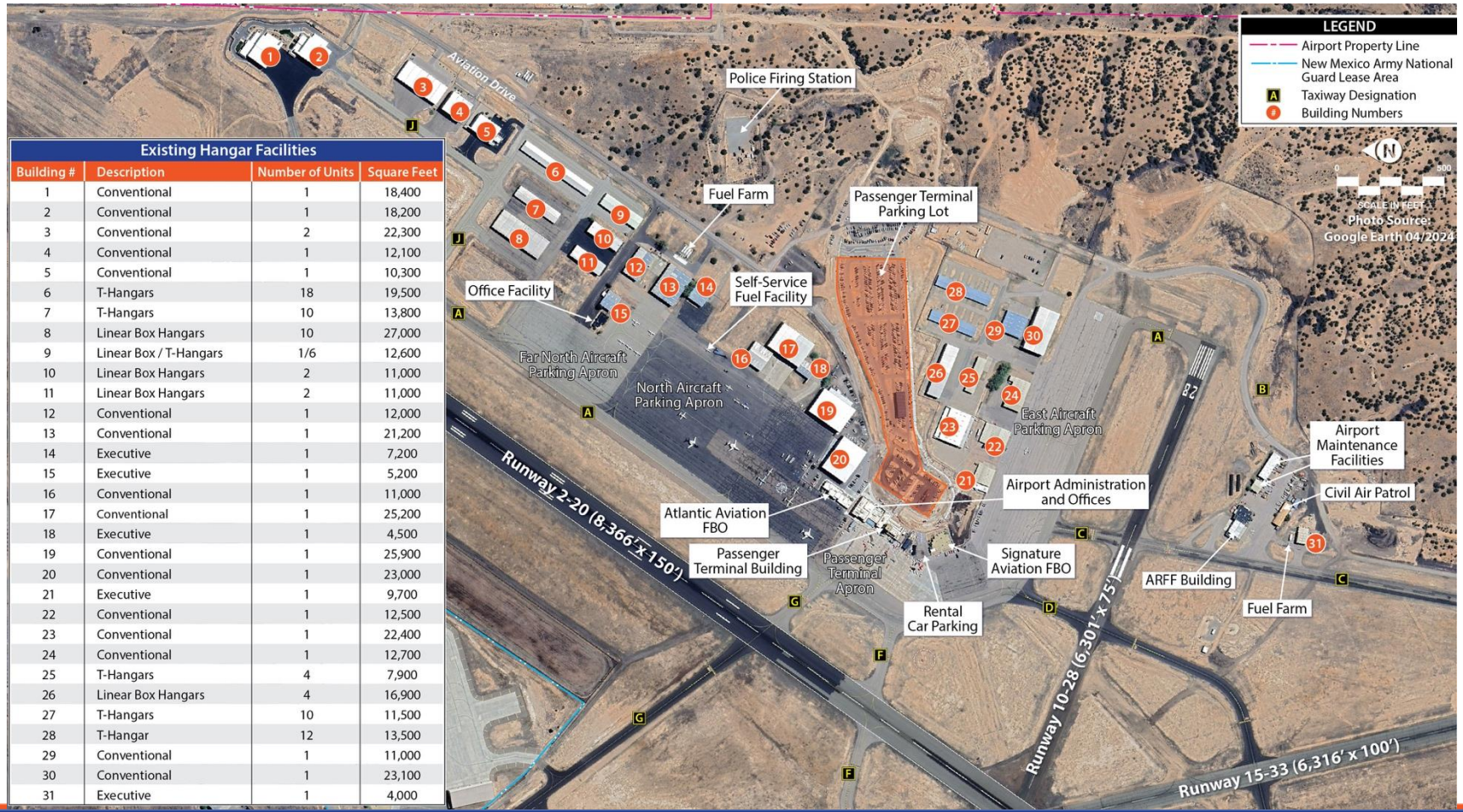


Exhibit 1J: Landside Facilities



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

Exhibit 1K: 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

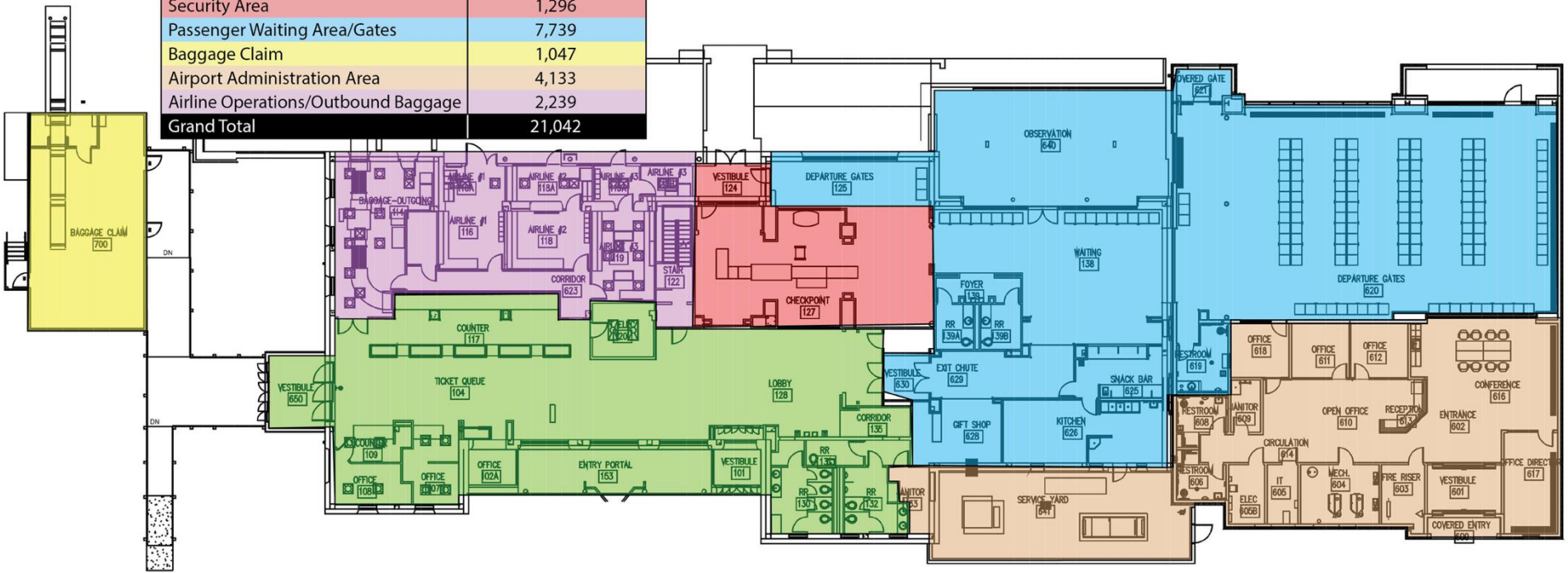


Exhibit 1M: Commercial Service Apron and Terminal Gates

Exhibit 1L: Parking Map

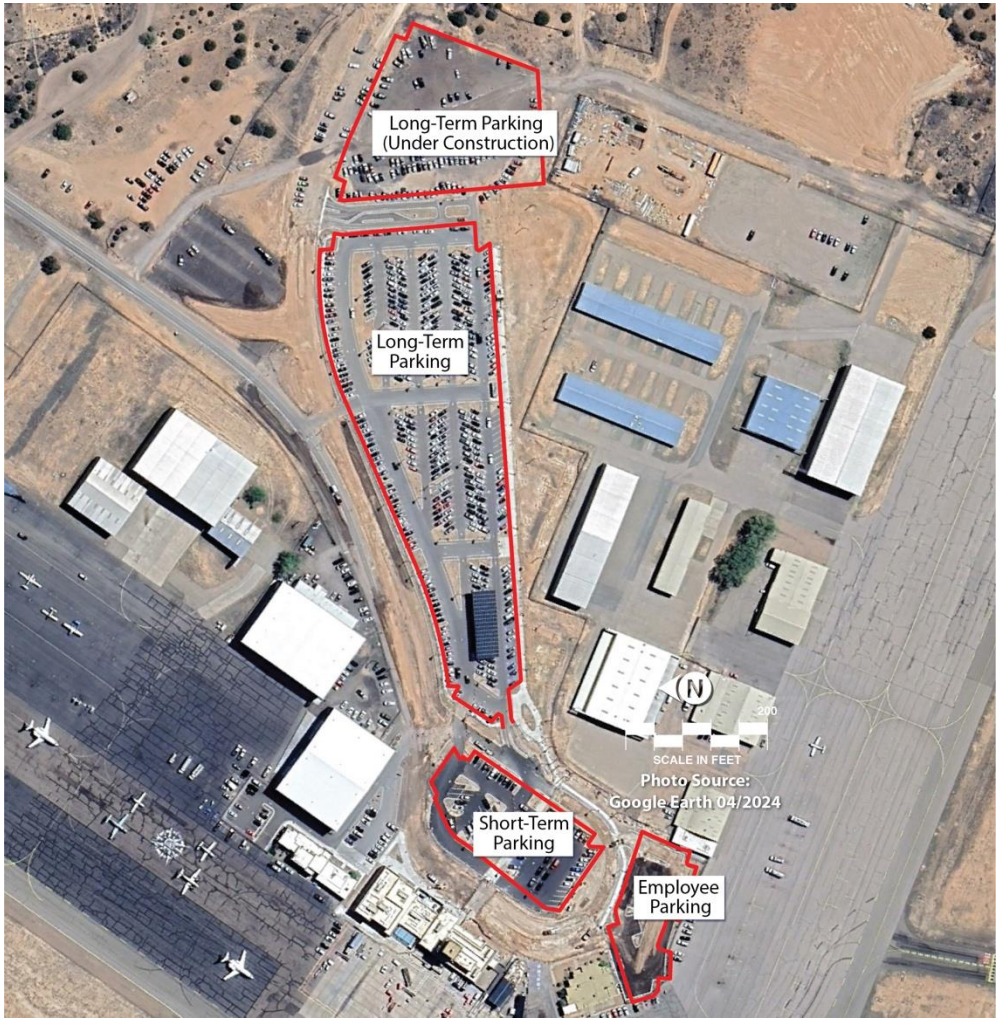


Exhibit 1B: Capital Improvement History

FAA GRANTS			
Year	Grant Number	Description	Amount ($)
2016	3-35-0037-043	Acquire Friction Measuring Equipment, Acquire Snow Removal Equipment	937,500.00
2016	3-35-0037-044	Rehabilitate Taxiway	171,478.00
2016	3-35-0037-045	Rehabilitate Runway	262,955.00
2016	3-35-0037-046	Conduct Miscellaneous Study	180,541.00
2017	3-35-0037-047	Rehabilitate Runway	2,258,910.00
2017	3-35-0037-048	Rehabilitate Taxiway	2,121,244.00
2019	3-35-0037-049-2019	Rehabilitate Taxiway	2,386,755.00
2020	3-35-0037-052	Reconstruct Taxiway	1,875,000.00
2020	3-35-0037-053	Reconstruct Taxiway	755,925.00
2021	3-35-0037-054	Construct/Extend/Improve Safety Area	607,296.00
2021	3-35-0037-055	CRRSA Act Funds	1,571,133.00
2021	3-35-0037-056	CRRSA Act Concessions	30,578.00
2021	3-35-0037-057	General ARPA	2,226,110.00
2022	3-35-0037-0060-2022	Reconstruct Apron	266,822.00
2024	3-35-0037-062	Update Airport Master Plan or Study	1,021,700.00
2024	3-35-0037-063	Reconstruct Apron	191,215.00
2024	3-35-0037-065	Construct/Extend Safety Area, Install Runway Signage/Markings, Reconstruct Apron, Reconstruct Perimeter Fencing	6,089,700.00
		Grand Total	**22,954,862.00**

Exhibit 1B: Capital Improvement History

STATE GRANTS			
Year	Grant Number	Description	Amount ($)
2015	SAF-15-01	Airport Master Plan; Air Service Study; Rates and Fees Study	492,967.00
2015	SAF-15-02	Airport Maintenance Grant	11,111.00
2015	SAF-15-03	Air Service Study	63,252.00
2015	SAF-15-04	Airport Terminal Expansion	1,149,292.00
2016	SAF-16-01	Airport Maintenance Grant	11,111.00
2018	SAF-18-01	Taxiway D Reconstruction	2,262,660.00
2018	SAF-18-02	Airport Maintenance Grant	11,111.00
2018	SAF-18-03	Runway 2-20 Resurfacing - Reconstruction	2,409,504.00
2018	SAF-18-04	Runway 10-28 Rehabilitation - Design Only	67,000.00
2018	SAF-18-05	Runway 10-28 and Runway 15-33 Rehabilitation	1,208,000.00
2019	SAF-19-01	Airfield Maintenance and Consumable Items	22,222.00
2019	SAF-19-02	Taxiway D Reconstruction - Design	190,000.00
2020	SAF-20-01	Airfield Electrical Vault Design	80,000.00
2020	SAF-20-02	Taxiway D Phase II - Construction	2,545,873.00
2020	SAF-20-03	Reconstruct Taxiway G and Install Runway 15 PAPI	2,000,000.00
2020	SAF-20-04	Electrical Vault Construction	1,066,666.00
2021	SAF-21-01	Airport Maintenance and Consumable Items	22,222.00
2021	SAF-21-02	Runway 02 RSA Grading	1,000,000.00
2022	SAF-22-01	ASAP	400,000.00
2023	HB02	Airport Equipment Building	2,500,000.00
2023	HB02	Jaguar Drive Extension	4,053,875.25
2023	HB02	Runway 33 RSA	603,500.00
2023	HB02	Security Access Control Upgrade	500,000.00
2023	SAF-23-01	Marking	190,795.00
2023	SAF-23-02	Crack and Surface Seal - ARPA	450,000.00
2023	SAF-23-03	ARFF Replacement Truck - Index B-ARPA	1,194,900.00
2024	SAF-24-01	Terminal Expansion and Infrastructure Improvements	6,869,180.00
2024	SAF-24-02	Runway 2-20 Midfield Pavement Reconstruction	1,727,033.00
2024	SAF-24-03	Terminal Apron Replacement - Design	284,610.00
2024	SAF-24-04	Airport Maintenance and Consumable Items	22,222.00
2024	SAF-24-05	Airport Master Plan Update	1,088,813.00
2024	SAF-24-06	New Electrical Vault Construction	1,000,000.00
2025	N/A	Airport Maintenance Items	22,222.22
2025	N/A	Airport Painting	100,000.00
2025	N/A	SAF Taxiway F PER and Design	100.00
2025	SAF-25-01	Air Service Marketing Assistance	79,000.00
2025	SAF-25-02	North Apron - Design and Construction	6,000,000.00
2025	SAF-25-03	Reconstruct Terminal Apron	1,234,923.00
		Grand Total	**42,934,164.47**

SANTA FE

REGIONAL AIRPORT

Airport Master Plan

Chapter 2: Aviation Demand Forecasts

FORECAST ELEMENTS

1. Commercial Passenger Service
   - Annual Enplanement Passengers
   - Commercial Operations and Fleet Mix
2. Commercial Air Cargo
   - Annual Enplaned Tons
   - Annual Operations and Fleet Mix
3. General Aviation
   - Based Aircraft and Fleet Mix
   - Operations (GA, Other Air Taxi, Military)
4. Peaking Characteristics
   - Airline Enplanement Peaks
   - Operations Peaks
5. Critical Aircraft Determination
   - Runway Design Code by Runway

FORECAST PROCESS

1. Review Existing Forecasts
2. Collect Recent Data
3. Research Trends
4. Employ Multiple Methods Creating a Planning Envelope
   - Regression
   - Market Share Analysis
   - Ratio Trends
5. Select a Single Forecast (or a blend of forecasts)
6. Test Against the FAA Terminal Area Forecast (TAF)
   - Within 10% in the five-year timeframe
   - Within 15% in the 10-year timeframe

Table 2A: FAA Activity Forecasts

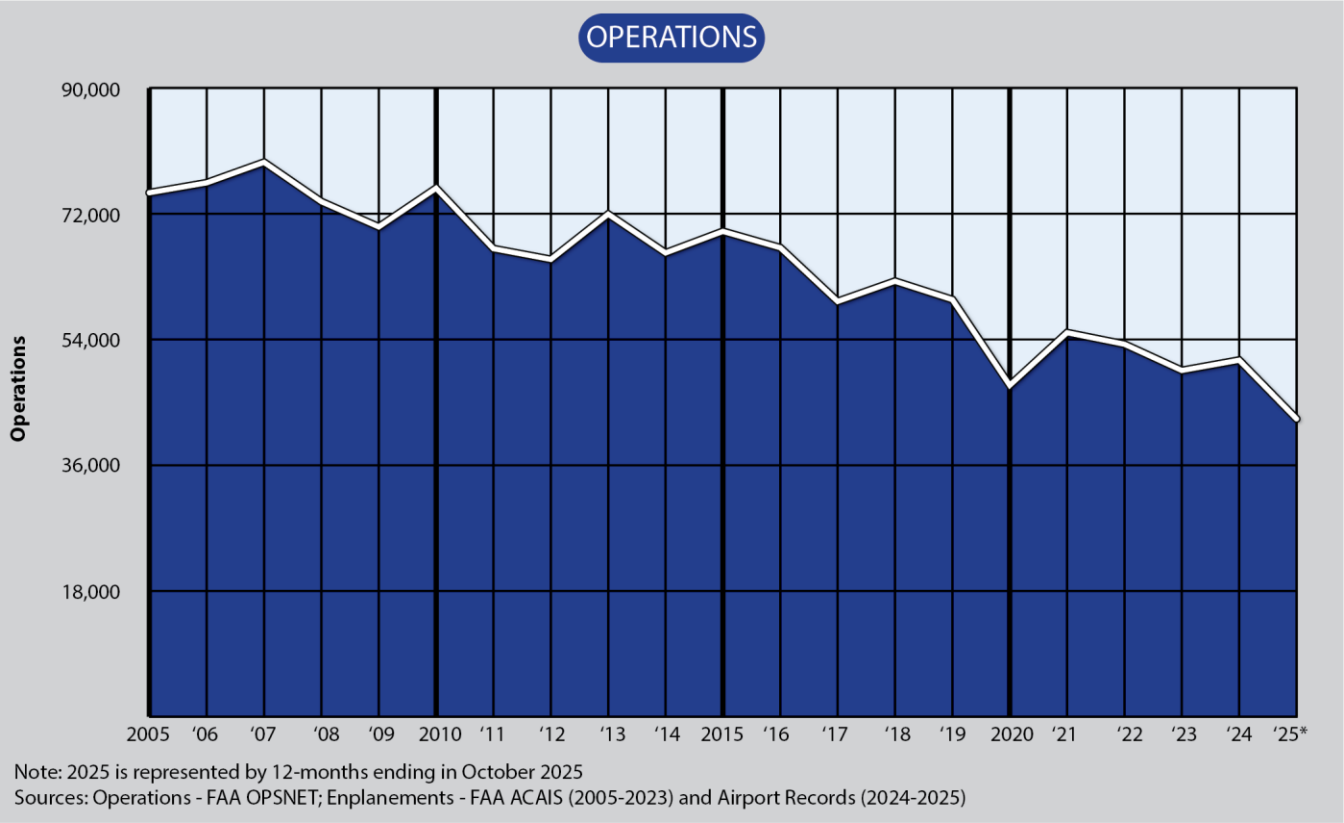
Year	U.S. Regional Carriers: Domestic Revenue Enplanements (millions)	U.S. Mainline Air Carriers: Domestic Revenue Enplanements (millions)	Combined U.S. Domestic Revenue Enplanements (millions)	Air Carrier Operations (thousands)	Air Taxi/ Commuter Operations (thousands)	GA Aircraft Fleet	GA Operations (thousands)
2015	153	543	696	13,755	7,895	210,031	25,579
2016	152	575	727	14,417	7,580	211,794	25,538
2017	149	595	744	15,047	7,180	211,757	25,571
2018	154	627	781	15,686	7,126	211,749	26,485
2019	159	654	813	16,195	7,274	210,981	27,832
2020	94	370	465	11,742	5,514	204,140	25,387
2021	106	402	508	12,214	5,893	209,194	27,543
2022	127	613	739	15,150	6,522	209,540	28,664
2023	115	696	811	16,158	6,456	214,222	29,852
2024	127	731	858	17,052	6,733	214,940	30,888
2025	130	747	877	17,529	7,029	215,600	31,804
FAA FORECAST							
2030	147	844	991	20,076	7,108	219,405	33,469
2035	167	964	1,131	22,024	7,753	224,805	34,101
2045	210	1,212	1,422	26,382	9,143	238,350	35,421
Compound Average Annual Growth Rate (CAGR)							
2010–2024	-1.7%	3.2%	2.2%	2.2%	-2.4%	-0.3%	1.1%
2024–2025	2.1%	2.1%	2.1%	2.8%	4.4%	0.3%	3.0%
2025–2035	2.6%	2.6%	2.6%	2.3%	1.0%	0.4%	0.7%
2025–2045	2.4%	2.5%	2.4%	2.1%	1.3%	0.5%	0.5%

Table 2E: 2025 SAF Terminal Area Forecast

Parameter	2025	2030	2035	2045	CAGR
ENPLANEMENTS					
Air Carrier	10	10	10	10	0.00%
Commuter	199,824	214,871	228,386	256,819	1.26%
Total Enplanements:	**199,834**	**214,881**	**228,396**	**256,829**	**1.26%**
ANNUAL OPERATIONS					
Itinerant Operations					
Air Carrier	6,529	7,338	7,813	8,815	1.51%
Air Taxi	5,667	5,945	6,248	6,901	0.99%
General Aviation	19,586	23,114	23,227	23,453	0.90%
Military	2,314	2,314	2,314	2,314	0.00%
Total Itinerant Operations:	**34,096**	**38,711**	**39,602**	**41,483**	**0.99%**
Local Operations					
General Aviation	16,196	18,540	18,657	18,894	0.77%
Military	1,141	1,141	1,141	1,141	0.00%
Total Local Operations:	**17,337**	**19,681**	**19,798**	**20,035**	**0.73%**
TOTAL OPERATIONS:	**51,433**	**58,392**	**59,400**	**61,518**	**0.90%**
BASED AIRCRAFT	**193**	**208**	**223**	**265**	**1.60%**

CAGR = compound annual growth rate

Table 1C: Historical Activity Statistics



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)

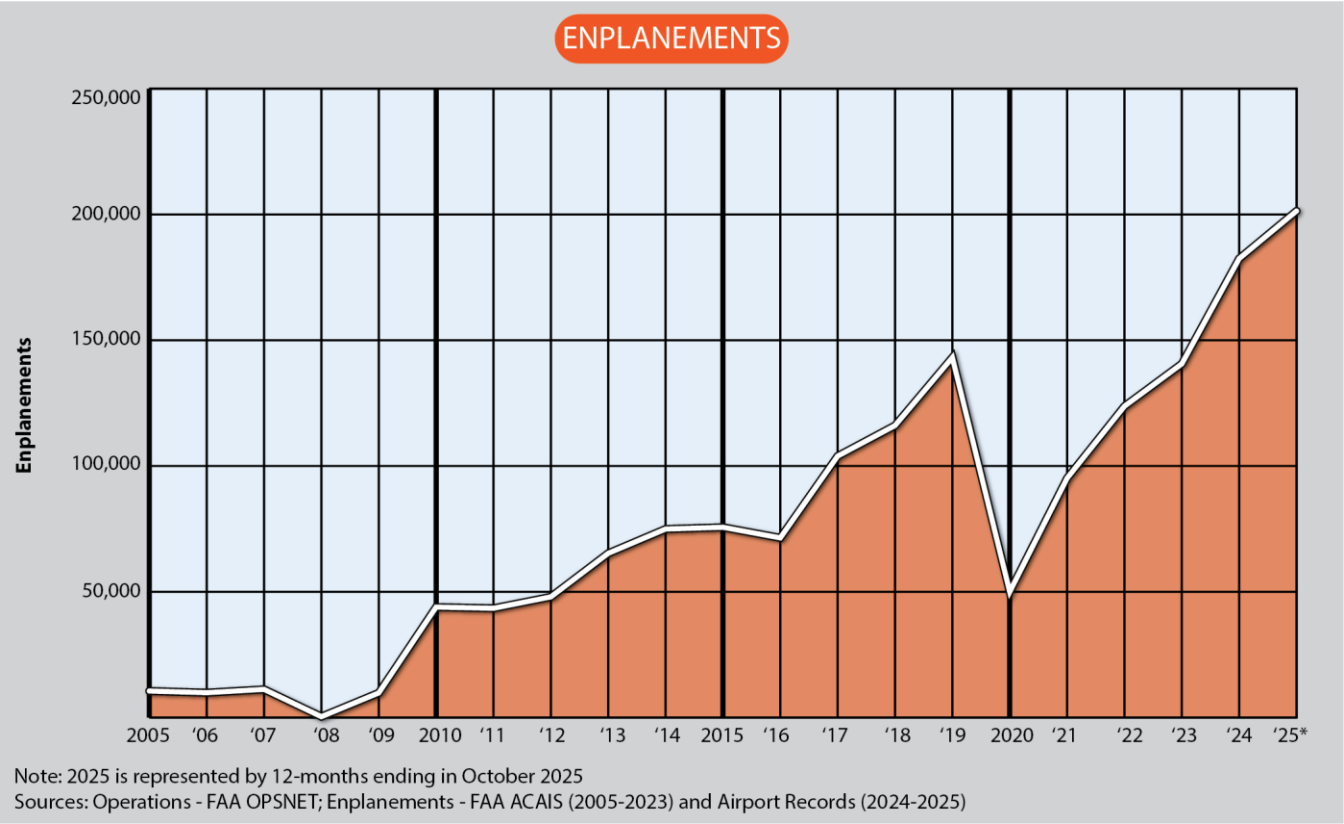
TABLE 1B | Airport Operations

Year	ITINERANT OPERATIONS					LOCAL OPERATIONS			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Subtotal	General Aviation	Military	Subtotal	
2005	0	6,514	31,866	2,053	40,433	32,226	2,338	34,564	74,997
2006	1	6,283	32,138	2,348	40,770	32,886	2,760	35,646	76,416
2007	0	6,769	31,634	2,710	41,113	35,202	3,041	38,243	79,356
2008	9	4,625	27,908	2,778	35,320	35,390	3,006	38,396	73,716
2009	0	4,408	26,060	2,584	33,052	33,449	3,611	37,060	70,112
2010	20	6,429	25,910	2,758	35,117	36,379	4,150	40,529	75,646
2011	20	6,637	24,476	1,903	33,036	31,313	2,640	33,953	66,989
2012	23	7,116	22,943	2,129	32,211	30,418	2,827	33,245	65,456
2013	2	9,659	23,184	2,318	35,163	33,443	3,326	36,769	71,932
2014	0	7,997	22,419	2,451	32,867	30,047	3,471	33,518	66,385
2015	1	7,967	22,781	2,683	33,432	33,119	2,915	36,034	69,466
2016	35	7,550	26,027	3,141	36,753	27,504	2,868	30,372	67,125
2017	2,276	5,658	25,396	2,467	35,797	22,309	1,335	23,644	59,441
2018	3,111	5,537	25,542	2,472	36,662	24,359	1,310	25,669	62,331
2019	5,026	4,384	23,091	2,260	34,761	23,277	1,661	24,938	59,699
2020	2,865	3,667	18,248	2,527	27,307	18,581	1,551	20,132	47,439
2021	3,494	5,823	22,269	1,697	33,283	21,002	684	21,686	54,969
2022	4,083	6,438	21,418	1,683	33,622	18,729	967	19,696	53,318
2023	4,694	6,267	19,610	2,235	32,806	15,802	953	16,755	49,561
2024	5,999	6,197	18,437	2,305	32,938	16,508	1,589	18,097	51,035
2025*	5,890	6,265	15,130	2,144	29,429	9,702	1,516	11,218	40,647

*2025 represents 12 months ending in October 2025.

Source: FAA Operations Network (OPSNET)

Exhibit 1C: Historical Activity Statistics



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)

Table 2J: SAF Enplanement History

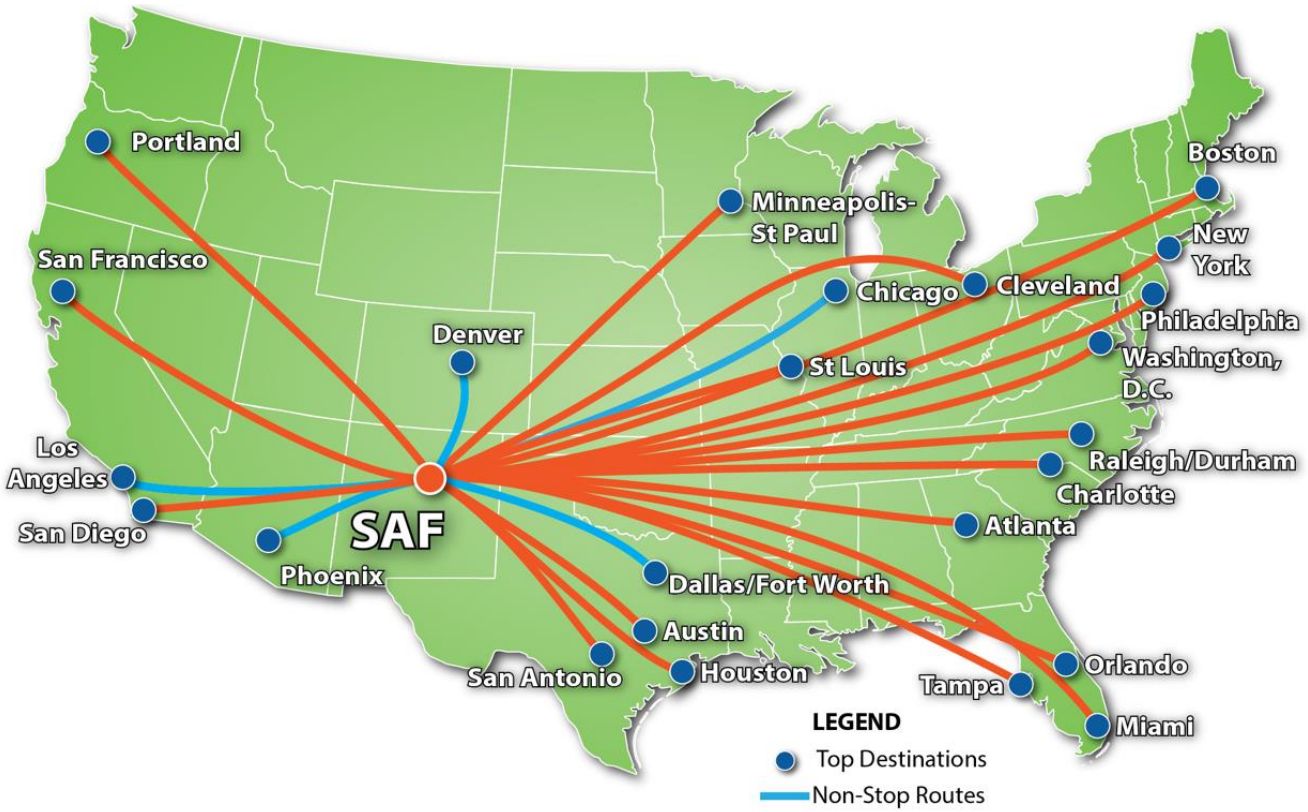
Year	Enplanements	Data Source
2005	10,396	T-100
2006	9,437	T-100
2007	10,972	T-100
2008	125	T-100
2009	9,631	T-100
2010	43,699	T-100
2011	43,362	T-100
2012	48,060	T-100
2013	69,030	T-100
2014	74,622	T-100
2015	75,403	T-100
2016	71,251	T-100
2017	103,667	T-100
2018	115,500	T-100
2019	142,597	T-100
2020	49,886	T-100
2021	95,143	T-100
2022	123,473	T-100
2023	140,195	T-100
2024	182,167	Airport Records
2025*	202,405	Airport Records
6-year CAGR	**6.0%**	
10-year CAGR	**10.4%**	
20-year CAGR	**16.0%**	

CAGR = compound annual growth rate

T-100 = Bureau of Transportation Statistics, *T-100 Air Carrier Statistics Database*

*2025 enplanement data represent 12 months ending in October 2025.

Exhibit 1D: Top Destination Airports



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

Table 2H: SAF Airline Schedule

Flight #	Origin	Arrival Time	Departure Time	Destination	Gate Time (h:mm)	Aircraft	Seats
Gate 2 – American Airlines							
6272/6403	RON	RON	6:15 AM	DFW	RON	CRJ700	65
6433	DFW	9:28 AM	10:05 AM	DFW	0:37	CRJ700	65
6194/6447	DFW	12:24 PM	12:54 PM	DFW	0:30	CRJ700	65
6210/4959	LAX	1:00 PM	1:30 PM	ORD	0:30	CRJ700	65
6216/6308	ORD	1:38 PM	2:08 PM	LAX	0:30	CRJ700	65
4941/6322	PHX	2:55 PM	3:27 PM	PHX	0:32	CRJ700	65
6496	DFW	4:12 PM	4:43 PM	DFW	0:31	CRJ700	65
6456/6247/6369	PHX	5:40 PM	6:10 PM	PHX	0:30	CRJ700	65
6405	DFW	9:48 PM	RON	RON	RON	CRJ700	65
Gate 3 – United Airlines							
5885/5495	DEN	RON	7:00 AM	DEN	RON	CRJ700	70
4731	DEN	9:39 AM	11:00 AM	DEN	1:21	CRJ700	70
5310/5878	DEN	12:44 PM	1:22 PM	DEN	0:38	CRJ700	70
5360/5708	DEN	4:02 PM	4:40 PM	DEN	0:38	CRJ700	70
5643/5803	DEN	5:02 PM	6:02 PM	DEN	1:00	CRJ700	70
4684	DEN	9:59 PM	RON	RON	RON	CRJ700	70

RON = remain overnight

Generalized schedule for the week of December 15 through December 21, 2025

Table 2K: Trend Line Regressions for Enplanements

Independent Variable (Years)	Observations	r^2	Enplanements (Dependent Variable)				CAGR
			2025	2030	2035	2045	
Yearly from 2005–2025	21	0.834	202,405	204,900	247,500	332,700	2.52%
Yearly from 2005–2019, 2022–2025	19	0.938	202,405	223,800	270,700	364,500	2.98%
Yearly from 2015–2025	11	0.558	202,405	222,400	274,600	378,900	3.18%
Yearly from 2015–2019, 2021–2025	10	0.733	202,405	229,300	281,400	385,700	3.28%

CAGR = compound annual growth rate

Table 2M: Single and Multi-Variable Regressions for

Independent Variables	Observations	r^2	Enplanements (Dependent Variable)				CAGR
			2025	2030	2035	2045	
Year, Population, Employment, Income, GRP	14	0.970	202,405	298,300	375,600	451,500	4.1%
Year, Population, GRP	14	0.964	202,405	319,300	414,600	527,600	4.9%
Population, GRP	14	0.929	202,405	244,400	301,000	401,300	3.5%
Population, Employment	14	0.927	202,405	258,200	326,500	449,300	4.1%
Population	14	0.924	202,405	248,700	309,400	413,900	3.6%
Year	14	0.914	202,405	228,300	277,000	374,500	3.1%

CAGR = compound annual growth rate
Historical data used: 2010–2019, 2022–2025

Table 2N: Enplanement Projection Based on Travel Propensity Factor (TPF)

Year	Enplanements	County Population	TPF
2015	75,403	149,757	0.5035
2016	71,251	150,748	0.4726
2017	103,667	151,885	0.6825
2018	115,500	152,624	0.7568
2019	142,597	153,698	0.9278
2020	49,886	155,056	0.3217
2021	95,143	155,429	0.6121
2022	123,473	155,768	0.7927
2023	139,789	156,507	0.8932
2024	182,167	157,765	1.1547
2025	202,405	159,001	1.2730
Constant Share of 2025 TPF (CAGR = 0.62%)			
2030	210,000	164,967	1.2730
2035	217,000	170,460	1.2730
2045	229,000	179,919	1.2730
Increasing Share TPF (CAGR = 2.91%)			
2030	235,900	164,967	1.4300
2035	261,500	170,460	1.5341
2045	359,000	179,919	1.9953
CAGR = compound annual growth rate			

Table 2P: Forecasts Based on US Domestic Enplanement Estimates

Year	SAF Enplanements[1]	Total US Domestic Enplanements (millions)[2]	SAF Market Share
2015	75,403	696.230	0.0108%
2016	71,251	726.152	0.0098%
2017	103,667	743.866	0.0139%
2018	115,500	780.899	0.0148%
2019	142,597	813.071	0.0175%
2020	49,886	464.717	0.0107%
2021	95,143	507.602	0.0187%
2022	123,473	739.353	0.0167%
2023	139,789	810.995	0.0172%
2024	182,167	858.465	0.0212%
2025	202,405	876.650	0.0231%
Constant Market Share of U.S. Domestic Enplanements (CAGR = 2.45%)			
2030	228,800	990.870	0.0231%
2035	261,200	1,131.191	0.0231%
2045	328,400	1,422.164	0.0231%
Increasing Market Share of U.S. Domestic Enplanements (CAGR = 3.56%)			
2030	242,500	990.870	0.0245%
2035	292,600	1,131.191	0.0259%
2045	407,300	1,422.164	0.0286%

CAGR = compound annual growth rate

Table 2Q: Socioeconomic Growth Rate Forecasts

Socioeconomic Variable	Enplanements				
	2025	2030	2035	2045	CAGR
Population	202,405	208,800	215,300	229,000	0.62%
Employment	202,405	210,200	218,300	235,500	0.76%
Income	202,405	220,500	240,300	285,200	1.73%
GRP	202,405	211,500	220,900	241,100	0.88%
GRP = gross regional product					

Table 2R: Enplanement Projection Summary

FAA TAF Tolerances:
2030 – 236,400
2035 – 262,700

Forecasts	2025	2030	2035	2045	CAGR
Existing Enplanement Forecasts					
FAA Terminal Area Forecast (2025)[1]	199,834	214,881	228,396	256,829	1.26%
Travel Propensity Factor (TPF) Projections					
Constant Share of 2025 TPF	202,405	210,000	217,000	229,000	0.62%
Increasing Share of 2025 TPF	202,405	235,900	261,500	359,000	2.91%
Market Share of U.S. Domestic Enplanements					
Constant Market Share	202,405	228,800	261,200	328,400	2.45%
Increasing Market Share	202,405	242,500	292,600	407,300	3.56%
Trend Line Regressions					
Yearly from 2005–2025	202,405	204,900	247,500	332,700	2.52%
Yearly from 2005–2019, 2022–2025	202,405	223,800	270,700	364,500	2.98%
Yearly from 2015–2025	202,405	222,400	274,600	378,900	3.18%
Yearly from 2015–2019, 2021-2025	202,405	229,300	281,400	385,700	3.28%
Multi-Variable Regressions					
Year, Population, Employment, Income, GRP	202,405	298,300	375,600	451,500	4.09%
Year, Population, GRP	202,405	319,300	414,600	527,600	4.91%
Population, GRP	202,405	244,400	301,000	401,300	3.48%
Population Employment	202,405	258,200	326,500	449,300	4.07%
Population	202,405	248,700	309,400	413,900	3.64%
Year	202,405	228,300	277,000	374,500	3.12%
Socioeconomic Growth Rate Forecasts (2015–2025)					
Population	202,405	208,800	215,300	229,000	0.62%
Employment	202,405	210,200	218,300	235,500	0.76%
Income	202,405	220,500	240,300	285,200	1.73%
GRP	202,405	211,500	220,900	241,100	0.88%
Selected Forecast:	**202,405**	**235,900**	**261,500**	**359,000**	**2.91%**

CAGR = compound annual growth rate

Exhibit 2A: Enplanement Forecast

LEGEND	CAGR
Existing Enplanement Forecasts	
FAA Terminal Area Forecast (2025)[1]	1.26%
Travel Propensity Factor (TPF) Projections	
Constant Share of 2025 TPF	0.62%
Increasing Share of 2025 TPF	3.03%
Market Share of U.S. Domestic Enplanements	
Constant Market Share	2.45%
Increasing Market Share	2.91%
Trend Line Regressions	
Yearly from 2005-2025	2.52%
Yearly from 2005-2019, 2022-2025	2.98%
Yearly from 2015-2025	3.18%
Yearly from 2015-2019, 2021-2025	3.28%
Multi-Variable Regressions	
Year, Population, Employment, Income, GRP	4.09%
Year, Population, GRP	4.91%
Population, GRP	3.48%
Population Employment	4.07%
Population	3.64%
Year	3.12%
Socioeconomic Growth Rate Forecasts (2015-2025)	
Population	0.62%
Employment	0.76%
Income	1.73%
GRP	0.88%
SELECTED FORECAST	**2.91%**

CAGR: Compound annual growth rate
Source: [1]TAF published January 2025; based on a fiscal year

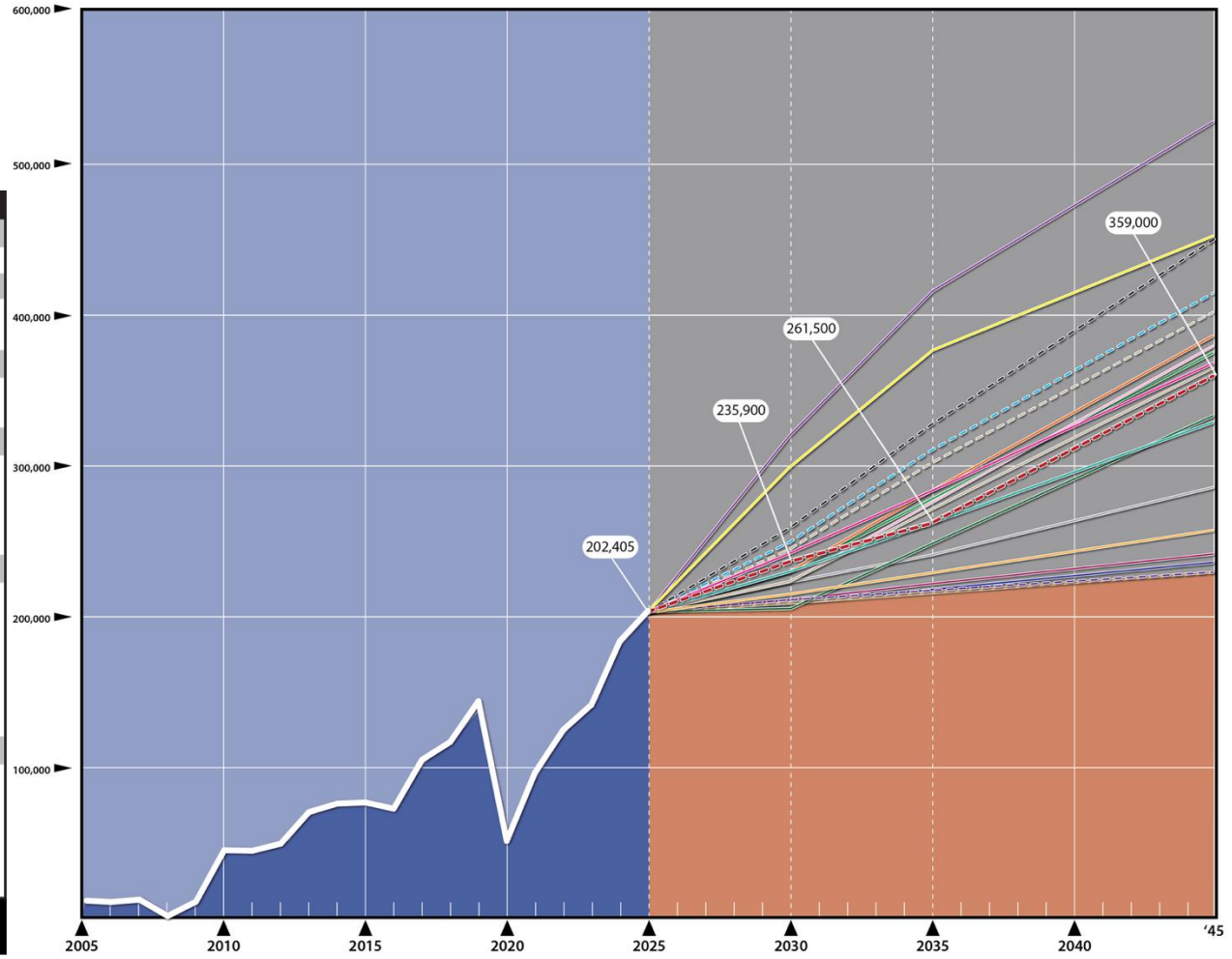


Table 2S: Charter Enplanements

Year	Charter Enplanements	Airline Enplanements	Total Enplanements
2015	14	75,389	75,403
2016	58	71,193	71,251
2017	18	103,649	103,667
2018	15	115,485	115,500
2019	62	142,535	142,597
2020	5	49,881	49,886
2021	62	95,081	95,143
2022	173	123,300	123,473
2023	144	140,051	140,195
2024	164	182,003	182,167
2025	1,532	200,873	202,405
Forecast			
2030	2,000	233,900	235,900
2035	2,000	259,500	261,500
2045	2,000	357,000	359,000

- JSX Began Seasonal Charter Operations at SAF in 2025 to Dallas-Love Field
- Utilize 30-seat Embraer 135
- Plan to start again in late May 2026 with 4x weekly flights

Exhibit 2B: Historical Seats Available

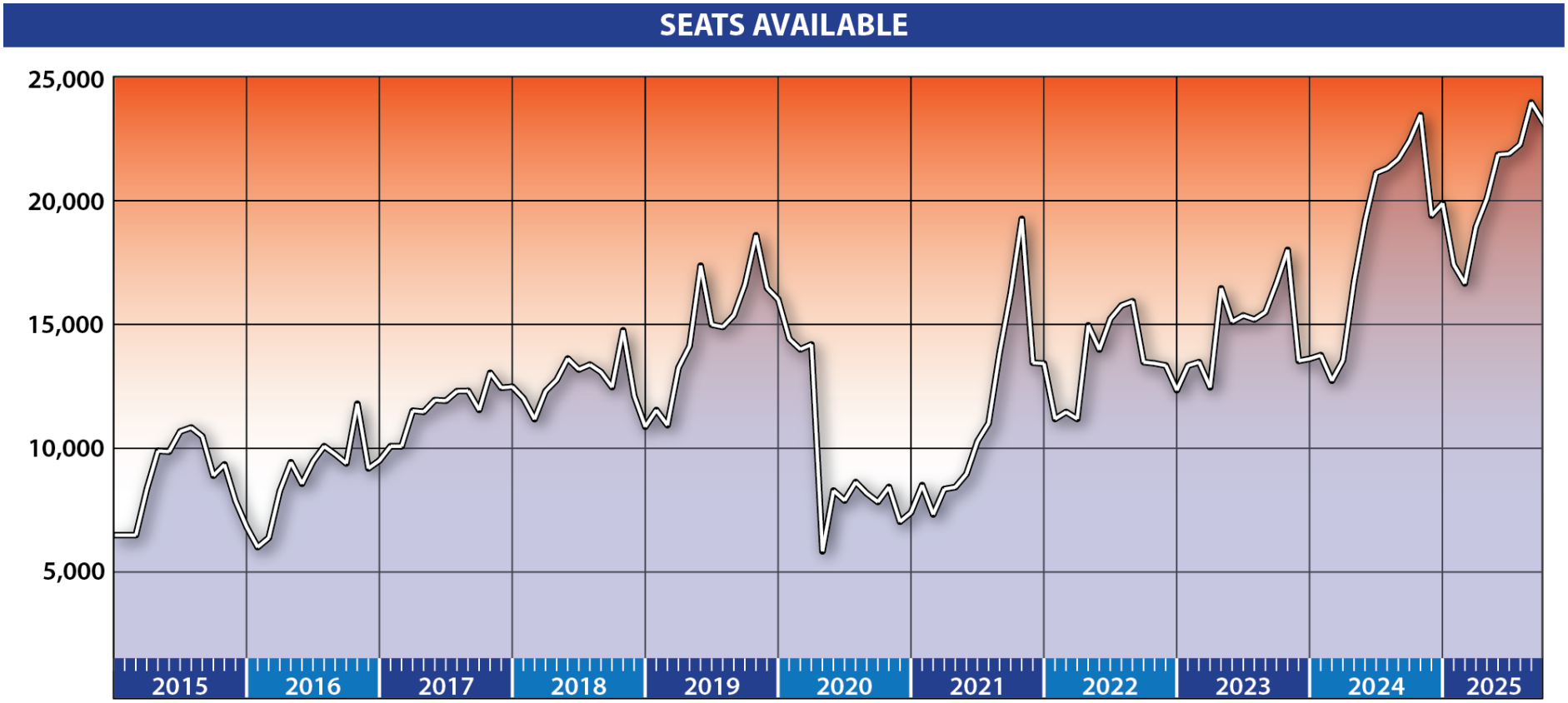


Exhibit 2B: Historical Boarding Load Factor

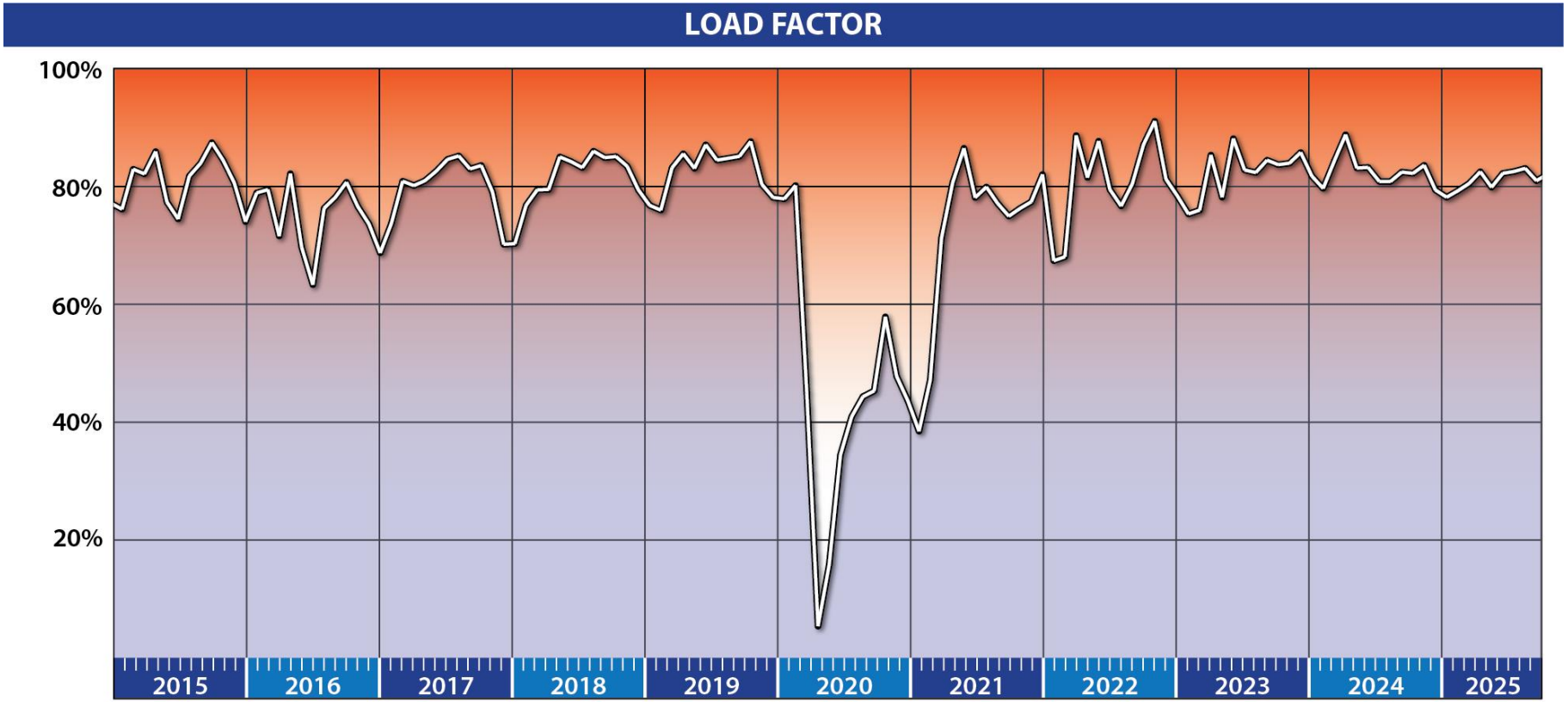


Table 2T: Departures by Airline Aircraft and Available Seats (2025)

Aircraft	Departures by Aircraft Type	Total Seats	Seats Available Per Departure	Airline Enplanements	BLF
CRJ-200ER/440	3	150	50	48	32.0%
CRJ-700	2,961	197,160	66	163,112	82.7%
CRJ-900	1	76	76	57	75.0%
Embraer ERJ-175	626	44,558	71	34,322	77.0%
Embraer ERJ-145	4	200	50	163	81.5%
Totals:	**3,602**	**242,144**	**–**	**197,702**	**81.6%**

BLF = boarding load factor

Data represent 12 months ending in September 2025 (most current available). As a result, airline enplanements do not match the baseline airline enplanement count, which totaled 200,873, representing 12 months ending in October 2025.

Table 2U: Airline Operations Fleet Mix Forecast

Seating Capacity	Typical Aircraft	Historical			Forecast		
		2015	2022	2025	2030	2035	2045
150+	A320; B737	0.0%	0.0%	0.0%	0.0%	3.0%	9.0%
100-149	A319	0.0%	0.0%	0.0%	9.0%	15.0%	30.0%
71-100	ERJ175; CRJ900	0.0%	0.0%	17.4%	25.0%	62.0%	61.0%
51-70	CRJ700	0.0%	72.4%	82.6%	66.0%	20.0%	0.0%
41-50	ERJ140/145; CRJ200	100.0%	27.6%	0.0%	0.0%	0.0%	0.0%
	Total:	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Total Seats		92,580	152,222	242,144	287,670	322,799	437,776
Avg. Seats per Departure		48	61	67	72	81	95
Boarding Load Factor		81.4%	81.0%	81.6%	82.0%	82.0%	82.0%
Enplaned per Departure		39	49	55	59	66	78
Annual Enplanements		75,389	123,300	197,702	233,900	259,500	357,000
Annual Departures		1,923	2,498	3,602	3,952	3,921	4,573
Annual Operations		3,846	4,996	7,204	7,904	7,842	9,146

Table 2W: Airline Peak Periods

		FORECAST			
	Factor	2025	2030	2035	2045
Enplanements					
Annual	100%	197,702	233,900	259,500	357,000
Peak Month	10.98%	21,711	25,686	28,497	39,204
Design Day	3.22%	700	829	919	1,265
Design Hour	11.00%	77	91	101	139
Peak Hour	16.00%	112	133	147	202
Total Passenger Peaks					
Annual	100%	395,404	467,800	519,000	714,000
Peak Month	10.98%	43,421	51,372	56,994	78,408
Design Day	3.23%	1,401	1,657	1,839	2,529
Design Hour	7.35%	103	122	135	186
Peak Hour	15.71%	220	260	289	397
Visitor Peak					
Design Hour Visitors	50%	52	61	68	93
Airline Operations					
Annual	100%	7,204	7,904	7,842	9,146
Peak Month	10.40%	749	822	815	951
Design Day	3.20%	24	27	26	31
Peak Day	3.74%	28	31	30	36
Design Hour	8.33%	2	2	2	3
Peak Hour	16.67%	4	5	4	5
Departures					
Design Day	50.00%	12	14	13	16
Peak Hour	16.67%	2	2	2	3
Arrivals					
Design Day	50.00%	12	14	13	16
Peak Hour	25.00%	3	4	3	4
Design/peak hour data from FAA APM Report for SAF on October 12, 2025					

Table 2X: Air Cargo Scenario Forecasts

Scenario 1

- Feeder service of a major integrated carrier (FedEx/UPS)
- 5 weekly flights utilizing Cessna Caravan (3,300 pounds capacity)
- Up-gauging to Cessna SkyCourier in the mature stage (6,000 pounds capacity)
- 60% load factor in the initial phase, increasing to 75% in mature phase

Scenario 2

- General cargo/freight forwarding scenario (large-scale manufacturing)
- 2 weekly flights initially increasing to 4 during mature phase
- B757-200F (79,000 pounds capacity)
- 20% load factor in the initial phase, increasing to 50% in mature phase

Stage	Frequency	Aircraft	Freight Capacity (lbs)	Cargo Load Factor	Total Annual Freight (tons) Enplaned/Deplaned	Total Operations
Scenario 1 – Mainline Carrier Scenario						
Initial	5 flights/week	Cessna 208B	3,300	60%	515	520
Mature	5 flights/week	Cessna 408	6,000	75%	1,170	520
Scenario 2 – General Cargo Freighter						
Initial	2 flights/week	B757-200F	79,000	20%	1,643	208
Mature	4 flights/week	B757-200F	79,000	50%	8,216	416

Table 2Z: Santa Fe County Registered Aircraft Forecasts

Projection	2025	2030	2035	2045	CAGR (2025–2045)
SAF TAF Growth Rate for Based Aircraft	245	265	287	336	1.60%
Statewide TAF Growth Rate for Based Aircraft	245	256	267	291	0.87%
Population Growth Rate	245	253	261	277	0.62%
Employment Growth Rate	245	254	264	285	0.76%
Income Growth Rate	245	300	367	551	4.13%
FAA Forecast Growth Rate for Active Aircraft	245	251	258	271	0.50%
Selected Forecast	**245**	**251**	**258**	**271**	**0.50%**

CAGR = compound annual growth rate

Exhibit 2C: Based Aircraft Forecasts

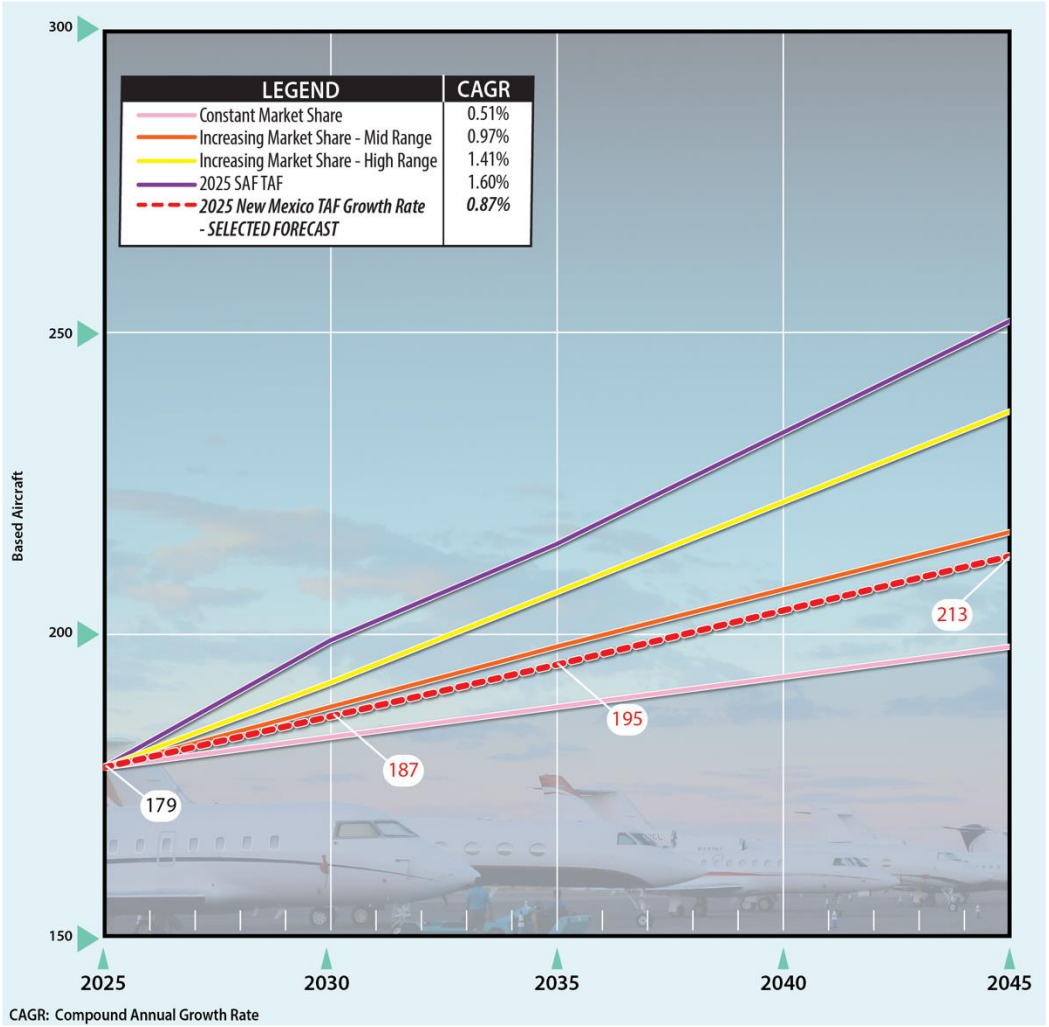


Table 2CC: Historical General Aviation Operations

Year	Itinerant	% of Total	Local	% of Total	Total	Year-Over-Year Percent Change +/-
2015	22,781	40.8%	33,119	59.2%	55,900	N/A
2016	26,027	48.6%	27,504	51.4%	53,531	-4.2%
2017	25,396	53.2%	22,309	46.8%	47,705	-10.9%
2018	25,542	51.2%	24,359	48.8%	49,901	4.6%
2019	23,091	49.8%	23,277	50.2%	46,368	-7.1%
2020	18,248	49.5%	18,581	50.5%	36,829	-20.6%
2021	22,269	51.5%	21,002	48.5%	43,271	17.5%
2022	21,418	53.3%	18,729	46.7%	40,147	-7.2%
2023	19,610	55.4%	15,802	44.6%	35,412	-11.8%
2024	18,437	52.8%	16,508	47.2%	34,945	-1.3%
2025*	15,130	60.9%	9,702	39.1%	24,832	-28.9%

*2025 data represent 12 months ending in October 2025

Exhibit 2D: General Aviation Operations Forecasts

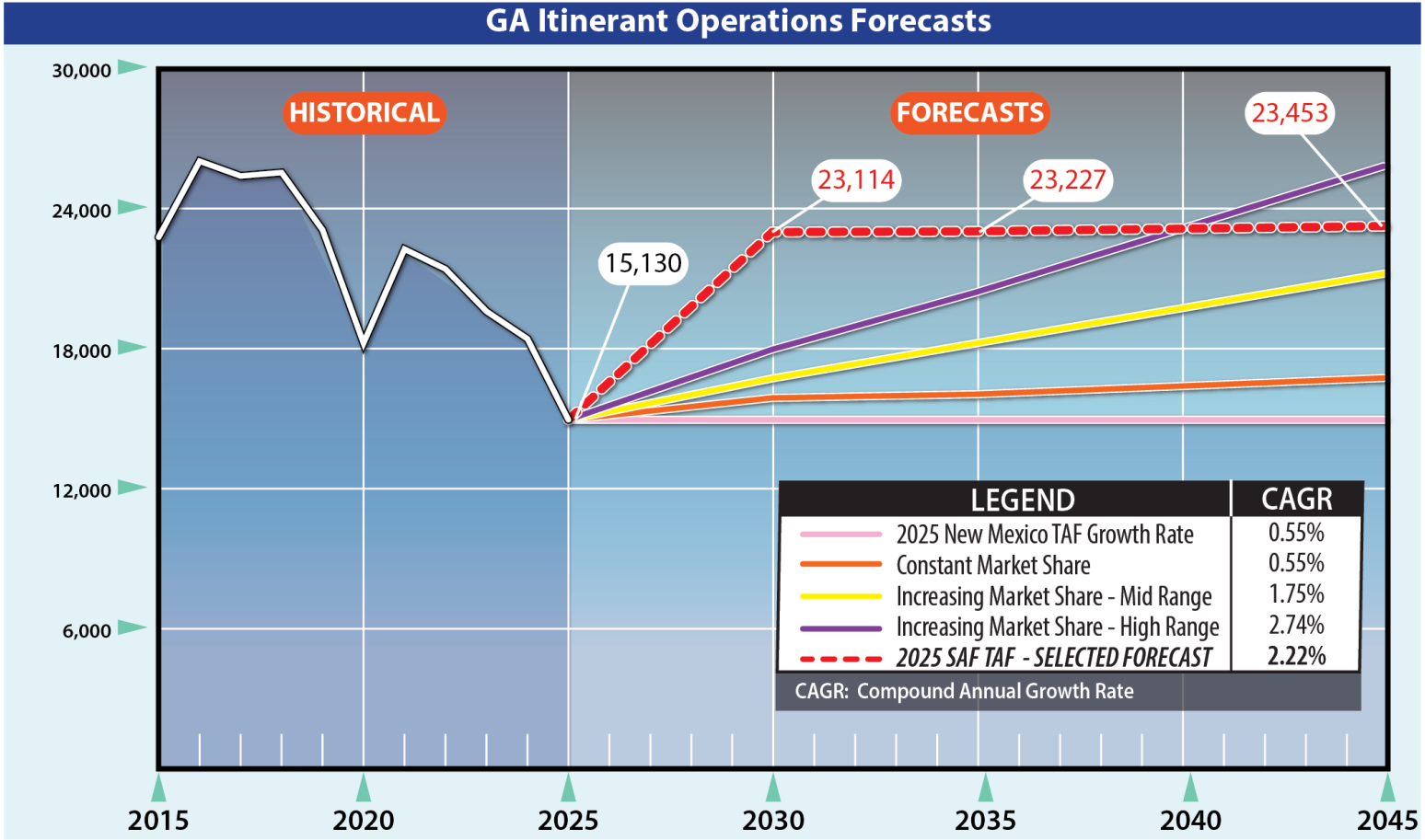


Exhibit 2D: General Aviation Operations Forecasts

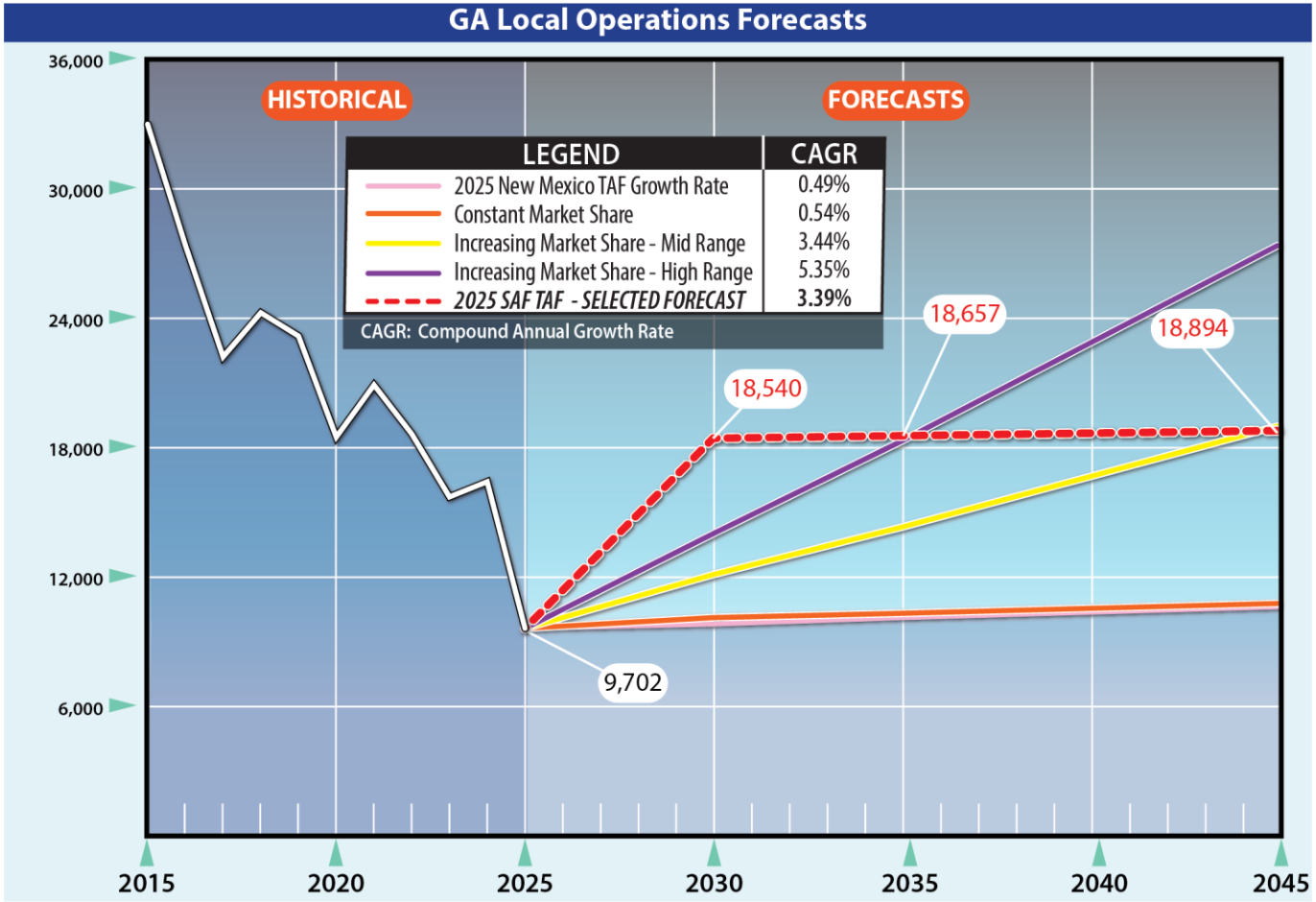


Table 2GG: Military Operations Forecast

Year	Military Itinerant	Military Local	Total
2015	2,683	2,915	5,598
2016	3,141	2,868	6,009
2017	2,467	1,335	3,802
2018	2,472	1,310	3,782
2019	2,260	1,661	3,921
2020	2,527	1,551	4,078
2021	1,697	684	2,381
2022	1,683	967	2,650
2023	2,235	953	3,188
2024	2,305	1,589	3,894
2025*	2,144	1,516	3,660
Military Operations Forecast (CAGR – 0.0%)			
2030	2,314	1,141	3,455
2035	2,314	1,141	3,455
2045	2,314	1,141	3,455

CAGR = compound annual growth rate
*2025 data represent 12 months ending in October 2025
Forecast is derived from the 2025 SAF *Terminal Area Forecast* (TAF)

Exhibit 2E: Forecast Summary

	BASE	FORECAST			CAGR
	2025	2030	2035	2045	2025-2045
ENPLANEMENTS	**202,405**	**235,900**	**261,500**	**359,000**	**2.9%**
ANNUAL OPERATIONS					
Itinerant					
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%
Itinerant Subtotal	*29,429*	*40,132*	*41,583*	*45,813*	*2.2%*
Local					
General Aviation	9,702	18,540	18,657	18,894	3.4%
Military	1,516	1,141	1,141	1,141	-1.4%
Local Subtotal	*11,218*	*19,681*	*19,798*	*20,035*	*2.9%*
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%**

CAGR: Compound annual growth rate

Exhibit 2E: Forecast Summary

	BASE	FORECAST			CAGR
	2025	2030	2035	2045	2025-2045
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

Table 2F: Aircraft Classification Parameters

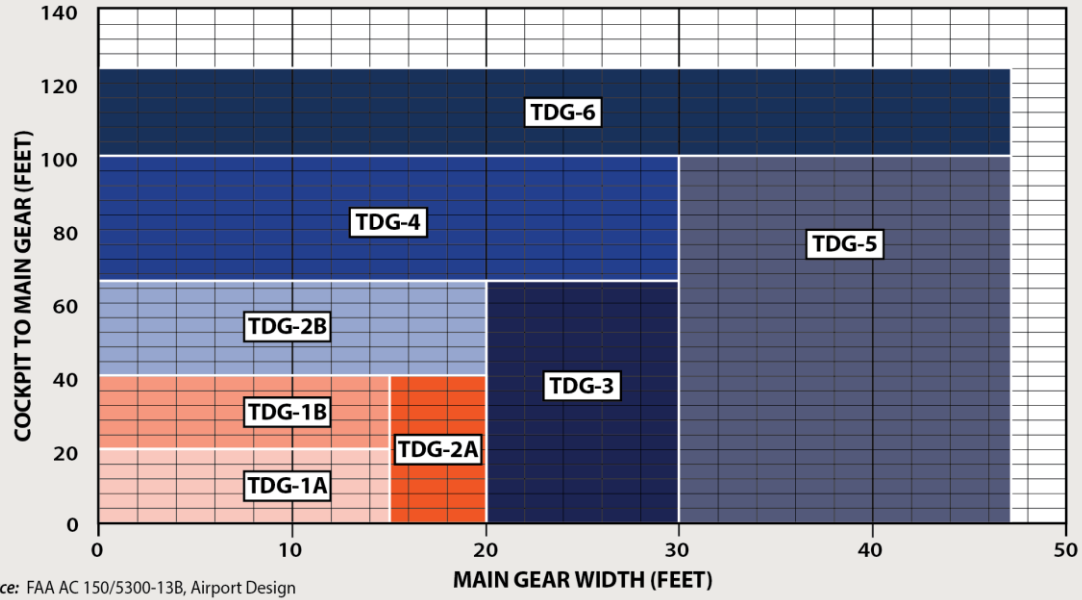
AIRCRAFT APPROACH CATEGORY (AAC)	
Category	**Approach Speed**
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

AIRPLANE DESIGN GROUP (ADG)		
Group #	**Tail Height (ft)**	**Wingspan (ft)**
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* (ft)	**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)



Source: FAA AC 150/5300-13B, Airport Design

Table 2G: Aircraft Reference Codes

A-I	Aircraft	TDG
	• Beech Bonanza • **Cessna 150**, 172 • Piper Comanche, Seneca	1A **1A** 1A
B-I		
	• 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
A/B-II *12,500 lbs. or less*		
	• Beech Super King Air 200 • Beech King Air 90 • **Cessna 441 Conquest** • Cessna Citation CJ2 • Pilatus PC-12	2A 1A **1A** 2A 2

B-II *over 12,500 lbs.*	Aircraft	TDG
	• 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
A/B-III		
	• Bombardier Dash 8 • **Bombardier Global 7500** • Falcon 7X, 8X	3 **2B** 2A
C/D-I		
	• **Lear** 35, 40, **45**, 55, 60XR • F-16	**1B** 1A

C/D-II	Aircraft	TDG
	• 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
C/D-III *less than 150,000 lbs.*		
	• Gulfstream V • Gulfstream 550, 600, 650 • **Global 5000**, 6000	2B **2B** 2B
C/D-III *over 150,000 lbs.*		
	• Airbus A319, A320, A321 • **Boeing 737-800**, 900 • MD-83, 88	3 3 4

C/D-IV	Aircraft	TDG
	• Airbus A300 • Boeing 757-200 • **Boeing 767**-300, 400 • MD-11	5 4 **5** 6
C/D-V		
	• Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • **Boeing 787-8**, 9	5 6 5 6 **5**
E-I		
	• **F-15**	**1B**

Note: Aircraft pictured is identified in bold type.

Table 2LL: 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.

Table 2MM:SAF Operations by Taxiway Design Group (TDG)

TDG	2020	2021	2022	2023	2024	2025	CAGR
1A	1,490	2,291	2,432	2,082	2,204	2,114	7.2%
1B	3,181	5,464	5,110	4,725	5,172	4,998	9.5%
2A	2,081	3,426	3,269	2,822	2,649	2,477	3.5%
2B	3,176	4,305	5,234	5,568	6,605	5,954	13.4%
3	7	5	20	366	412	1,250	182.1%

Existing Critical Aircraft

Embraer ERJ 175

Ultimate Critical Aircraft

Airbus A320

Boeing 737

Table 2NN: 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

NEXT STEPS

Facility Requirements, Alternatives