Federal Aviation Administration

FAA Aerospace Forecast

Fiscal Years 2010-2030

U.S. Department of Transportation
Federal Aviation Administration
Aviation Policy and Plans

▷▷▷ MESSAGE FROM THE ADMINISTRATOR

This year's forecast confirms what we already know: Aviation is a business subject to highly volatile and unpredictable external influences. Whether it is the economy, the global political climate or environmental concerns, our industry is affected at every level. The good news is that aviation has shown time and time again that it can adapt and meet those challenges while continuing to provide safe, efficient transportation. This year's forecast anticipates that these challenges will remain for at least 20 more years. But it also shows our confidence this industry will not only face these challenges head on, but will thrive.

Aviation has been especially hard hit by the turbulence that has rocked our economy. As the economy dipped, airline demand fell sharply. Airlines have tightened their belts, passengers have modified their traveling habits, and our airports have had to adapt. But, economic growth will return along with passengers and increasing operations. We expect to see changes in the industry as it rebounds over the next several years, with international markets growing faster than domestic markets, and large airports growing faster than smaller ones. We also expect the trend toward larger regional jets to continue while most of the smaller regional jets will be retired from the fleet.

For the remainder of 2010, we expect that last year's trends will continue before the industry turns the corner. But we do expect growth in the longer-term. For the short-term, we will continue to see declines in both domestic and international capacity as carriers respond to the impacts of the economic downturn. The airlines will continue to make adjustments to fleets and operations to match changing demand.

Although we find the industry dealing with issues no one would have predicted a decade ago, we also know those issues are here to stay, along with possibly new, unknown challenges. All of us in the industry must learn how to do business in this uncertain world. Factors such as oil price volatility, economic uncertainty, congestion concerns, security demands, and environmental issues are not going away.

This forecast will help the FAA and the aviation industry prepare for the future. In spite of the uncertain world in which we find ourselves, we know that a robust aviation industry is key to economic recovery and future continued growth. We will be ready.

Randy Babbitt
Administrator

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Aviation will continue to grow over the long term, despite current global economic conditions. Since 2000, U.S. airlines have dealt with the impacts of 9/11, the bankruptcy of four network carriers, record high fuel prices, the most serious economic downturn since the Great Depression, and heightened concerns about a pandemic that turned into reality in 2009. In spite of these challenges, the number of passengers traveling continues to grow over the long term, demonstrating the value of air transportation to the public. There has been a slowdown in air travel growth, and the FAA now calls for one billion passengers to be flown in 2023, pushed back from last year's 2021.

The 2010 forecast for commercial aviation calls for lackluster activity in the near term, with a return to growth over the long term. The level of activity and demand in the long term, however, is not expected to snap back to levels published in the previous FAA forecast. The most significant factor preventing recovery to prior forecast levels is the blow to the economy from the Great Recession. The recession led to an erosion of wealth, double-digit unemployment, declining corporate travel budgets, and close-fisted consumers, all of which contributed to a softening of demand for air travel. A bright spot is on the horizon, though. After four straight quarters of decline, the U.S. economy resumed growth in the fourth quarter of 2009, albeit driven by government stimulus packages that are winding down.

System capacity in available seat miles (ASMs) – the overall yardstick for how busy aviation is both domestically and internationally – will drop 1.6 percent this year, after posting a 7.4 percent decrease during 2009, and then grow at an average of 3.6 percent per year through 2030. In the domestic market, capacity drops 1.1 percent in 2010, after posting the largest percentage decline in ASMs (down 8.9 percent in FY 2009) since deregulation of the industry. Domestic mainline carrier capacity will decline 1.6 percent (marking the third straight year of declines). For the regional carriers, domestic capacity will grow 1.9 percent from 2009 levels – resuming growth after shrinking in 2009 for the first time since deregulation. Commercial air carrier domestic revenue passenger miles (RPMs) are forecast to grow 0.4 percent in 2010, and then grow at an average of 3.2 percent per year through 2030; enplanements in 2010 will grow 0.4 percent for the year, and then grow at an average annual rate of 2.5 percent for the remainder of the forecast.

Following previous downturns (e.g. the recessions in 1991 and 2001) carriers stimulated passenger demand by reducing fares sharply. The industry's initial response to the current economic downturn was to modestly cut fares and to better match supply (seats) and demand (passengers). It quickly became apparent that dramatic (not modest) cuts in fares would be the only way to stimulate passenger demand, and carriers responded with multiple sales throughout the year. In addition, to help minimize losses, carriers also reduced flying to hold the line on costs. With no evidence of pent up demand, we do not anticipate a return to previously forecasted passenger levels even when recovery takes hold.

The average size of domestic aircraft is expected to decline by 0.3 seats in FY 2010 to 121.6 seats. Average seats per aircraft for mainline carriers are projected to fall by 0.8 seats as network carriers[1]

1 Alaska Airlines, American Airlines, Continental Airlines, Delta Airlines, Northwest Airlines, United Airlines, and US Airways (although Delta Airlines and Northwest Airlines merged, the carriers continued to report separate operating results through 2009 since they held separate operating certificates).

continue to reconfigure their domestic fleets. While demand for 70-90 seat aircraft continues to increase, we expect the number of 50 seat regional jets in service to fall, increasing the average regional aircraft size in 2010 by 1.2 seats to 56.2 seats per mile. Passenger trip length in domestic markets will remain relatively flat, decreasing by 0.7 miles.

The downturn in the economy has dampened the near-term prospects for the general aviation industry, but the long-term outlook remains favorable. We see growth in business aviation demand over the long term driven by a growing U.S. and world economy. As the fleet grows, the number of general aviation hours flown is projected to increase an average of 2.5 percent a year through 2030.

The shaky global economy that took hold in the latter part of 2008 is expected to continue its squeeze on air travel demand through 2010. Profitability for U.S. carriers will hinge on the return of demand for corporate air travel, the ability to pass along fare increases to leisure travelers, and a stable environment for fuel prices. To navigate the volatile operating environment, mainline carriers will continue to drive down their costs by better matching flight frequencies and/or aircraft gauge with demand, delaying deliveries of newer aircraft and/or grounding older aircraft, and pressuring regional affiliates to accept lower fees for contract flying. Over the long term, we see a competitive and profitable industry characterized by increasing demand for air travel and air fares growing more slowly than inflation.

▷▷▷ REVIEW OF 2009

Each passing month of 2009 saw the light on consumer confidence dim as housing foreclosures climbed, credit tightened, and unemployment surged. This chain of events led to listless demand for air travel during the year as corporate travel budgets were slashed and consumer spending dried up. In 2009[2] system revenue passenger miles (RPMs) decreased 7.1 percent as enplanements fell 7.3 percent. Commercial air carrier domestic enplanements were down 7.3 percent while international enplanements fell 6.6 percent. The system-wide load factor increased 0.2 points to 79.7 percent. Domestic enplanement market share for low-cost and regional carriers grew in 2009 while network and "other" carrier share decreased. Enplanement market share for the network carriers shrank 1.5 points to 47.6 percent while market share for "other" carriers shrank 0.5 points to 1.4 percent. Low cost carrier[3] share rose 0.9 points to 26.6 percent and regional carrier market share rose 1.0 points to 24.4 percent.

System wide real yield dropped 9.8 percent during 2009 as the Great Recession led to reduction in demand for premium travel and carriers executed fare sales throughout the year to stimulate demand for leisure travel. In spite of the economic environment, the commercial air carrier industry posted an operating profit in 2009. Carrier operating losses during the first half of the year were replaced by operating profits during the second half for total operating profits of $755 million for the year (compared to a $2.0 billion operating loss posted for 2008). The network carriers reported operating losses for the three of the four quarters to total losses of $1.7 billion for the year. All six of the network carriers posted losses for the year, while eight out of nine of the low cost carriers posted operating profits. The net loss for U.S. commercial air carriers in 2009 was $8.1 billion, with the network, low cost, "other" and cargo carriers posting net losses of $7.6 billion, $145.6 million, $296.0 million, and $331.2 million, respectively. The regional carriers posted a net profit of $202.3 million.

The market for general aviation products and services declined sharply in 2009. U.S. manufacturer shipments declined for the 2nd year in a row, a whopping 48.5 percent decrease, while billings fell 32.1 percent compared to 2008. Single engine piston aircraft shipments fell 54.6 percent while turbine jet aircraft shipments decreased by 46.2 percent. The decline in shipments and billings seen in the jet fleet was a direct reflection of the downturn in the U.S. and world economy. Along with the fall in shipments and billings, general aviation activity at FAA and contract tower airports fell 11.7 percent in 2009.

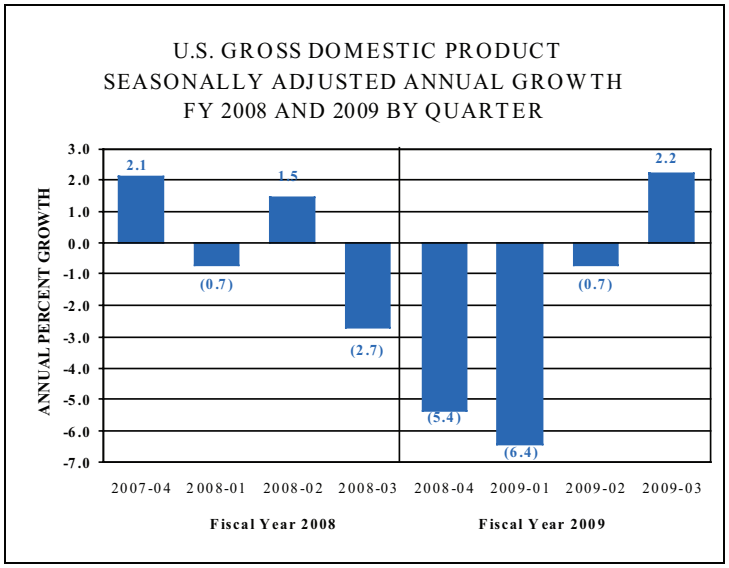
Total operations at FAA and contract towers fell 10.4 percent to their lowest levels since 1982 as activity declined in all user categories. Although the number of flights fell, FAA's workload didn't. As the fleet mix changes with increasing numbers of regional and business jets in the nation's skies, and as carriers consolidate operations in their large hubs, the complexity of activity in the airspace continues to grow, increasing our workload.

2 All stated years and quarters for U.S. economic and U.S. air carrier traffic and financial data and forecasts are on a fiscal year (FY) basis (October 1 through September 30). All stated years and quarters for international economic and world traffic and financial data are on a calendar year (CY) basis, unless otherwise stated.

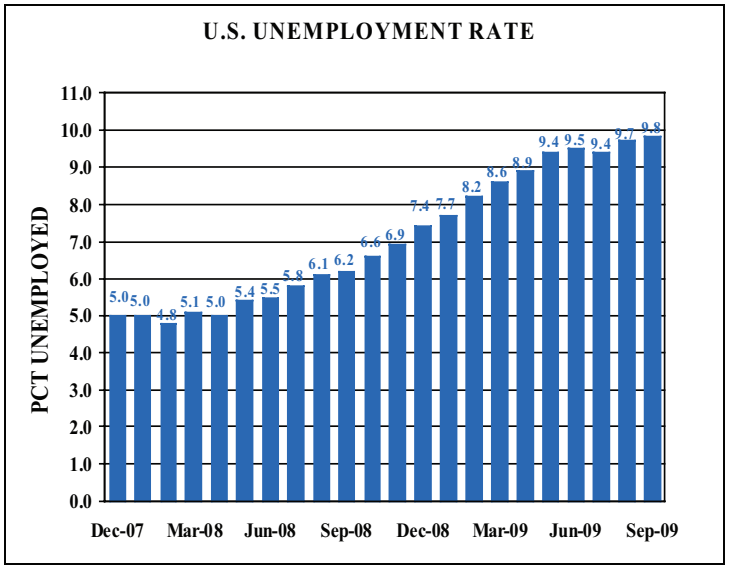
3 Allegiant Air, AirTran Airways, Frontier Airlines, JetBlue Airways, Southwest Airlines, Spirit Airlines, USA3000, and Virgin America Airlines.

U.S. ECONOMIC ACTIVITY

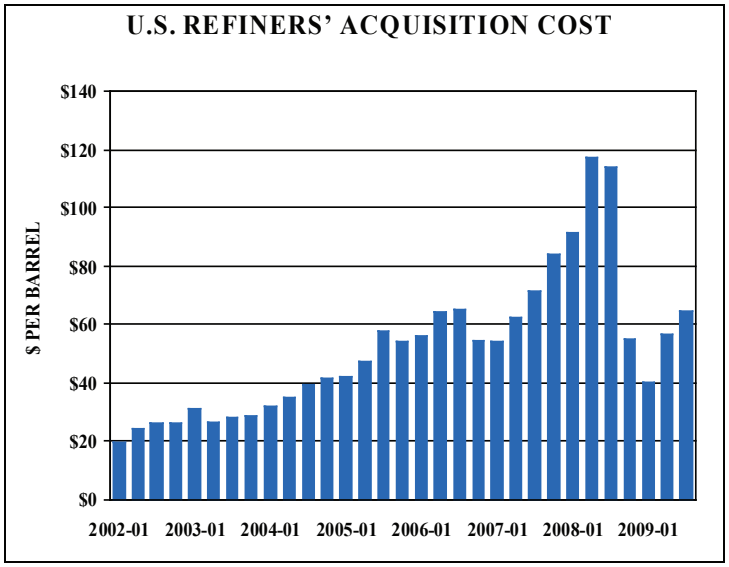
In FY 2009, the U.S. economy experienced the worst recession in the post war era. After growing 1.9 percent in FY 2008, U.S. Gross Domestic Product (GDP) contracted 2.9 percent in fiscal year 2009. The story during the first part of the year was the sharp decline in output that accompanied the financial crisis brought on by the Lehman Bros bankruptcy in September 2008. Real GDP contracted 5.4 percent in the first quarter followed by an even steeper 6.4 percent contraction in the second quarter. As the economic downturn gathered momentum, the new Administration and Congress passed the American Recovery and Reinvestment Act (ARRA) in February 2009. The bill which included a combination of individual tax cuts, investment incentives, aid to people directly hurt by the recession, state fiscal relief, and direct government investment spending was estimated to have a total fiscal impact of $787 billion. While there has been significant debate about the effectiveness of ARRA, data show that the freefall in economic activity began to temper during the 3Q as output fell by just 0.7 percent. In the 4Q, buoyed by a variety of rebate programs (most notably "cash for clunkers") the U.S. economy grew for first time in five quarters, with output increasing by 2.2 percent.



One of the most obvious impacts of the recession was the rise in the nation's unemployment rate. In December 2007 when the recession began, the unemployment rate was 5.0 percent. As the recession intensified the unemployment rate rose and reached 7.4 percent in December 2008. The rate continued to rise throughout 2009 and stood at 9.8 percent in September 2009. All told from the beginning of the recession through the end of FY 2009, approximately 6.9 million jobs have been lost.



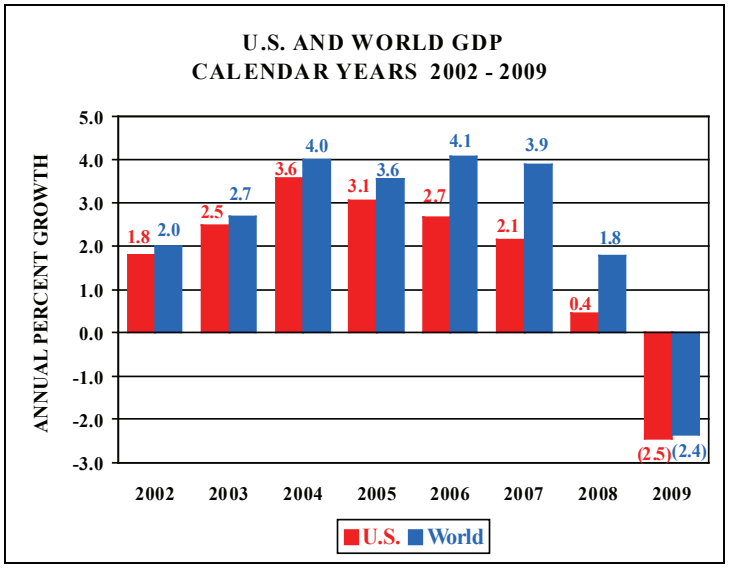
Another impact of the recession was the falling demand for oil and resulting lower oil prices. Oil prices, as measured by the U.S. Refiners' Acquisition Cost, fell by 45.4 percent in FY 2009 to $55.46. But, as in FY 2008, the average price for the year fails to tell the whole story. Oil prices, which averaged $98.91 in September 2008, fell rapidly through January 2009, down to $37.45, then recovered back to $65.71 by June and remained in the mid $60 range for the balance of the fiscal year, averaging $67.74 in September 2009.



The combination of falling demand and falling energy prices resulted in the consumer price index (CPI) declining by 0.3 percent in FY 2009, the first decline in the CPI since 1955. The 0.3 percent fall in the CPI in FY 2009 was 4.7 percentage points lower than in FY 2008.

WORLD ECONOMIC ACTIVITY

As the world's largest economy, the U.S continues to have a prominent role in world economic growth. The slowdown that began in the U.S. in 2008 spread to all corners of the globe by the end of the year and led to the worst performance in the global economy since the Great Depression. In calendar year 2009, the world economy shrank by an estimated 2.4 percent as the advanced economies (U.S., Western Europe, Japan, Australia, New Zealand, and Canada) contracted 3.3 percent. Most regions saw their economies shrink but data coming out at the end of the year suggested that recovery had begun in most parts of the world with China and the U.S. leading the way.



On a calendar year basis, GDP in Canada contracted at the same rate of the U.S. in 2009, falling 2.5 percent. The combined economies of the Asian and Far East nations grew just 1.2 percent in 2009, down from 3.5 percent a year earlier. This region includes the world's second largest economy, Japan (down 5.3 percent), and the world's most vibrant economy, China (up 8.5 percent). The combined economies of Europe were hit particularly hard by the downturn with the economies of Western Europe shrinking 3.9 percent while the combined economies of Central Europe and the former Soviet Union contracted 6.1 percent. GDP in Latin America fell 2.1 percent with Brazil up just 0.2 percent while Mexico shrank by 7.5 percent as the U.S. recession resulted in sharp economic downturn in Mexico.

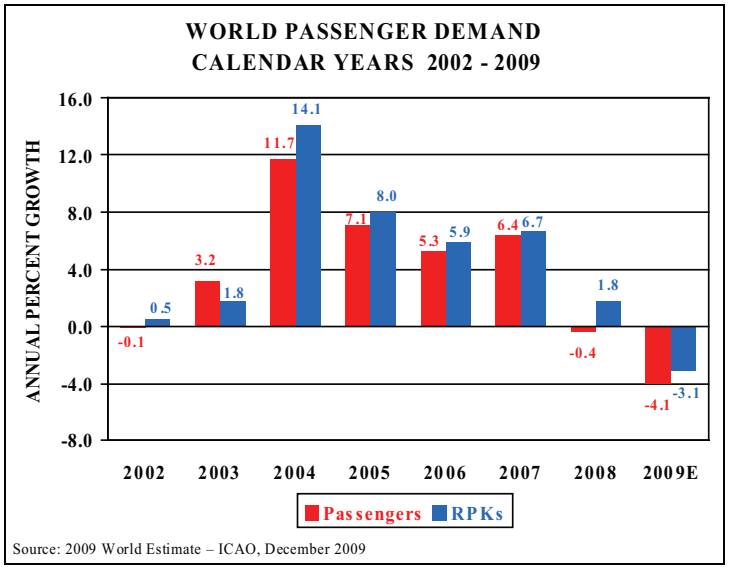
COMMERCIAL AVIATION

Commercial aviation suffered through a terrible year in 2009. Despite falling jet fuel prices, the downturn in passenger demand as a result of the global recession hurt the industry. Coming off of a year of record losses in 2008, the U.S. industry posted a smaller net loss in 2009, with a similar outcome predicted for foreign carriers. With the U.S., Europe and Japan in recession, global industry net losses for calendar year 2009 are expected to be $11.0 billion, with large losses in all global regions[4]. Although U.S. airlines had implemented large capacity reductions at the end of 2008, the downturn in demand resulted in a loss of pricing power and fares fell sharply in 2009.

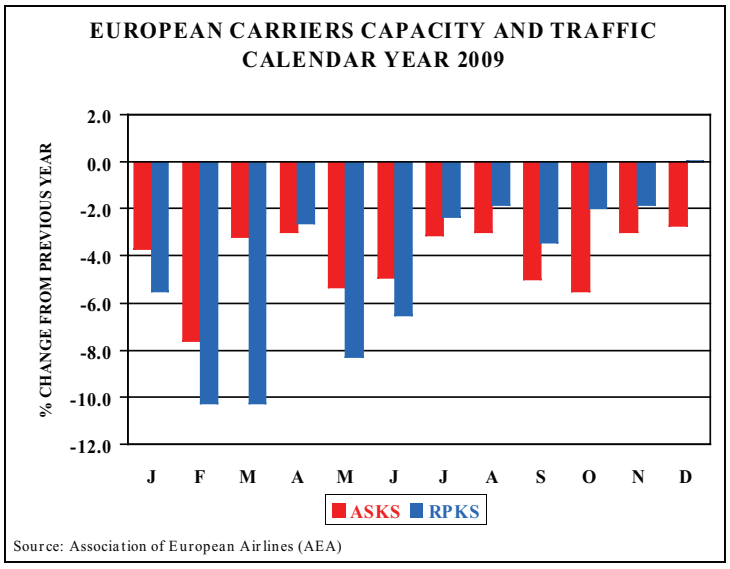
4 IATA Financial Forecast, December 2009.

WORLD TRAVEL DEMAND

Based on data compiled by the International Civil Aviation Organization (ICAO), world air carriers recorded their "worst-ever" performance in CY 2009, reflecting the first contraction of the global economy since the Great Depression of 1929. Although traffic results are not available for full year 2009, ICAO estimates that worldwide RPKs decreased 3.1 percent. In comparison world passenger traffic declined 2.9 percent during 2001[5].

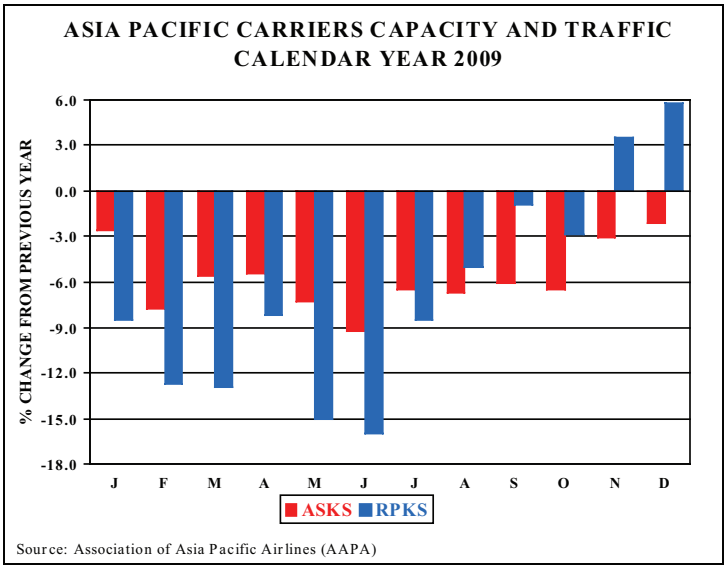


Statistics from the Association of European Airlines (AEA) show that passengers decreased 5.8 percent and RPKs decreased 4.5 percent for CY 2009. Capacity, as measured by available seat kilometers (ASKs), was down 4.2 percent during the same time period. Data available through CY 2009 show that AEA carrier traffic was strongest in the Middle-East (up 6.1 percent), followed by the North Africa (up 4.5 percent), and Sub Saharan Africa regions (up 1.2 percent). Traffic in the North Atlantic region was down 5.6 percent.

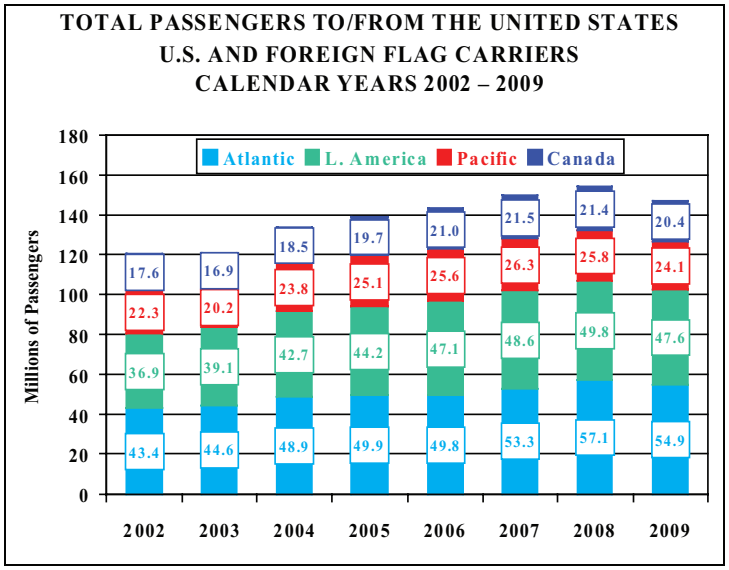


5 ICAO News Release, December 18, 2009.

The Association of Asia Pacific Airlines (AAPA) reported a decrease of 6.5 percent in RPKs on a 6.1 percent decrease in ASKs in CY 2009. Passengers were down 5.7 percent during the same period.

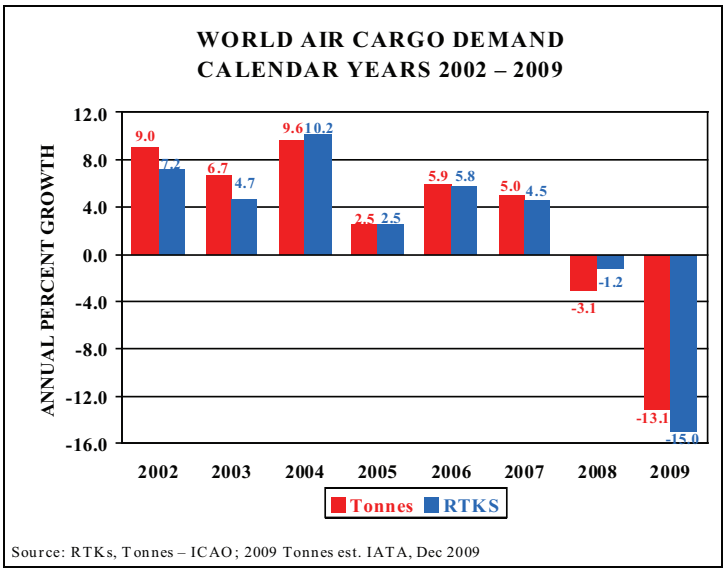


In CY 2009, U.S. and foreign flag carriers will transport an estimated 147.1 million passengers between the United States and the rest of the world, a 4.7 percent decrease from 2008. Year-over-year growth declined in all world markets with the Pacific market posting the largest decline (down 6.4 percent) followed by the Canadian transborder market (down 5.9%), the Latin America market (down 4.3 percent), and the Atlantic market (down 3.9 percent).

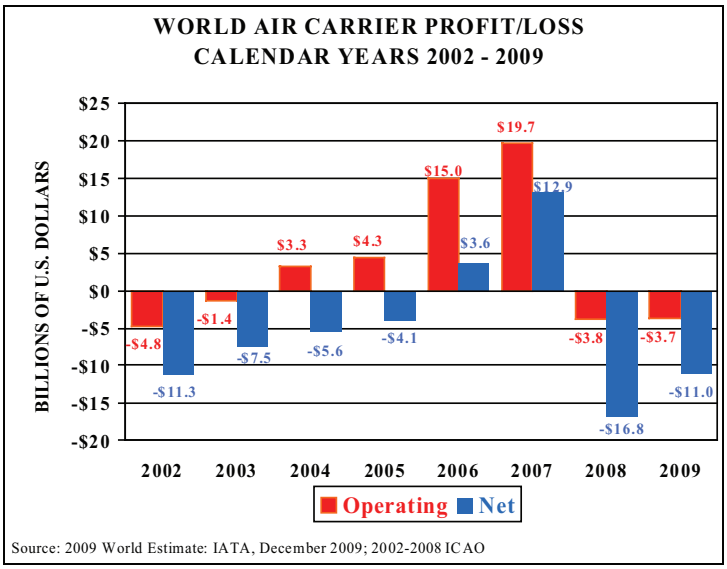


Worldwide air cargo demand plummeted in 2009 as world trade volumes fell due to the global economic downturn.[6] According to ICAO, worldwide freight tonne kilometers fell 15.0 percent in 2009 compared to a drop of 1.2 percent in 2008. AEA member carriers FTK's were down 16.5 percent for the year while AAPA member carriers FTKs were down 11.0 percent for the same period.

6 ICAO News Release, December 18, 2009.



The International Air Transport Association (IATA) reports world air carriers (including U.S. airlines) are expected to register an operating loss of $3.7 billion for 2009. Falling yields due to reduced demand combined with an upward trend in fuel prices led to deteriorating financial results for CY 2009, with IATA estimating global airline industry net losses to be $11.0 billion for the year. Based on financial data compiled by ICAO between 2001 and 2008 world airlines produced cumulative operating profits of $20.5 billion (with four years out of eight posting gains) and net losses of $41.8 billion (with two years out of eight posting gains).[7]



7 IATA Financial Forecast, December 2009.

U.S. TRAVEL DEMAND

By year end FY 2009, the U.S. commercial aviation industry consisted of 18 scheduled mainline air carriers that use large passenger jets (over 90 seats) and 66 regional carriers that use smaller piston, turboprop, and regional jet aircraft (up to 90 seats) to provide connecting passengers to the larger carriers. Mainline and regional carriers provide domestic and international passenger service between the U.S. and foreign destinations, although regional carrier international service is confined to border markets in Canada, Mexico, and the Caribbean. There were no carriers that either started or ceased operations during 2009; however Republic airlines acquired Midwest Airlines in June 2009 and Frontier Airlines (and its wholly owned subsidiary Lynx Aviation) during August 2009. Twenty-seven all-cargo carriers were providing domestic and/or international air cargo service at the end 2009.

Three distinct trends have occurred over the past several years that are shaping today's commercial air carrier industry: (1) convergence of the network and low cost carrier business models; (2) consolidation of activity at a small percentage of the nation's airports, and (3) a delineation of markets served between mainline and regional carriers.

The narrowing of the percentage share of domestic mainline capacity operated between network and low cost carriers resumed in 2009, signaling a trend toward convergence of their respective business models. After losing share in 2008, partially due to the cessation of operations by two low cost carriers during the year (American Trans Air and Skybus Airlines), low cost carrier share grew 1.5 percentage points in 2009. Since 2000, the share of capacity flown by the low cost carriers has more than doubled, going from 17.0 percent in 2000 to 35.8 percent in 2009.

Activity at over 400 airports offering commercial service in the 48 contiguous states is consolidated at a small percentage of the airports. Analysis of Department of Transportation origin and destination data for the period 2000 through 2008 shows the percent of originating passengers at the 35 Operational Evolution Partnership (OEP) airports as a share of total domestic originating passengers to be stable. During this period the OEP 35 share ranged from a low of 63.1 percent in 2001 to a high of 64.5 percent in 2006 (in 2008 the share was 63.9 percent). Taking a larger sample, looking at the top 100 airports ranked by O&D passengers, these airports share of total domestic originating passengers has ranged from a low of 91.6 percent to a high of 92.1 percent in 2006 (with the share in 2008 at 91.9 percent), highlighting the concentration of passengers in the system.

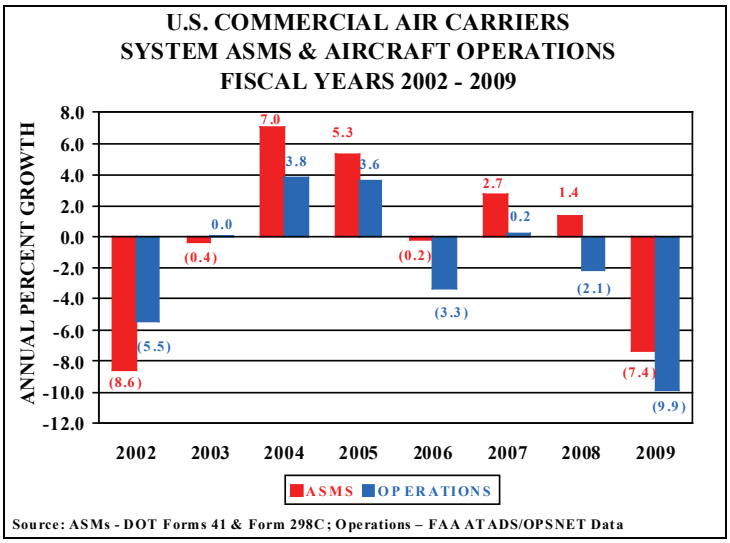
The number of city pairs less than 750 miles apart served by mainline carriers in the contiguous U.S. is shrinking, indicating a concentration of flying by this group of carriers in markets greater than 750 miles. Overall, between 2003 and 2008 the number of city pairs served by mainline carriers increased by 218, going from 3,044 to 3,262. In markets greater than 750 miles apart, city pairs for this carrier group increased by 268 and in markets less than 750 miles city pairs decreased by 50. In 2008, markets greater than 750 miles apart were 59.0 percent of all markets served by mainline carriers, up from a share of 54.4 percent in 2003. In comparison, between 2003 and 2008 the number of city pairs served by regional carriers increased in both distance categories. For distances less than 750 miles, regional carriers flew 182 more markets than in 2003, and for distances greater than 750 miles these carriers flew 380 more markets than in 2003.

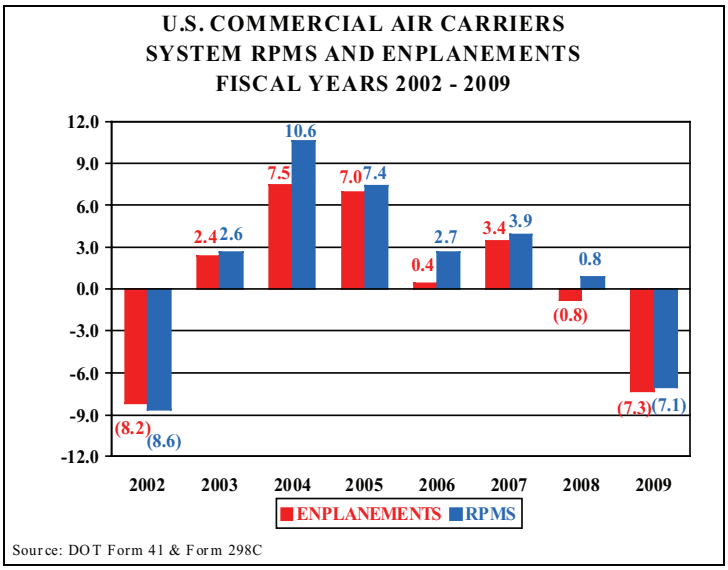
Commercial Air Carriers — Passengers

The contraction in growth that crept into the final months of fiscal year 2008, intensified in 2009 as U.S. commercial air carriers posted sharp declines in capacity and traffic during the year. System (the sum of domestic plus international) capacity dropped 7.4 percent to 965.5 billion ASMs while RPMs dropped 7.1 percent to 769.7 billion. During the same period system-wide passenger growth declined 7.3 percent.

Two factors attributed toward the decline in demand for air travel during FY 2009. The primary factor reducing demand was the global economic meltdown. The meltdown strained corporate travel budgets and led to double-digit unemployment. Secondary to the economic meltdown was the outbreak of H1N1 flu which resulted in drastically reduced demand to the Latin region (particularly Mexico) during the Spring. In an attempt to stem financial losses, carriers quickly reduced capacity with yield preservation as the goal. These actions were no match for a deepening recession, swelling unemployment lines, and consumer confidence that plummeted to an all-time low in February 2009. For the year, mainline carrier passenger growth contracted 8.2 percent while regional carrier growth dropped 3.9 percent. In the domestic market mainline passengers fell 8.5 percent from 2008 levels (for the sixth time in nine years) while passengers in international markets fell for the first time since 2002 (down 5.6 percent).

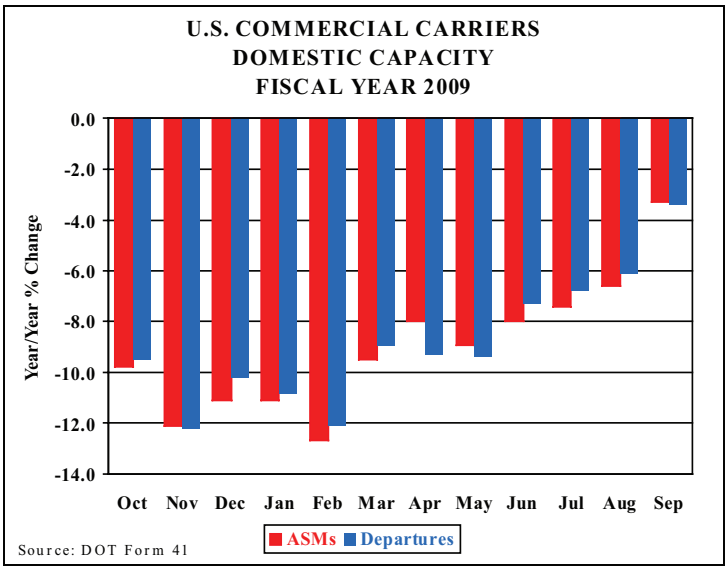
In 2009, system load factor, trip length and seats per aircraft mile climbed. Load factor grew 0.2 points to 79.7 percent, down 0.2 points from the all-time high posted in 2007. For the seventh consecutive year of growth, trip length increased 1.8 miles to 1,093.2 miles. Seats per aircraft mile increased (up 2.0 seats) to 139.8 seats per aircraft mile. In a reversal from recent trends, mainline carriers shifted some larger aircraft traditionally used to fly international routes over to domestic ones, while regional carriers phased out some smaller regional jet (50 seats and below) operations.





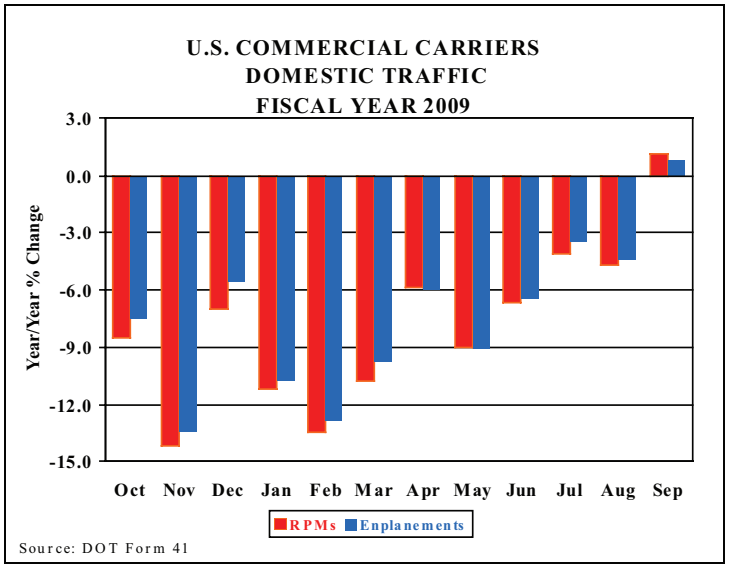
Domestic Passenger Markets

Domestic capacity (50 states, Puerto Rico, and the U.S. Virgin Islands) was down 8.9 percent in 2009 for the steepest decline since deregulation in 1978 (the second deepest decline occurred in 2002 after the terror attacks of 9/11, down 6.9 percent). Departures decreased by 8.7 percent after falling 1.9 percent in FY 2008. Year-over-year declines in capacity were posted each month of FY 2009. After hitting double-digit declines in capacity during the first half of the year (down 11.0 in the first and second quarter of 2009) capacity dropped 8.3 percent and 6.0 percent in the third quarter and fourth quarter, respectively. Mainline carrier capacity was down 9.5 percent for the year, while regional carrier capacity was down 5.1 percent. At the end of 2009, domestic ASMs were 5.9 percent below pre-9/11 levels while departures were 14.6 percent below.



Domestic passenger enplanements and RPMs fell at a slower rate than ASMs in 2009. The decline in passenger growth accelerated from the first to the second quarter, going from down 8.1 percent to down

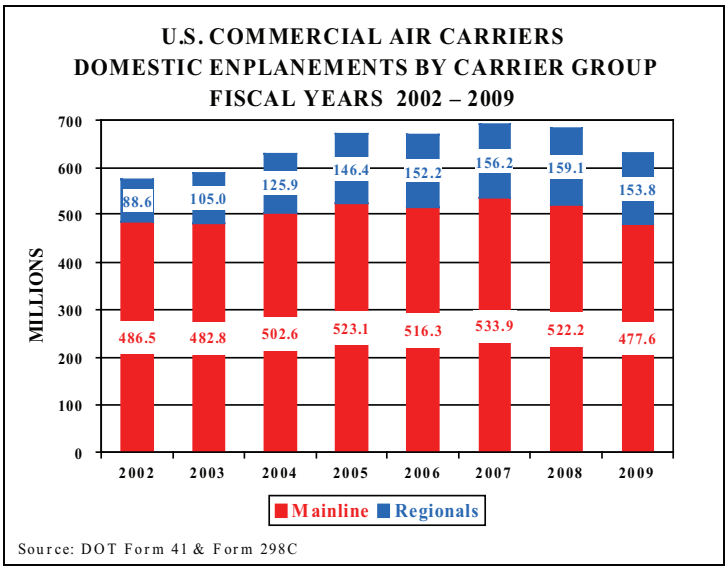
11.0 percent. During the last half of the year, the decline in growth slowed to down 5.0 percent, with September 2009 posting a slight increase of 0.2 percent over the same 2008 period. Mainline carrier enplanements were down 8.5 percent for the year, while regional passengers fell 3.4 percent, marking the first decline in passenger growth for regional passengers during the post-deregulation era.



Similar to passengers, domestic RPMs dropped faster than ASMs with domestic RPMs down 7.7 percent in 2009. After falling dramatically during the first and second quarter of the year, down 9.9 percent and 11.8 percent, respectively, the last half of the year was only down 5.1 percent with September posting year-over-year growth of 0.5 percent. For the year, mainline carrier RPM growth was down 8.2 percent, while regional carrier growth was down 4.3 percent.

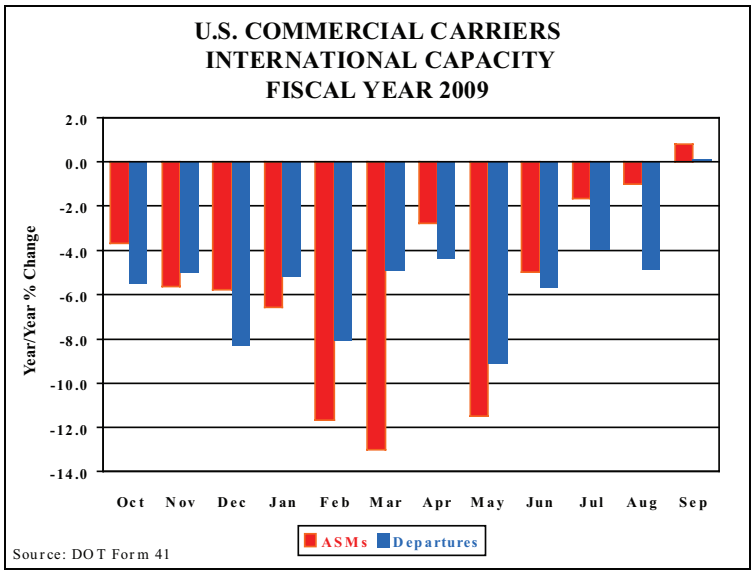
Domestic carrier load factor increased 1.0 points to 80.4 percent, setting an all-time high. Mainline carrier load factor increased 1.1 points to an all time high of 81.3 percent, while regional carrier load factor increased 0.6 points from 2008 to be 74.3 percent.

Since 2000, total domestic capacity has decreased by 5.9 percent. Mainline carriers have shrunk their domestic capacity by 14.4 percent with cutbacks by network carriers more than offsetting the growth of low-cost carriers. Making up the shortfall from network carrier capacity cuts during this time are the regional carriers. This segment of the industry has greatly increased capacity since 2000 (up 146.3 percent). During the same period, mainline carrier RPMs have decreased 2.2 percent, while enplanements have fallen by 14.9 percent. In comparison, regional carrier RPMs and enplanements have increased 207.5 and 93.04 percent, respectively. As a result, mainline carrier domestic capacity share has fallen from 94.7 percent in 2000 to 86.2 percent in 2009, while their share of RPMs has dropped from 95.5 percent to 87.2 percent during the same period. Regional carriers now carry 1 in every 4 passengers, up from 1 in every 7.8 in 2000.

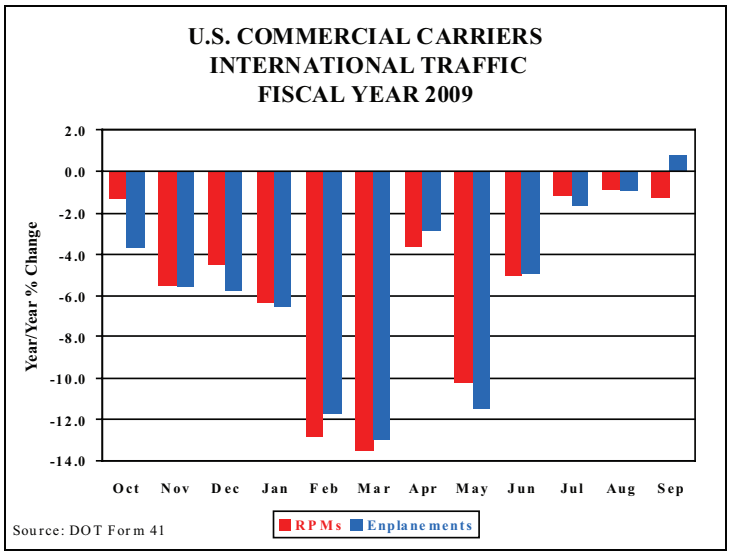


International Passenger Markets

Reversing the recent trend of rapid growth by network carriers into international markets, U.S. carriers posted losses in international capacity and traffic in 2009. U.S. carrier ASMs and departures were down 3.5 and 5.4 percent, respectively, in 2009. ASM growth fell slower in the first half of the year (down 2.9 percent) and then accelerated a bit during the second half of the year (down 3.6 percent). ASMs decreased in all world travel regions—down 2.0, 3.0, and 6.7 percent, respectively, in Atlantic, Latin American, and Asia/Pacific markets.



International RPMs were down 5.6 percent and passenger enplanements were down 6.6 percent in 2009, with the growth declining faster in first half of the year (down 7.3 percent for the first half versus down 3.6 percent during the second half for RPMs; down 7.9 percent versus down 3.5 percent for enplanements). The Atlantic market posted the smallest decline, with RPMs down 3.4 percent and enplanements down 4.9 percent. RPMs and enplanements fell 5.9 and 7.0 percent, respectively, in the Latin American market, while RPMs dropped 9.4 percent as enplanements fell 8.7 percent in the Pacific market.



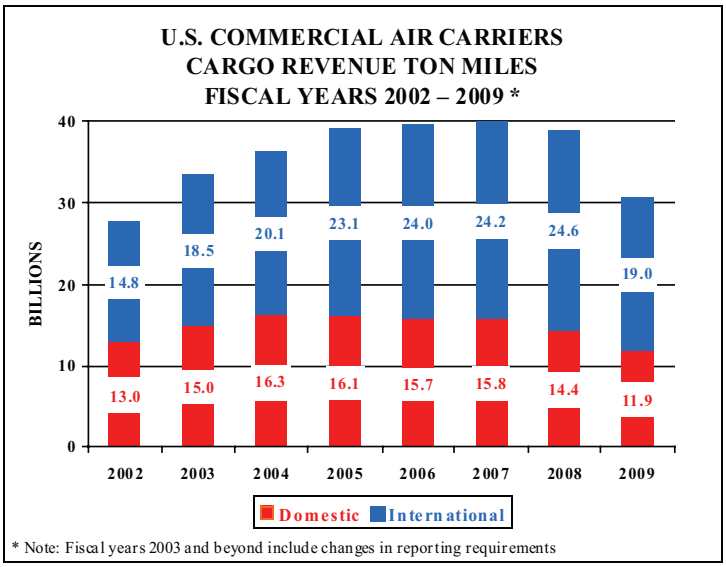
The international load factor dropped 1.7 percentage points in 2009 to be 78.1 percent. Load factor fell in the Latin America market (down 2.5 points to 76.8 percent), the Pacific market (down 2.3 points to 78.3 percent) and in the North Atlantic market (down 1.1 points to 78.9 percent).

In 2009, 47.6 percent of the passengers flying abroad on U.S. flag carriers traveled to the Latin America market. The remaining 51.6 percent of international passengers was split between the Atlantic market (35.3 percent) and the Pacific market (17.1 percent).

Commercial Air Carriers—Cargo

Air cargo traffic contains both domestic and international revenue freight/express and mail. The demand for air cargo is a derived demand resulting from economic activity. Cargo moves in the bellies of passenger aircraft and in dedicated all-cargo aircraft, on both scheduled and nonscheduled service.

U.S. air carriers flew 30.8 billion revenue ton miles (RTMs) in 2009, down 21.0 percent from 2008, with domestic cargo RTMs declining by 17.7 percent (11.9 billion) and international RTMs decreasing by 23.0 percent (19.0 billion). The deep declines in domestic and international RTMs reflect many factors including the recession in the U.S. and other world regions, strong price competition from alternative shipping modes, and the global financial crisis.

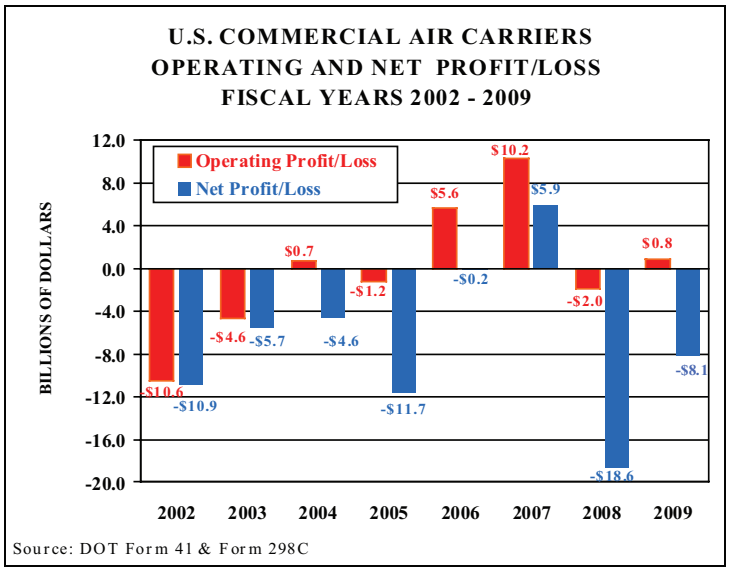


Air cargo RTMs flown by all-cargo carriers was 72.3 percent of total RTMs in 2009, with passenger carriers flying the rest, or 27.7 percent of the total. Total RTMs flown by all-cargo carriers declined 20.0 percent in 2009, from 27.8 billion to 22.3 billion. Total RTMs flown by passenger carriers were 8.5 billion in 2009, 23.5 percent lower than in 2008.

On August 3, 2007, "Recommendations of the 9/11 Commission Act of 2007" was signed into law. Section 1602 of this Act states that air cargo placed on passenger aircraft will receive the same level of screening as passenger-checked baggage. The legislation calls for the establishment of a system by 2010 that will require 100 percent inspection of cargo transported on passenger aircraft. The Transportation Security Administration (TSA) is currently screening 50% of cargo that is transported by a passenger carrier. The law requires screening at the piece level. Because this screening requirement is not supplemented by congressional funding, it is the air cargo industry's responsibility to bear all costs. Therefore, it is anticipated the law will continue to lead to increased cost and time requirements for shipment of cargo on passenger air carriers.

U.S. COMMERCIAL AIR CARRIERS 2009 FINANCIAL RESULTS

After posting a record net loss of $18.6 billion in FY 2008 (primarily due to $10.0 billion in losses at Delta and Northwest stemming from a reduction in the value of the airlines due to high fuel prices), U.S. commercial air carriers narrowed their losses to $8.1 billion in FY 2009.



Source: DOT Form 41 & Form 298C

Operating revenues (passenger and cargo) were down 16.1 percent in 2009. The reduction in passenger revenues underscored the necessity of fare sales used to fill aircraft by inducing business and leisure travelers to fly during the economic downturn. The demand for cargo services was adversely affected as consumers and business used slower, less expensive shipping methods or delayed purchases altogether.

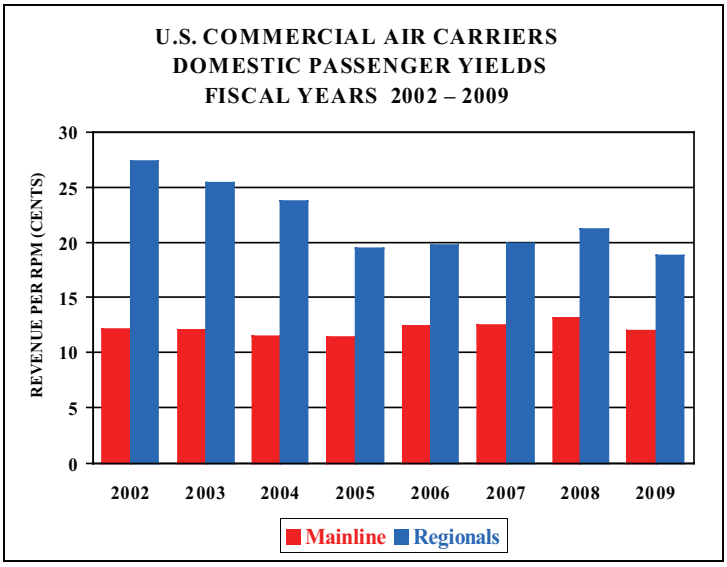
Operating expenses declined 17.4 percent from FY 2008. The reduction in operating expenses during FY 2009 was driven by a 31.8 percent reduction from the record high fuel prices posted for FY 2008, along with savings from lower variables costs due to reduced demand for passenger and cargo services.

In 2009, passenger carriers reported operating losses of $298 million and net losses of $7.8 billion, while air cargo carriers reported an operating profit of $1.1 billion and a net loss of $331.2 million. Passenger carriers reversed course from FY 2008 to generate an operating profit ($180.3 million) in the domestic market, while international operations posted their first operating loss since FY 2003 ($478.3 million). Net losses were reported for passenger carriers in both the domestic ($5.6 billion) and international market ($2.2 billion). Cargo carriers had stronger financial results than the passenger carriers. Domestically, cargo carriers posted an operating profit of $587.3 million and a net loss of $200.6 million. In international markets, these carriers reported operating profits of $511.3 million and net losses of $130.6 million.

The industry's financial deterioration is largely due to the financial performance of the network carriers, which have reported two consecutive years of losses. After posting a net loss of $19.7 billion in FY 2008, the seven network carriers reported an additional loss of $7.6 billion in FY 2009. Most of the downturn occurred in domestic markets where the seven carriers accounted for 58.3 percent of capacity and 47.6 percent of passengers transported. Between 2000 and 2008, the domestic operations of these carriers reported combined operating and net losses of $30.7 and $52.7 billion, respectively. These losses widened in 2009, with the network carriers reporting operating losses of $1.7 billion and net losses of $5.3 billion. The nine reporting low-cost carriers reported operating profits of $765.4 million and net losses of $183.0 million in FY 2009. During this period, the low cost carriers accounted for 26.3% and 26.6% of domestic capacity and passengers, respectively. Falling demand hindered profits for both carrier groups.

Declining leisure and business travel demand due to the economic downturn and the outbreak of H1N1 virus were responsible for mainline carrier passenger yield eroding throughout the year. Although carriers

responded to the reduction in demand for air travel with drastic capacity cutbacks, heavily discounted fares were necessary to fill aircraft. As a result, domestic mainline carrier passenger yield dropped 8.6 percent in 2009.

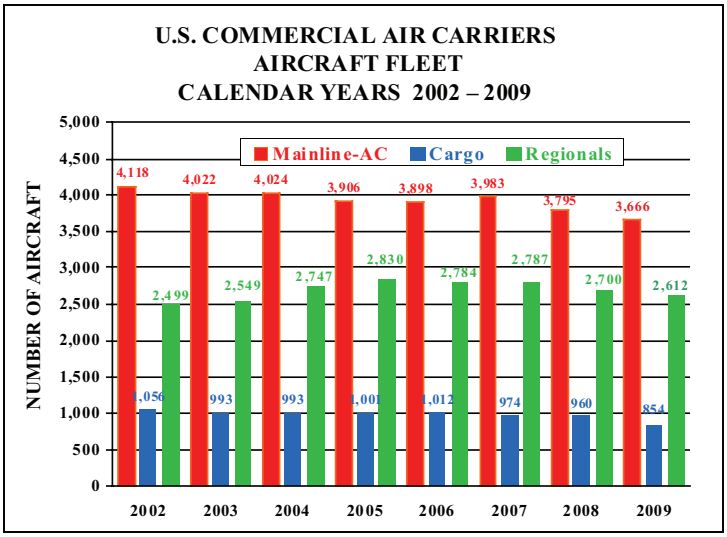


In 2009, regional carriers reported operating profits of $915.6 million and net profits of $202.3 million. The fortunes of regional carriers are closely tied to the success of the larger network carriers for whom they provide feed at mainline air carrier hub airports. These carriers are feeling the pinch as their mainline counterparts pass more financial risk for contract flying down to their regional partners. As a result, regional carrier passenger yield fell sharply in FY 2009, down 11.2 percent as high-yield business travelers were either tethered to the office due to limited travel budgets or could "buy down" to less restrictive and less expensive fares when allowed to travel.

U.S. COMMERCIAL AIR CARRIERS 2009 AIRCRAFT FLEET

The commercial passenger carrier fleet is undergoing transformation. The mainline carriers are retiring older, less fuel efficient aircraft (e.g. 737-300/400/500 and MD-80) and replacing them with more technologically advanced 737-700/800/900 aircraft. The regional carriers are growing their fleet of 70 to 90 seat regional jet aircraft and reducing their fleet of 50-seat jet aircraft.

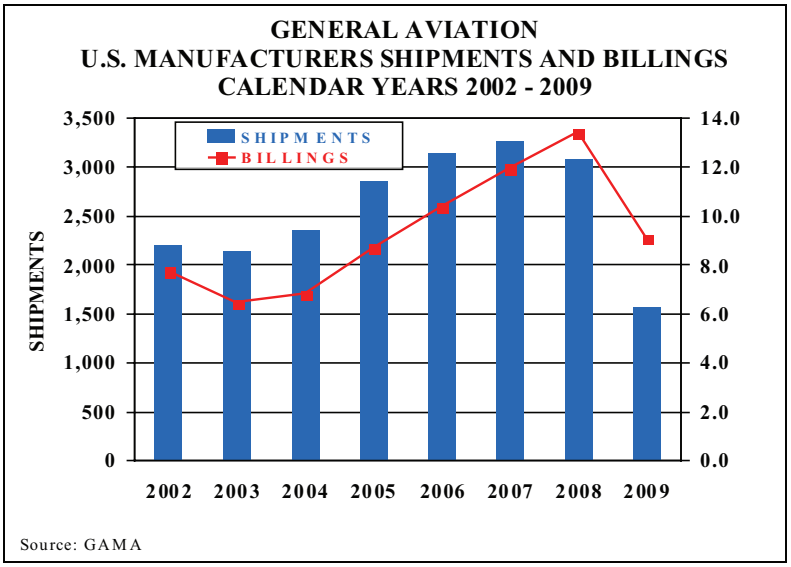
The total number of aircraft in the U.S. commercial fleet (including regional carriers) is estimated at 7,132 for 2009, a decrease of 323 aircraft from 2008. This includes 3,666 mainline air carrier passenger aircraft (over 90 seats), 854 mainline air carrier cargo aircraft, and 2,612 regional carrier aircraft (jets, turboprops, and pistons).



The mainline carriers' passenger jet fleet decreased by 129 aircraft in 2009 as fuel inefficient aircraft continued to be grounded. With the cuts to the fleet, the mainline carrier fleet now stands at 18.3 percent below (822 aircraft) the level it was in 2000. Since reaching a peak of 2,830 aircraft in 2005, the regional fleet has shrunk by 218 aircraft.

GENERAL AVIATION

With the onset of the economic downturn, weakening of the general aviation industry became apparent in 2008. In 2009 the deterioration was even more pronounced with record declines by several measures of activity and double digit declines by most measures. According to numbers released by the General Aviation Manufacturers Association (GAMA), U.S. manufacturers of general aviation aircraft delivered 1587 aircraft in CY 2009, 48.5 percent fewer than in CY 2008. This translates into a second consecutive year of decline in shipments that was preceded by four years of sustained growth. The turbine categories, turbojets and turboprops, were down 46.2 and 19.2 percent, respectively. Overall piston deliveries declined 55.1 percent, with single-engine down 54.6 percent and the much smaller multi-engine category down 64.8 percent. Billings in CY 2009 totaled $9.1 billion, down 32.1 percent compared with 2008 and the first reported decline since 2003.



General aviation activity at FAA air traffic facilities in 2009 fell dramatically. Operations at combined FAA and contract towers declined 11.7 percent in 2009, one of the largest declines ever reported. General aviation activity at consolidated traffic facilities (FAA TRACONs) fell 10.4 percent, while the number of general aviation aircraft handled at FAA en route centers decreased by 17.7 percent.

The FAA uses estimates of fleet size, hours flown and utilization from the General Aviation and Part 135 Activity Survey (GA Survey) as baseline figures upon which assumed growth rates can be applied. This survey has been conducted annually since 1977. Beginning with the CY 2004 Survey there were significant improvements to the survey methodology. These improvements included conducting 100 percent samples for turboprops and turbojets, all rotorcraft, all aircraft in Alaska and all aircraft operating on-demand under Part 135. In addition, the sample design was revised to stratify by aircraft type (19 categories), FAA region (9 categories), and whether the aircraft was owned by an entity certified to fly Part 135 operations (2 categories). Furthermore, a large fleet reporting form was incorporated to allow owners/operators of multiple aircraft to report aggregate data for their entire fleet on a single form. In 2005 an additional aircraft category (light sport aircraft) was added. The result of these changes was the sample size nearly doubled. Between 2003 and 2005 large changes in both the number of aircraft (turbojets up by 22.8 percent, total rotorcraft up by 33.7 percent) and hours (single-engine piston down by 17.6 percent) in many categories occurred. The results of the 2008 Survey, the latest one available, are consistent with the results of past surveys since 2004. This reinforces our belief that methodological improvements have resulted in superior estimates relative to those in the past and they are used as the basis for our forecast.

Based on the latest FAA assumptions about fleet attrition and aircraft utilization along with GAMA aircraft shipment statistics, the active general aviation fleet is estimated to have increased 0.2 percent in 2009, to 229,149. Despite the increase in the active fleet, general aviation flight hours are estimated to have decreased 10.3 percent in 2009 to 23.3 million.

Student pilots are important to general aviation and the aviation industry as a whole. Although in decline for many years now, the economic recession experienced in 2009 seems to have had an especially significant impact on the number of student pilots. In 2009, according to statistics compiled by the FAA's Mike Monroney Aeronautical Center, the number of student pilots decreased by 10.8 percent. This is the fifth consecutive year of decline in this category and the largest decline in recent history. The average age of a U.S. pilot in 2009 was 45.3 years old.

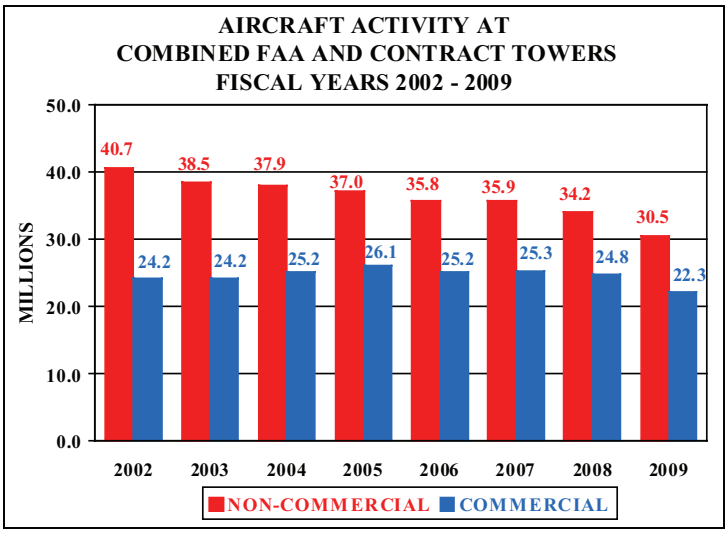
FAA WORKLOAD

In 2009, FAA facilities experienced the sharpest decline in activity since 1982. Despite lower fuel prices, air traffic activity fell in response to weak demand caused by the recession and the poor financial condition of the industry.

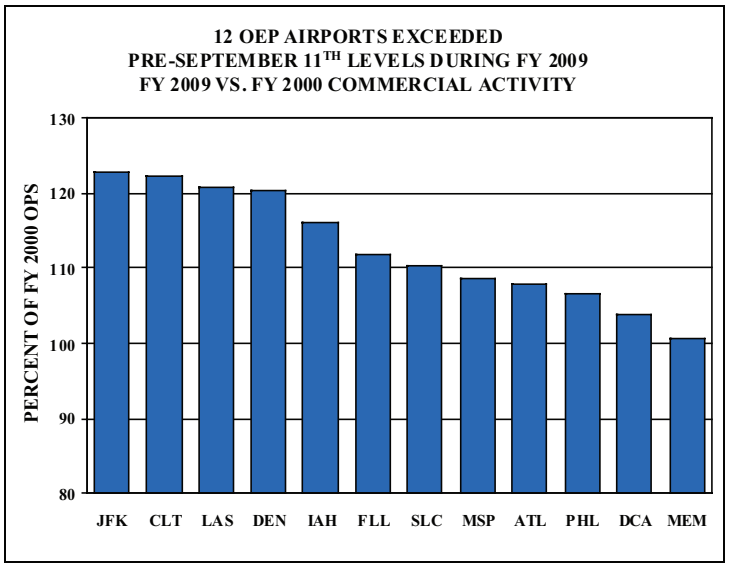
Total activity at combined FAA and contract tower airports was 52.9 million operations in 2009, down 10.4 percent from 2008 and 23.0 percent below the peak activity level recorded in 2000. Commercial activity (the sum of air carrier and commuter/air taxi) at combined FAA and contract towers declined by 9.9 percent in 2009. Air carrier operations were down 6.9 percent while commuter/air taxi operations fell 13.8 percent. Commercial operations in 2009 were 14.3 percent lower than their peak in 2005.

Non-commercial activity (the sum of general aviation and military) at combined FAA and contract towers fell by 10.7 percent in 2009, with general aviation activity (28.0 million) down 11.7 percent and military activity (2.6 million) up 1.1 percent. General aviation activity has declined nine of the past ten years since 1999.

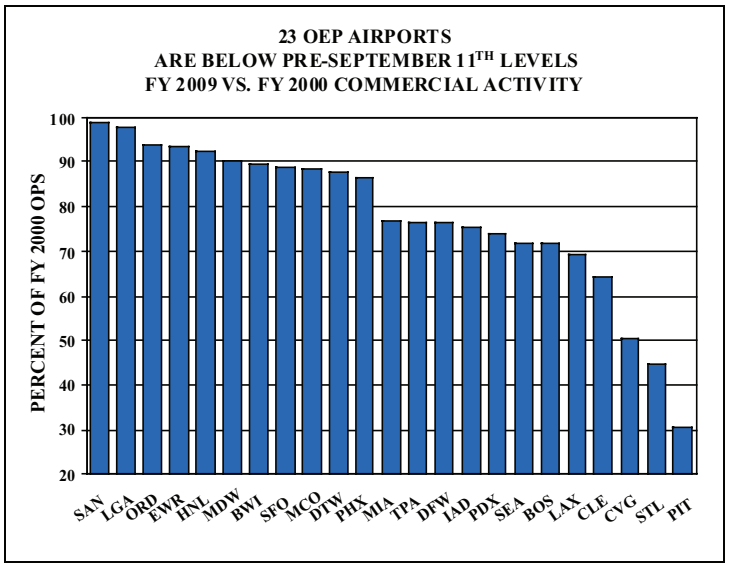
At the end of 2009, non-commercial aircraft activity was 28.6 percent below the activity in 2000.



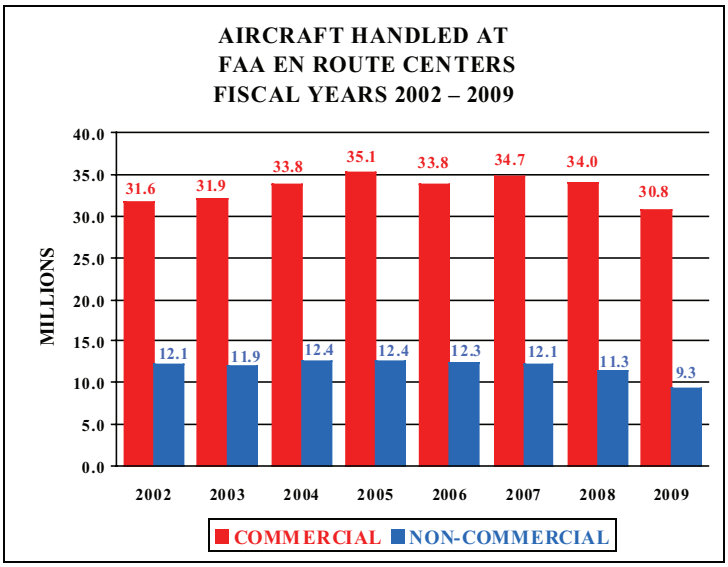
The FAA pays close attention to the trends occurring at the 35 Operational Evolution Partnership (OEP) airports. These airports represent the top 35 airports in the country in terms of passenger activity (except CLE and PIT) and account for about 74 percent of commercial passengers. Although commercial activity at the OEP airports exceeded pre-9/11 peak activity levels in 2005, subsequent industry restructuring has resulted in a drop in combined commercial activity at these airports since. In 2009, commercial activity at the OEP airports fell by 7.9 percent and was 11.2 percent below pre-9/11 activity levels. All of the OEP 35 airports recorded decreases in activity with the largest declines occurring at Cincinnati (down 23.8 percent) and Tampa (down 17.9 percent). As a result, only 12 airports exceeded 2000 peak activity levels during fiscal year 2009, down from 17 in the previous year.



Since 2000 there has been a pronounced shift in demand to low-cost carriers which is reflected in the relative growth of commercial operations across the OEP 35 airports. Commercial operations at New York Kennedy (up 22.7 percent), Charlotte (up 22.3 percent), and Las Vegas (up 20.8 percent), are up the greatest relative to their pre-September 11th activity levels. Commercial operations at Pittsburgh (down 69.5 percent) and St. Louis (down 55.5 percent) show the largest declines from pre-9/11 levels. These activity level shifts reflect the impact of the restructuring of the airline industry. American's acquisition of TWA resulted in a consolidation of operations away from TWA's St. Louis hub, while the merger of US Airways and America West has led to a dramatic shrinking of US Airways' operations in Pittsburgh.



In 2009, total activity at FAA en route centers (40.1 million) fell 11.6 percent from the previous year. Commercial activity declined 9.6 percent, with air carrier operations down 6.8 percent and commuter/air taxi operations down 16.0 percent. Non-commercial activity was down 17.8 percent in 2009 as general aviation and military activity fell 17.7 and 18.0 percent, respectively. In 2009, air carrier operations were 11.1 percent below their 2000 activity levels while operations for the general aviation and military user groups were 27.9 and 28.6 percent below their 2000 activity levels, respectively.


AIRCRAFT HANDLED AT
FAA EN ROUTE CENTERS
FISCAL YEARS 2002 – 2009
MILLIONS
40.0
35.0
30.0
25.0
20.0
15.0
10.0
5.0
0.0
31.6
31.9
33.8
35.1
33.8
34.7
34.0
30.8
12.1
11.9
12.4
12.4
12.3
12.1
11.3
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2002
2003
2004
2005
2006
2007
2008
2009
COMMERCIAL
NON-COMMERCIAL

▷▷▷ FAA AEROSPACE FORECAST FISCAL YEARS 2010 – 2030

Developing forecasts of aviation demand and activity levels continues to be challenging as the aviation industry evolves and prior relationships change. In times of amplified volatility, the process is filled with uncertainty, particularly in the short-term. Even though the highly cyclical U.S. aviation industry went into a downward spiral during 2009, history has shown the demand for air travel is resilient and growth will return. With the start of 2010, the lingering questions are 1) how much economic recovery will be required to jumpstart the industry back to a period of growth, and 2) when will the recovery occur?

By the end of FY 2009, carriers had executed 13 consecutive months of year over year reductions in domestic capacity. The capacity cutbacks were necessary to control costs in the face of plummeting demand for air travel. As the recession deepened carriers instituted fare sales to minimize financial losses. These fare sales led to record high load factors and record declines in yield. The capacity cuts that persisted through 2009 are expected to level off during 2010, with yields expected to turn positive by year end.

Given the current instability in the global economy, there is much uncertainty as to the timing and strength of a recovery in aviation demand. Nevertheless, the FAA has developed a set of assumptions and forecasts consistent with the emerging trends and structural changes currently taking place within the aviation industry. The FAA is confident that these forecasts accurately predict future aviation demand, however due to the large uncertainty of the operating environment the variance around the forecasts is wider than in prior years.

The commercial aviation forecasts and assumptions are developed from econometric models that explain and incorporate emerging trends for the different segments of the industry. In addition the commercial aviation forecasts are considered unconstrained in that they assume there will be sufficient infrastructure to handle the projected levels of activity. These forecasts do not assume further contractions of the industry through bankruptcy, consolidation, or liquidation.

The commercial aviation forecast methodology is a blended one. The starting point for developing the commercial aviation forecasts (air carriers and regionals) is the future schedules published in the Official Airline Guide (OAG). To generate the short-term forecast (two years out) current monthly trends are used in conjunction with published monthly schedules to allow FAA forecasters to develop monthly capacity and demand forecasts for both mainline and regional carriers for fiscal and calendar years 2010-2011. The medium to long-term forecasts (2012-2030) are based on results of econometric models.

The general aviation forecasts rely heavily on discussions with industry experts and the results of the 2008 General Aviation and Part 135 Activity Survey. The assumptions have been updated by FAA analysts to reflect more recent data and developing trends, as well as further information from industry experts.

The FAA also presents the forecasts and assumptions to industry staff and aviation associations, who are asked to comment on the reasonableness of the assumptions and forecasts. Their comments and/or suggestions have been incorporated into the forecasts as appropriate.

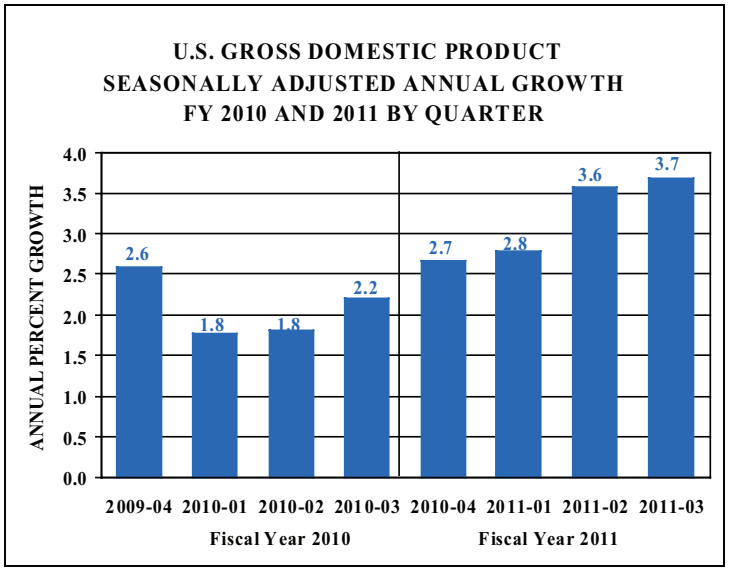
ECONOMIC FORECASTS

For this year's Aerospace Forecast, the FAA is using economic forecasts developed by Global Insight, Inc. to project domestic aviation demand. Furthermore, the FAA uses world and individual country economic projections provided by Global Insight, Inc. to forecast the demand for international aviation services. Annual historical data and economic forecasts are presented in tabular form in Tables 1 through 4. U.S. economic forecasts are presented on a U.S. government fiscal year (October through September) basis. International forecasts are presented on a calendar year basis.

Data suggest that the bottom of the recession was in June, 2009, and Global Insight expects the pace of the recovery to be slow and not strong enough to halt the decline in jobs until later in 2010. The recovery is not V-shaped, but instead is more W-shaped. It isn't until 2011 that economic growth moves above 3% on a sustained basis.

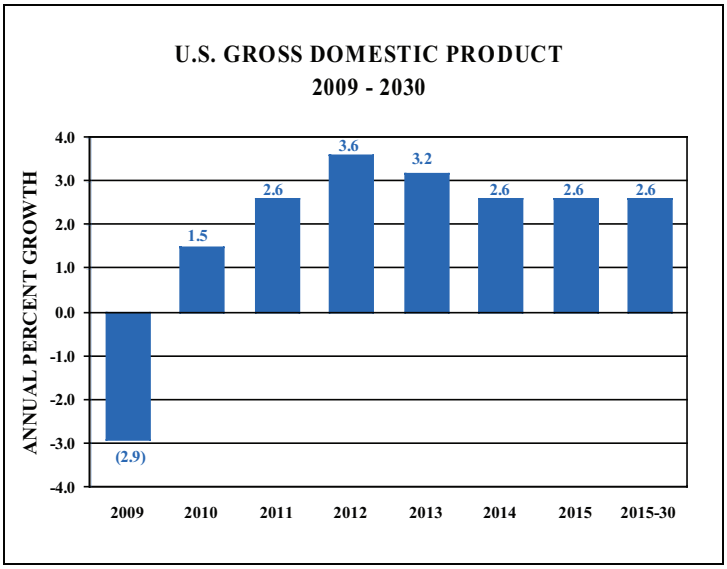
There are a number of key issues surrounding the economy that remain a concern and how these are resolved will determine the future path of the recovery. Among these issues are the size of the federal deficit and taxes, when will the Federal Reserve begin to raise interest rates, when will housing prices begin to recover, and how long will households continue to rein in their spending. The forecast assumes that there will be no additional fiscal stimulus and that the Federal Reserve will continue to keep interest rates at or near zero for most of 2010. The forecast also assumes that the Fed will be able to successfully tighten monetary policy without sending the economy back into recession and that tax rates on both personal income and for corporations will gradually increase from current levels.

Global Insight's economic forecast has the end of the U.S. recession in the 3Q of FY 2009. The recovery that follows is a relatively weak recovery as credit remains tight and consumer spending is sluggish. On a quarter-by-quarter basis for the next two years U.S. economic growth is projected to range from a low of 1.8 percent in 2Q FY 2010 to a high of 3.7 percent in 4Q FY 2011.

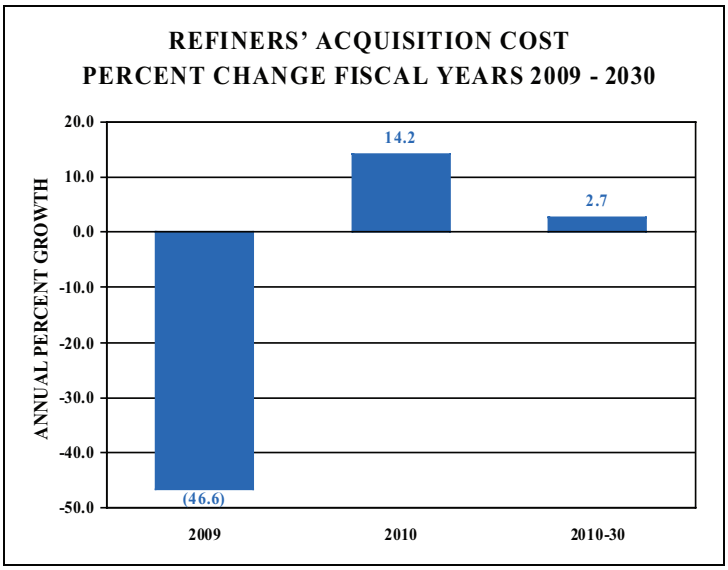


Consumer spending is by far the largest component of the U.S. economy and one of the features of this recession has been the decline in consumer spending. Burdened by high debt and rising unemployment, consumer spending fell in 2009. The recovery in consumer spending is projected to be the weakest of the postwar era, as households struggle to reduce debt burdens and rebuild retirement assets.

In the medium term, between 2011 and 2015, U.S. economic growth is projected to average 3.0 percent per year with rates ranging between 2.6 and 3.6 percent. Consumption growth remains muted as households continue to rebuild their balance sheets and taxes are increased. Beyond 2015 U.S. real GDP growth slows to around 2.6 percent annually for the balance of the forecast period. The long-term stability of the U.S. economic growth is dependent on continued growth in the workforce, the capital stock, and improved productivity. Given the unprecedented amount of both fiscal and monetary support to the economy, a major risk to continued U.S. economic growth is inflation. These inflationary pressures, if unchecked, could force up inflation and bond yields and lessen domestic demand.



Global Insight projects the price of oil, as measured by Refiners' Acquisition Cost, to increase by 14.2 percent after declining by 46.6 percent in 2009. Oil prices are projected to increase steadily to just over $90 per barrel by 2016 and then increase slightly less than inflation for the balance of the forecast period, reaching $104.45 per barrel by 2030.

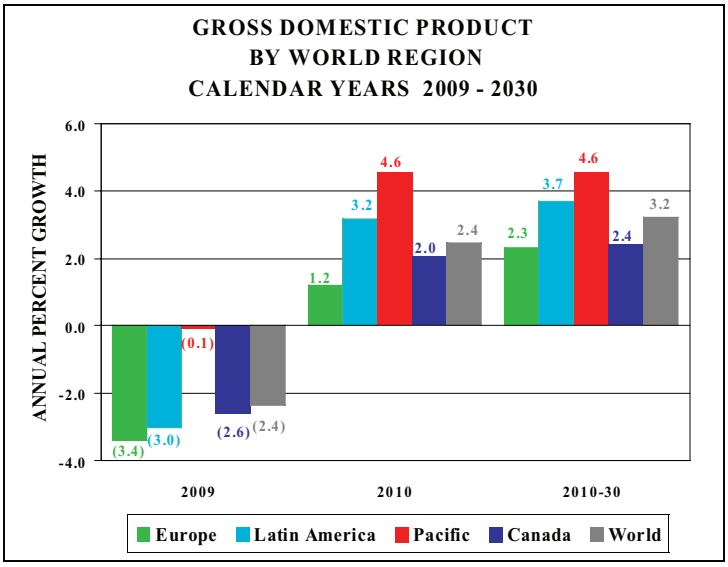


After falling 0.3 percent in FY 2009, the inflation rate (as measured by the CPI) is expected to rise 1.4 percent in 2010 and 1.9 percent in 2011 as the economy recovers and growth accelerates. After 2012 consumer price inflation is projected to remain in a narrow range between 1.7 and 2.0 percent percent a year for the balance of the forecast.

To reflect the uncertainty in the projection of economic growth, the FAA Aerospace Forecast uses high and low economic growth cases along with the base forecast. The high and low economic growth cases are based on Global Insight's September 2009 long range optimistic and pessimistic forecasts. The high economic growth case incorporates higher population growth, capital spending, and productivity relative to the base case. Due to the higher productivity, inflation is lower than in the base case. Real GDP growth in the high case averages 3.2 percent annually compared to real GDP growth of 2.6 percent annually that is contained in the base case. The low economic growth case incorporates lower population growth, capital spending, and lower productivity than the base case. In contrast, in the low economic case, inflation is higher than in the base case due to lower productivity growth. Real GDP growth in the low case averages 1.7 percent annually over the forecast horizon. Further details about the high and low scenarios can be found in Appendix A.

WORLD ECONOMY

Worldwide economic activity is estimated by Global Insight to have declined by 2.4 percent in 2009, marking the first contraction in global GDP since the Great Depression. The advanced economies (U.S., Canada, Europe, and Japan) posted declines in output ranging from -1.5 percent to -2.9 percent. The emerging market economies grew 0.8 percent, 4.8 points below what they grew in 2008. Many emerging market economies posted declines in real GDP including Mexico, Taiwan, Russia, Turkey, and Ukraine. In 2010, global economic growth is projected to resume (2.5 percent) as stimulus plans in the U.S. and in China provide the basis for recovery. Recovery in Europe is projected to be more gradual than in the U.S. as the housing market corrections have come later and policy actions are more cautious. Beyond 2010 through the balance of the forecast period, world real GDP is projected to increase an average of 3.2 percent per year.



The Asia/Pacific and Latin America regions will continue to have the world's highest economic growth rates. These regions are expected to see their economic activity grow at annual rates of 4.6 and 3.7 percent a year, respectively, over the forecast period. In Asia, China, with a population of 1.3 billion, is forecast to grow 7.4 percent a year, becoming the world's second largest economy. India, with a population of 1.2 billion, is projected to see its GDP triple in size, growing at an average rate of 6.2 percent a year during the forecast period. In contrast, Japan (currently the world's second largest economy) grows at just 0.9 percent a year over the forecast period as structural impediments and an aging population limit growth. Canadian and European GDP growth is anticipated to rise at more moderate rates of 2.4 and 1.7 percent a year, respectively, over the forecast period.

AVIATION TRAFFIC AND ACTIVITY FORECASTS

Total traffic and activity forecasts for commercial air carriers (the sum of mainline and regional carriers) are contained in Tables 5 through 9. These tables contain year-to-year historical data and forecasts.

Mainline air carrier traffic and activity forecasts and the forecast assumptions are contained in Tables 10 through 18, 20, and 22. These tables contain year-to-year historical data and forecasts.

Regional carrier forecasts and assumptions are found in Tables 23 through 26. These tables provide year-to-year historical and forecast data.

Table 19 provides year-to-year historical and forecast data for cargo activity. Table 21 provides year-to-year historical and forecast data for the cargo jet fleet.

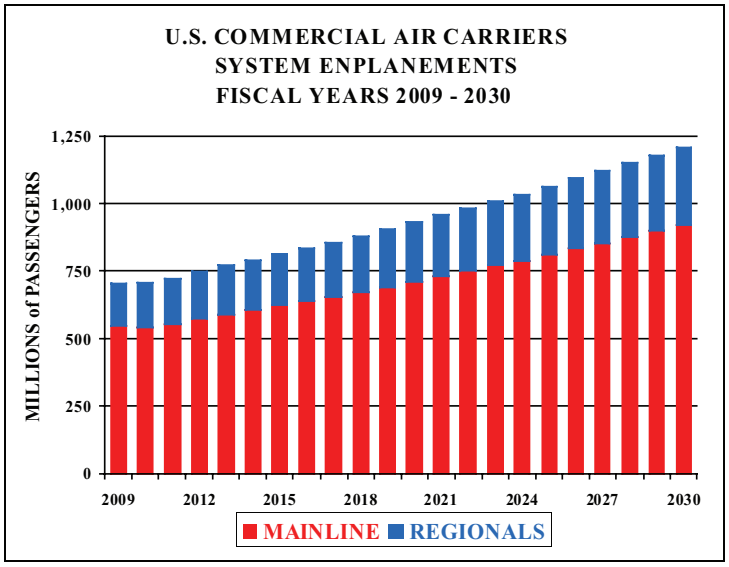
General aviation forecasts are found in Tables 27 through 30. These tables provide year-to-year historical data and forecasts.

Tables 31 through 33 provide forecasts of aircraft activity at FAA and contract facilities.

COMMERCIAL AVIATION FORECASTS

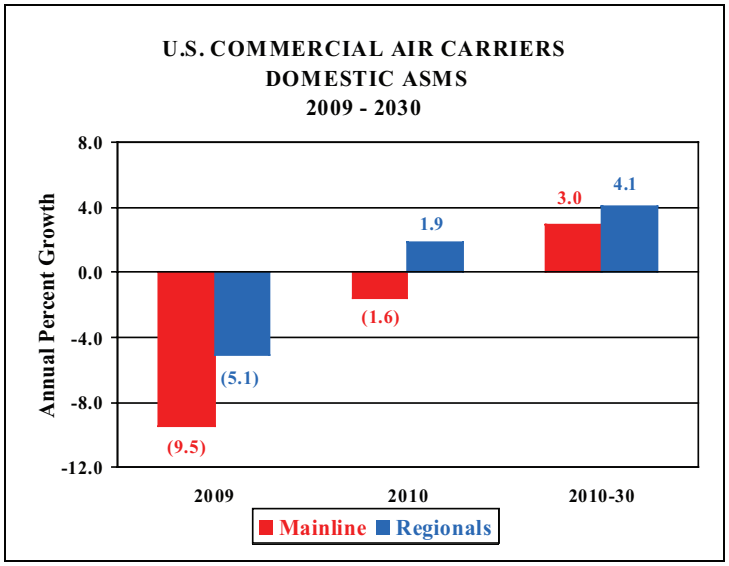
System capacity is projected to shrink 1.6 percent in 2010. In the domestic market, mainline carrier capacity is forecast to shrink for the third consecutive year (down 1.6 percent) while capacity for the regional carriers grows from 2009 levels (up 1.9 percent). In the international sector, capacity is forecast to fall in the Atlantic and Pacific market as growth returns to the Latin market. Mainline carrier system capacity drops 2.0 percent, while regional carrier capacity grows 2.0 percent.

Passenger demand shows slight growth in 2010 with system RPMs forecast to grow 0.3 percent (flat for mainline carriers and up 4 percent for regional carriers) as passenger enplanements increase 0.5 percent (down 0.7 percent for mainline carriers and up 4.6 percent for regional carriers). Growth is projected to accelerate in 2011 with system RPMs and passengers increasing 2.6 and 2.1 percent, respectively, on a capacity increase of 2.5 percent. For the overall forecast period, system capacity is projected to increase an average of 3.4 percent a year. Supported by a growing U.S. economy and falling real yields, system RPMs are projected to increase 3.5 percent a year, with regional carriers (4.2 percent a year) growing faster than mainline carriers (3.4 percent a year). System passengers are projected to increase an average of 2.6 percent a year, with regional carriers growing faster than mainline carriers (3.0 versus 2.5 percent a year). By 2030, U.S. commercial air carriers are projected to fly 1.9 trillion ASMs and transport 1.2 billion enplaned passengers a total of 1.6 trillion passenger miles. Planes will remain crowded, with load factor projected to grow moderately during the early years of the forecast period and then tapering during the mid to latter years, growing by 2.7 points over the forecast period to 82.4 percent in 2030. Passenger trip length is also forecast to increase by more than 221 miles over the forecast to 1,314.5 miles (up 10.5 miles annually). The growth in passenger trip length reflects the faster growth in the relatively longer international and domestic trips as compared to shorter-haul flights.



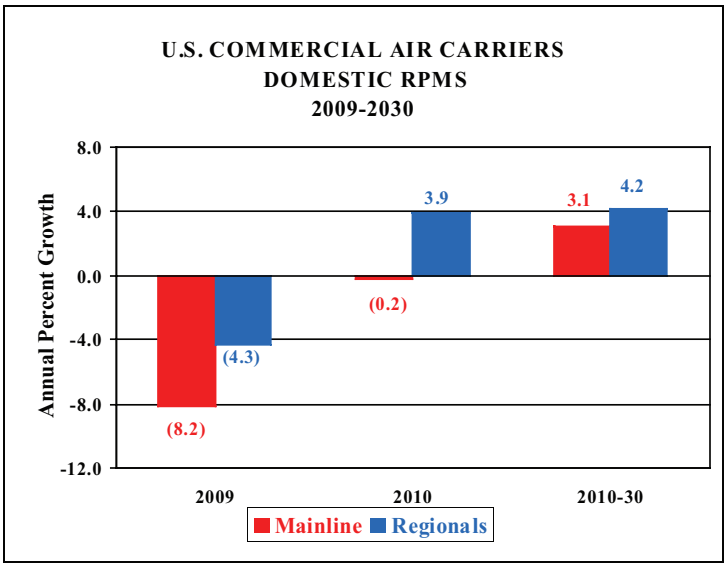
Domestic Markets

After a dramatic decline during FY 2009, domestic capacity in FY 2010 is projected to fall slightly, down 1.1 percent. Following a record reduction of 9.5 percent in 2009, mainline carrier capacity drops 1.6 percent as these carriers show reluctance to increase capacity in a continuing environment of uncertainty. Regional carriers are slated to grow in FY 2010, up 1.9 percent, after posting their first decline in capacity since deregulation during FY 2009. Domestic commercial carrier capacity recovers modestly in 2011 (up 1.6 percent) with mainline carriers growing slower than regional carriers, 1.4 percent versus 2.6 percent, respectively, and then increases at an average annual rate of 3.2 percent for the balance of the forecast (2011-2030). For the entire forecast period (2009–2030), domestic capacity is projected to increase at an average annual rate of 2.9 percent, just slightly faster than economic growth, with mainline carriers growing slower (2.7 percent per year) than the regional carriers (4.0 percent per year).



The slow pace of the economic recovery in the U.S. inhibits RPM growth during the first year of the forecast (up 0.4 percent), with traffic projected to grow faster in the second half of the year. Mainline carrier RPMs are projected to contract 0.2 percent during 2010, while regional carrier RPMs grow 3.9 percent. By 2011, traffic growth improves with RPMs increasing 1.8 percent as consumer confidence improves and corporate travel budgets increase. Driven by continued economic growth and falling real yields, domestic RPM growth for the remainder of the forecast (2011-2030), averages 3.3 percent per year. For the overall forecast period (2009-2030) domestic RPMs are projected to grow an average of 3.1 percent a year. Mainline carriers are projected to grow more slowly than the regional carriers throughout the forecast period (averaging 2.9 versus 4.2 percent a year, respectively).

Enplanements are forecast to grow 0.4 percent in 2010, following a 7.3 percent decline in 2009. Similar to RPMs, passenger volume is expected to pick up in 2011 with the strengthening economy (up 1.8 percent), and then grow at an average rate of 2.6 percent per year for the period 2011-2030. Over the entire forecast period, domestic enplanements are projected to grow at an average annual rate of 2.4 percent with mainline carriers growing more slowly than regional carriers (2.2 versus 3.0 percent a year, respectively).



In spite of record capacity cutbacks triggered by a steep drop in demand, carriers lost pricing power during 2009, with nominal yield falling 8.9 percent (down 8.6 percent in real terms). Despite continued capacity reductions, lackluster demand will keep fares in check in 2010, resulting in a modest increase in nominal yield of 3.9 percent (2.5 percent in real terms). For the entire forecast period, increases in nominal yields are projected to grow at a rate of 1.1 percent a year, while in real terms they are projected to decline an average of 0.8 percent a year. The decline in real yields over the forecast period assumes competition between carriers and convergence of cost structures between network carriers and their low-cost counterparts. The convergence arises from gains in productivity as network carriers retire fuel inefficient aircraft and hold the line on labor costs while low-cost carriers contend with aging fleets, maturing work forces, and unionization.

Domestic commercial carrier activity (departures) at FAA air traffic facilities is projected to grow more slowly than passenger traffic over the forecast period (1.9 percent per year for departures versus 3.1 percent for RPMs). This reflects increased carrier efficiencies in three operational measures—aircraft size, load factor, and trip length.

Domestic aircraft size[8] increased in 2009 by 1.3 seats to 121.9 seats. The increase was partly driven by a large increase in aircraft size by the regional carriers (up 2.2 seats) and the grounding of older, fuel inefficient aircraft (i.e. MD-80's and 737-300/400/500) by the mainline carriers (up 1.4 seats). The increase in regional aircraft size was caused by the retirement of 50-seat jet aircraft as larger 70-90 seat jet aircraft entered the fleet. Domestic seats per aircraft falls in 2010 (down 0.3 seats) as mainline carriers continue to cut capacity while their regional counterparts grow. Over the course of the forecast, domestic seats per aircraft are projected to gradually increase to 123.6 seats by 2030, an average of 0.1 seats per year.

The FAA's projection of domestic carrier average aircraft size is greatly influenced by carrier fleet plans, publicly known aircraft order books and FAA's expectations of the changing domestic competitive landscape. In the near-term (through 2011), the forecast incorporates several carrier assumptions: 1) mainline carriers desire to constrain ASM capacity growth; 2) network carrier "own metal" service on longer-haul routes; 3) the retirement of older inefficient aircraft (many of which are narrow-body);

8 Defined as seats per mile flown and computed by dividing ASMs by miles flown.

4) the shifting of wide-body and larger narrow-body aircraft to international services, and 5) growing use of 70-90 seat regional jet aircraft.

In the longer-term, network carriers will replace their wide-body and larger narrow-body aircraft in their domestic route networks with smaller, next generation, narrow-body aircraft. In addition, some carriers, such as JetBlue and US Airways, are turning to smaller aircraft, like the 100-seat Embraer 190, to supplement their route structure. The use of smaller narrow-body aircraft allows mainline carriers to better serve their customers by boosting frequency, as well as improve profitability by more closely matching supply (the number of seats) with demand (the number of passengers).

Mainline carrier domestic aircraft size increased in 2009 by 1.4 seats to 151.4 seats, but is projected to fall 0.8 seats in 2010. Domestic aircraft size for mainline carriers is projected to fall to 150.4 seats in 2011 and then gradually increase thereafter for the balance of the forecast. Overall, average aircraft size for the mainline group will increase by only 0.5 seats between 2009 and 2030, going from 151.4 to 151.9.

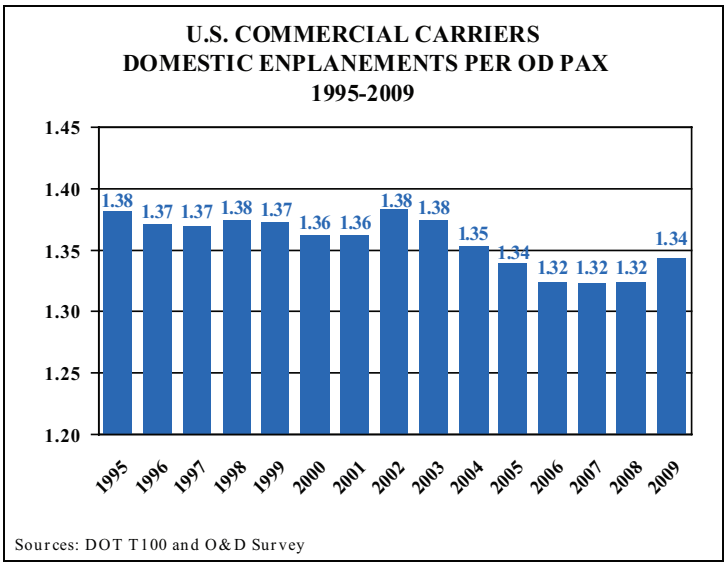
Regional carrier aircraft size flown domestically is projected to grow at a much faster pace than their mainline counterparts. The faster growth in regional aircraft size is stimulated by the wave of 70-90 seat regional jet aircraft that are entering the fleet as well as reductions in the 50 seat and under jet fleet. Regional carriers are better equipped to support operations of their mainline partners by providing capacity that complements market demand. The greater number of the larger 70- and 90-seat regional jets in the fleet coupled with significant 50-seat jet retirements over the next few years increases the average seating capacity of the regional fleet from 55.0 seats in 2009 to 56.8 seats by 2011. Over the course of the forecast, average seats per aircraft for the regional carriers increases by 0.5 seats per year to 65.4 seats in 2030. The changing aircraft fleet mix is narrowing the gap between the size and aircraft types operated by the mainline and regional carriers.

Commercial carrier domestic load factor increased 1.1 points during FY 2009 to an all-time high of 80.4 percent. Pushing load factors to record levels was the mainline carrier group which posted a load factor of 81.3 percent. Load factors for the regional carriers increased 0.6 points to 74.3 percent. In 2010, domestic load factor is forecast to increase 1.2 points to 81.6 percent as mainline and regional carrier load factors rise 1.2 and 1.5 points, respectively. Thereafter, commercial carrier domestic load factor gradually rises to 83.2 percent by 2030.

In 2009 domestic passenger trip length fell 3.4 miles to 870.5 miles, after increasing 3.7 miles in 2008. Passenger trip length is forecast to decline by 0.7 miles in 2010 and by 0.3 miles in 2011 as carriers continue to restructure their networks and realign capacity. After 2011, trip length is projected to steadily increase for the balance of the forecast, reaching 997.2 miles by 2030. The increase in trip length reflects increases in both mainline and regional carrier trip length. Mainline carrier trip length increases as thinner, shorter haul markets are relinquished to regional partners and replaced with flying of longer domestic trips. Regional carrier trip length increases as flying in shorter haul markets is abandoned and/or reduced as more of the larger 70 and 90-seat regional jets penetrate thinner longer-haul markets previously only accessible with mainline equipment.

Another key factor in predicting aviation activity relative to passenger demand is the level of connecting versus non-stop (origin-destination) traffic. However, as the current cycle of U.S. airline industry restructuring unfolds and hub structures change, the impact on local communities and airport activity levels can vary significantly.

The FAA analyzes the ratio of passenger enplanements to origin-destination (O&D) passengers over time to identify changes in connecting versus non-stop traffic. This ratio is an indicator of the tendency of the average passenger to connect during a typical journey. The closer the ratio is to 1.0, the more passengers fly on a point-to-point routing. As the chart below shows, the overall ratio for the U.S. domestic industry varied within a narrow band between 1995 and 2002. After 2002, the ratio trailed downward until the end of 2008. The decline in the ratio during this six year period is characterized by a drop in connectivity by the network carriers and rising passenger share for the low-cost carriers. The uptick in the ratio during 2009 indicates an increase of hubbing by the carriers. The FAA's forecast recognizes the changing pattern of domestic traffic connectivity and these trends are captured in the forecast's passenger enplanement totals.



International Markets

U.S. and Foreign Flag Carriers

FAA provides forecasts of total international passenger demand (the sum of U.S. and foreign flag carriers) for travel between the United States and three world travel areas--Atlantic, Latin America (including Mexico and the Caribbean), and Asia/Pacific--as well as for U.S./Canadian transborder traffic. These forecasts are based on historical passenger statistics from the United States Immigration and Naturalization Services (INS) and Transport Canada, and on regional world historical data and economic projections from Global Insight, Inc.

Total passenger traffic between the United States and the rest of the world is estimated to total 147.1 million in CY 2009, 4.7 percent lower than in 2008. As the worldwide economy begins to recover from the recession of 2009, international passengers grow 3.3 percent in 2010. As the world economic recovery gains solid footing in 2011, passenger growth is up 5.0 percent. For the balance of the forecast period, stable worldwide economic growth leads international passenger growth to average 4.2 percent a year, and totaling 347.9 million in 2030.

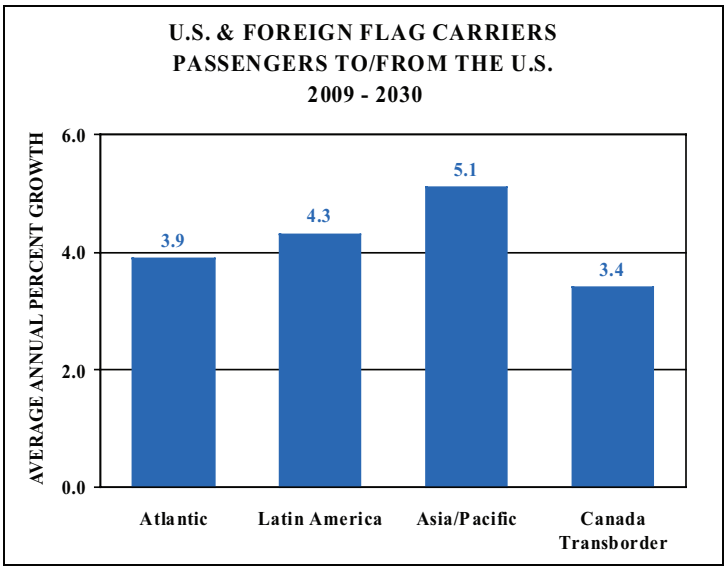
Over the entire forecast period (2009-2030), high economic growth in the Asia-Pacific market drives passenger growth averaging 5.1 percent a year for this region. India, China, and Taiwan (passenger growth of 8.0, 7.9, and 7.8 percent a year, respectively) are forecast to be the fastest growing markets in the region. Growth in the Japan market (the largest and most mature in the region) is projected to be well below the

regional average at 2.4 percent a year.

In the Atlantic region, open skies between the European Union and the United States and increasing non-stop service to Africa and the Middle East helps to fuel passenger growth of 3.9 percent a year over the forecast period. Over the 21-year forecast horizon, average annual passenger growth in the top three Atlantic markets-- the United Kingdom, Germany, and France, is 4.2, 3.6, and 4.1 percent, respectively.

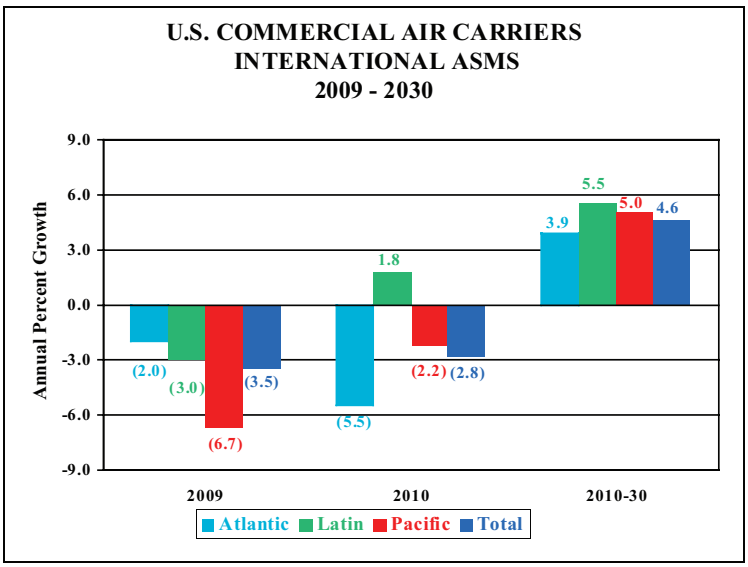
In the Latin America region, passenger growth between 2009 and 2030 is forecast to average 4.3 percent a year. The highest growth is projected for Brazil (average annual growth of 7.0 percent) while the largest market in the region, Mexico, grows at an average of 4.1 percent a year. The slowest rates of growth are projected to occur in the Bahamian and Jamaican markets (averaging growth of 0.5 and 2.6 percent a year, respectively).

Growth in the Canadian transborder market is forecast to be higher than that of the domestic U.S. market (2.4 percent), averaging 3.4 percent a year over the forecast period.

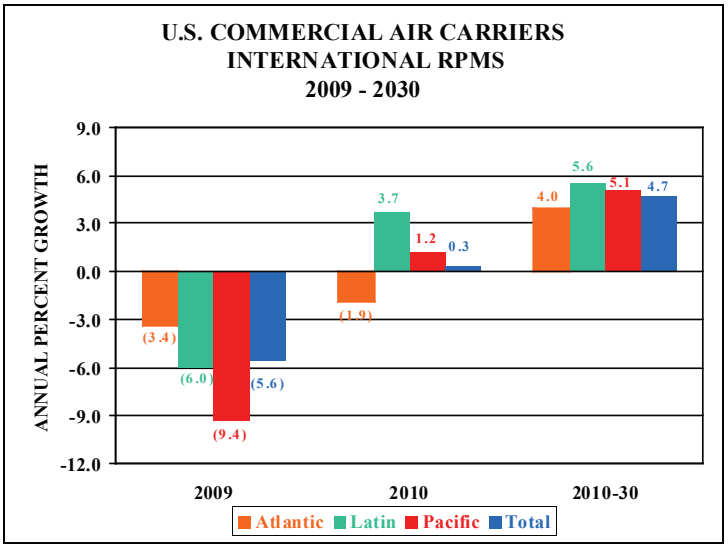


U.S. Flag Air Carriers

In 2009, international U.S. commercial air carrier capacity fell 3.5 percent from 2008 levels. Capacity falls an additional 2.8 percent in 2010 as carriers further cut capacity due to reduced demand for air travel. In the Atlantic and Pacific markets capacity decreases 5.5 and 2.2 percent, respectively, in 2010. Conversely, capacity in the Latin region during the same period grows 1.8 percent reflecting a rebound from the impact of H1N1 flu virus. With a strong economic recovery in the global economies expected for 2011, international capacity grows modestly at 4.7 percent, and averages 4.6 percent a year for the remainder of the forecast period. Strong growth in the medium to long-term portion of the forecast reflects favorable U.S. and world economic activity.



U.S. commercial air carrier international RPMs fell 5.6 percent in 2009 as enplanements decreased 6.6 percent. RPMs are projected to increase slightly in 2010 (up 0.3 percent), as increases in the Latin and Pacific regions offset a modest decline in the Atlantic region. In 2011, U.S. carrier international RPMs increase 4.7 percent led by growth in the Atlantic market (up 5.2 percent) and followed by growth in the Latin (up 4.6 percent) and Pacific markets (up 3.7 percent). For the balance of the forecast, RPMs increase an average 4.7 percent a year with the fastest growth in the Latin region. A similar pattern is forecast for enplanement growth. International enplanements are projected to increase 0.9 percent in 2010, and then grow 4.0 percent in 2011. Over the balance of the forecast period, enplanements are forecast to increase an average of 4.1 percent a year with the fastest growth in Pacific and Latin markets (up 5.0 and 4.4 percent a year, respectively).



The slower growth in U.S. carrier international passengers over the period 2009-2030 (4.0 percent a year) compared to total international passengers (4.2 percent a year) reflects a small decline in market share for U.S. airlines over the forecast period. Forecasts of international demand assume U.S. and foreign flag carriers will benefit from the favorable economic activity in both the United States and world markets.

International load factor for U.S. commercial carriers was 78.1 percent in 2009. Load factor is expected to increase 2.5 points to be 80.6 percent in 2010 as capacity growth lags traffic growth in all three world markets. International load factor is projected to fall 0.1 points in 2011 and rise slowly for the remainder of the forecast to be 81.1 percent in 2030.

International passenger real yields for mainline carriers were down 12.6 percent in 2009. The largest decrease was in the Atlantic market (down 15.1 percent), followed by the Pacific (down 11.8 percent) and Latin market (down 7.8 percent) reflecting a lack of pricing power by U.S. carriers and the significant fall in demand resulting from the global recession. Buoyed by strengthening demand, international real yields are projected to increase 3.1 percent in 2010 and then increase by 4.7 percent in 2011. For the remainder of the forecast period, real yield decreases an average of 1.0 percent a year. In nominal terms, international yields are forecast to increase 4.6 percent in 2010, increase 6.7 percent in 2011 and then grow at an annual rate of 0.9 percent over the remainder of the forecast. The decline in real yields assumes competitive pressures will hold the line on fare increases. In international markets, this takes the form of expanded open sky agreements and global alliances.

Commercial Air Carriers — Air Cargo

Historically, air cargo activity tracks with GDP. Additional factors that have affected the growth in air cargo traffic include the global financial crisis, declining real yields, and globalization. Significant structural changes have occurred in the air cargo industry. Among these changes are the following: air cargo security regulations by the FAA and TSA; market maturation of the domestic express market; modal shift from air to other modes (especially truck); increases in air fuel surcharges; growth in international trade from open skies agreements; use of all-cargo carriers (e.g., FedEx) by the U.S. Postal Service to transport mail; and increased use of mail substitutes (e.g., e-mail).

The forecasts of Revenue Ton Miles (RTMs) are based on several assumptions specific to the cargo industry. First, security restrictions on air cargo transportation will remain in place. Second, most of the shift from air to ground transportation has occurred. Finally, long-term cargo activity will be tied to economic growth.

The forecasts of RTMs were based mainly on models that link cargo activity to GDP. Forecasts of domestic cargo RTMs were developed with real U.S. GDP as the primary driver. Projections of international cargo RTMs were based on growth in world GDP, adjusted for inflation. The distribution of RTMs between passenger carriers and all-cargo carriers was forecast based on an analysis of historic trends in shares, changes in industry structure, and market assumptions.

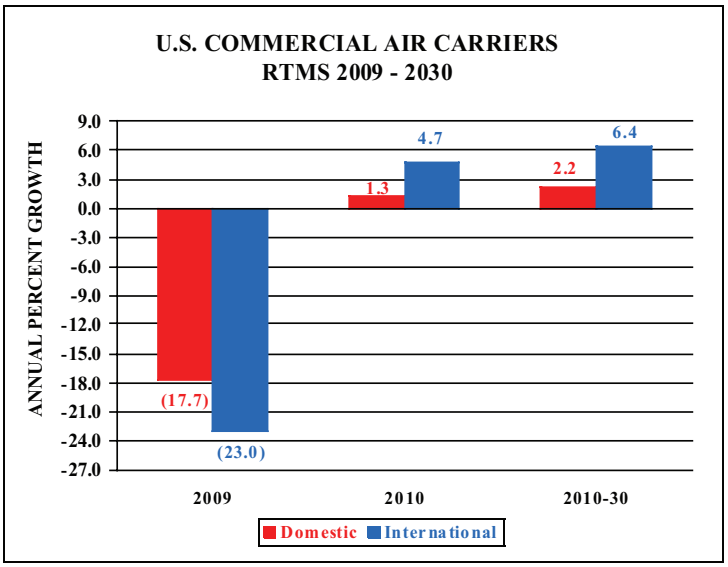
Total RTMs are forecast to grow 3.4 percent in 2010 and again in 2011 by 4.9 percent. For the balance of the forecast period, driven by steady economic growth, total RTMs are forecast to increase at an average

annual rate of 5.1 percent. The forecast of 86.6 billion RTMs in 2030 represents an average annual increase of 5.0 percent over the entire forecast period.

Domestic cargo RTMs are forecast to grow 1.3 percent in 2010 and 2.0 percent in 2011, driven by a slow recovery in the U.S. economy. Between 2011 and 2030, domestic cargo RTMs are forecast to increase at an average annual rate of 2.2 percent. The forecast of 18.5 billion RTMs in 2030 represents an average annual increase of 2.1 percent over the entire forecast period.

The freight/express segment of domestic air cargo is highly correlated with capital spending. Thus, the growth of this segment in the future will be tied to growth in the economy. The mail segment of domestic air cargo will be affected by price and substitution (electronic mail).

The all-cargo carriers have increased their share of domestic cargo RTMs flown from 65.4 percent in 1997 to 86.2 percent in 2009. This is because of significant growth in express service by FedEx and United Parcel Service coupled with a lack of growth of domestic freight/express business for passenger carriers. The all-cargo share is forecast to increase to 90.4 percent by 2030 based on increases in wide-body capacity for all-cargo carriers and security considerations.

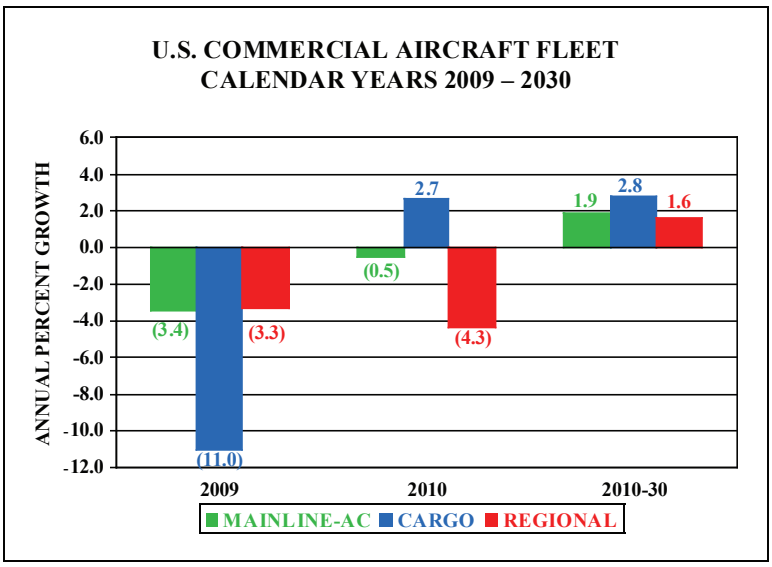


International cargo RTMs are forecasted to rise 4.7 percent in 2010 reflecting a recovery from the global economic downturn and grow 6.6 percent in 2011 as world economic growth rebounds and trade expands. For the balance of the forecast period, international cargo RTMs are forecast to increase an average of 6.3 percent a year based on projected growth in world GDP. The forecast 68.1 billion RTMs in 2030 represents an average annual increase of 6.3 percent over the entire forecast period.

The share of international cargo RTMs flown by all-cargo carriers increased from 63.3 percent in 2008 to 63.6 percent in 2009. Beyond 2009, the all-cargo share of RTMs flown is forecast to increase modestly to 69.9 percent by 2030.

COMMERCIAL AIRCRAFT FLEET

The number of commercial aircraft is forecast to grow from 7,132 in 2009 to 10,274 in 2030, an average annual growth rate of 1.8 percent or 150 aircraft annually. The commercial fleet will shrink by a net 107 aircraft in 2010 after shrinking by 323 aircraft in 2009 as the dramatic fall off in demand and high fuel prices compelled carriers to prune their fleets. In comparison, the US commercial fleet contracted by 262 aircraft between 2000 and 2003, the last downturn in aviation.



The number of passenger jets in the mainline carrier fleet decreased by 129 aircraft in 2009 and is expected to fall another 17 aircraft in 2010 before increasing in 2011 by 40 aircraft. For the period 2010-2030, the mainline air carrier passenger fleet increases an average of 85 aircraft a year, totaling 5,342 aircraft in 2030. The narrow-body fleet (including E-190's at JetBlue and US Airways) is projected to grow by 60 aircraft annually over the period 2010-2030; the wide-body fleet grows by 25 aircraft a year as the Boeing 787 and Airbus A350's enter the fleet.

The regional carrier passenger fleet is forecast to decrease by 113 aircraft in 2010 as carriers remove large numbers of 50 seat and smaller regional jets. After 2010, the regional carrier fleet is expected to increase by an average of 45 aircraft (1.6 percent) over the remaining years of the forecast period, totaling 3,401 aircraft in 2030. The number of regional jets (90 seats or fewer) at regional carriers is projected to grow from 1,710 in 2009 to 2,441 in 2030, an average annual increase of 1.7 percent. All the growth in regional jets over the forecast period occurs in the larger 70 and 90-seat aircraft. During the forecast period, all regional jets of 50 or less seats are removed from the fleet, reflecting the relaxation of scope clauses. The turboprop/piston fleet is expected to grow from 902 units in 2009 to 960 in 2030. Turboprop/piston aircraft are expected to account for just 28.2 percent of the regional carrier passenger fleet in 2030, down from a 42.4 percent share in 2009.

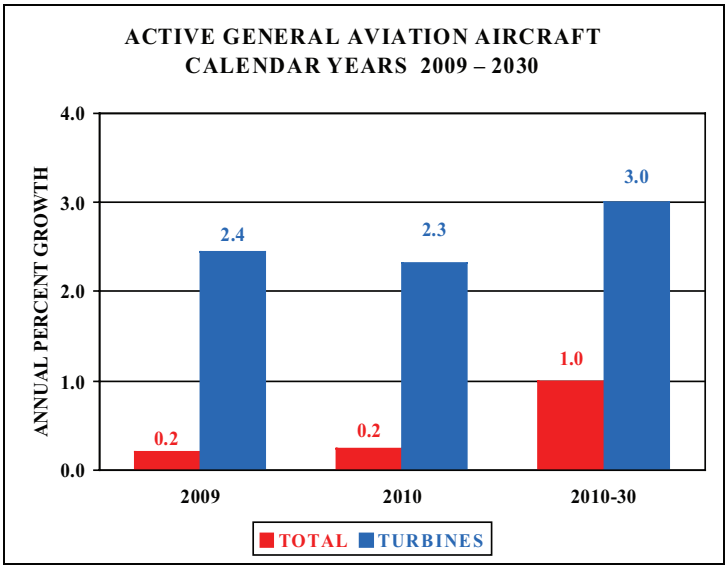
Cargo large jet aircraft are forecast to increase by 55 aircraft over the next 2 years (from 854 to 909 aircraft in 2011), and total 1,531 aircraft in 2030. The narrow-body jet fleet is projected to increase by 10 aircraft a year over the 21-year forecast period as older 757's and 737's are converted to cargo service. The wide-body jet fleet is projected to increase by 22 aircraft yearly.

GENERAL AVIATION

The FAA forecasts the fleet and hours flown for single-engine piston aircraft, multi-engine piston, turboprops, turbojets, piston and turbine powered rotorcraft, light sport, experimental and other (which consists of gliders and lighter than air vehicles). The FAA forecasts "active aircraft,"[9] not total aircraft. The FAA uses estimates of fleet size, hours flown, and utilization from the General Aviation and Part 135 Activity Survey (GA Survey) as baseline figures upon which assumed growth rates can be applied. Beginning with the 2004 GA Survey there were significant improvements to the survey methodology. Coinciding with the changed survey methodology, large changes in many categories were observed, both in the number of aircraft and hours flown. The results of the 2008 GA Survey are consistent with the results of surveys since 2004, reinforcing our belief that the methodological improvements have resulted in superior estimates relative to those in the past. Thus, they are used as the basis for our forecast. Because results from the GA Survey are not published until the following year, the 2008 statistics are the latest available. Figures for 2009 are estimated based on other activity indicators, and the forecasts of activity begin in 2010 and continue through 2030.

The demand for business jet aircraft has grown over the past several years. New product offerings, the introduction of very light jets, and increasing foreign demand have helped to drive this growth. In addition, corporate safety/security concerns for corporate staff, combined with increasing flight delays at some U.S. airports have made fractional, corporate, and on-demand charter flights practical alternatives to travel on commercial flights. Despite the hard impact of the recession felt in the business jet market, the forecast calls for robust growth in the long term outlook and predicts business usage of general aviation aircraft will expand at a faster pace than that for personal/recreational use.

The active general aviation fleet is projected to increase at an average annual rate of 0.9 percent over the 21-year forecast period, growing from an estimated 229,149 in 2009 to 278,723 aircraft by 2030. The more expensive and sophisticated turbine-powered fleet (including rotorcraft) is projected to grow at an average of 3.0 percent a year over the forecast period, with the turbine jet portion increasing at 4.2 percent a year.



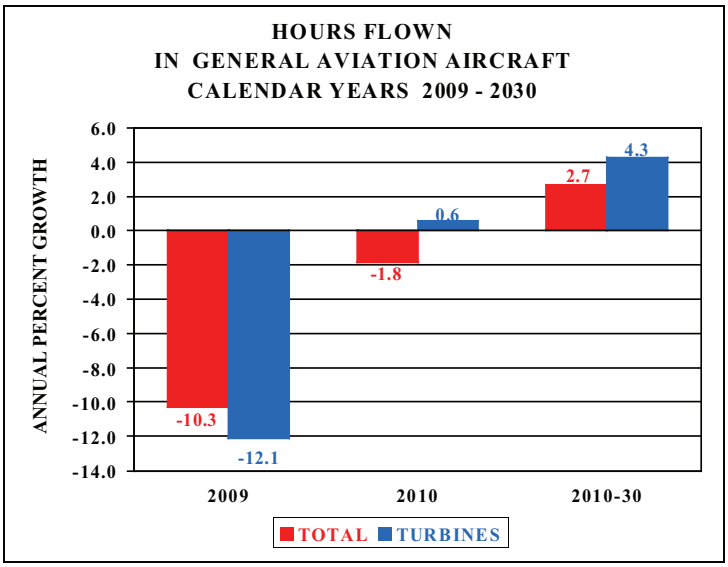
9 An active aircraft is one that flies at least one hour during the year.

With the advent of a relatively inexpensive twin-engine very light jet (VLJ), many questions have arisen as to the future impact they may have. The lower acquisition and operating costs of VLJs were believed to have the potential to revolutionize the business jet market, particularly by being able to sustain a true on-demand air-taxi service. While initial forecasts called for over 400 aircraft to be delivered a year, events such as the recession along with the bankruptcy of Eclipse and DayJet have led us to temper more recent forecasts. The worldwide delivery of VLJs this year has held up relatively well compared to the turbine jet market as a whole, helped in large part by the introduction of Embraer's Phenom 100 to the market. Despite that, the impacts of the recession have led to dampened expectations. The current forecast calls for 440 VLJs to enter the US fleet over the next three years, with an average of 216 aircraft a year for the balance of the forecast period.

The number of active piston-powered aircraft (including rotorcraft) is projected to decrease from the 2008 total of 166,514 through 2017, with declines in both single and multi-engine fixed wing aircraft, but with the smaller category of piston-powered rotorcraft growing. Beyond 2017 active piston-powered aircraft are forecast to increase to 172,613 by 2030. Over the forecast period, the average annual increase in piston-powered aircraft is 0.2 percent. Although piston rotorcraft are projected to increase rapidly at 3.4 percent a year, they are a relatively small part of this segment of general aviation aircraft. Single-engine fixed-wing piston aircraft, which are much more numerous, are projected to grow at a much slower rate (0.2 percent respectively) while multi-engine fixed wing piston aircraft are projected to decline 0.8 percent a year. In addition, it is assumed that VLJs and new light sport aircraft could erode the replacement market for traditional piston aircraft at the high and low ends of the market respectively.

Starting in 2005, a new category of aircraft (previously not included in the FAA's aircraft registry counts) was created: "light sport" aircraft. At the end of 2008 a total of 6,811 active aircraft were estimated to be in this category while the forecast assumes the fleet will increase approximately 825 aircraft per year until 2013. Thereafter the rate of increase in the fleet tapers considerably to about 335 per year. By 2030 a total of 16,311 light sport aircraft are projected to be in the fleet.

The number of general aviation hours flown is projected to increase by 2.5 percent yearly over the forecast period. A large portion of this growth will occur in the short term post recession period, where record low utilization rates experienced in 2009 will return to normal trends, particularly in the turbine jet category. As with previous forecasts, much of the long term increase in hours flown reflects strong growth in the rotorcraft and turbine jet category. Hours flown by turbine aircraft (including rotorcraft) are forecast to increase 4.1 percent yearly over the forecast period, compared with 1.1 percent for piston-powered aircraft. Jet aircraft are forecast to account for most of the increase, with hours flown increasing at an average annual rate of 6.1 percent over the forecast period. The large increases in jet hours result mainly from the increasing size of the business jet fleet, along with measured recovery in utilization rates from recession induced record lows. Rotorcraft hours, relatively immune to the economic downturn when compared to other categories, are projected to grow by 3.0 percent yearly. The light sport aircraft category is expected to see increases in hours flown on average of 5.9 percent a year, which is primarily driven by growth in the fleet.



The number of active general aviation pilots (excluding air transport pilots) is projected to be 501,875 in 2030, an increase of over 52,000 (up 0.5 percent yearly) over the forecast period. Commercial pilots are projected to increase from 125,738 in 2009 to 139,100 in 2030, an average annual increase of 0.5 percent. The number of student pilots is forecast to increase at an average annual rate of 0.8 percent over the forecast period, growing from 72,280 in 2009 to 86,050 in 2030. In addition, FAA is projecting that by the end of the forecast period a total of 14,100 sport pilots will be certified. As of December 31, 2009, the number of sport pilot certificates issued was 3,248 reflecting a steady increase in this new "entry level" pilot certificate that was only created in 2005. The number of private pilots is projected to grow at an average yearly rate of 0.2% over the forecast period to total 219,050 in 2030.

FAA WORKLOAD FORECASTS

FAA and Contract Towers

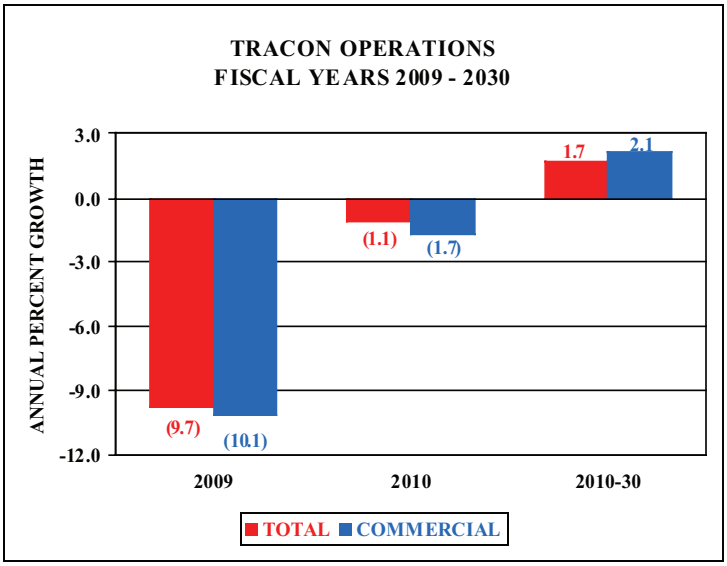
Activity at the 508 FAA (264) and contract towers (244) totaled 52.9 million operations in 2009, down 10.4 percent from 2008. Activity is projected to decrease 2.7 percent in 2010, with declines in both commercial and non-commercial operations. Growth in activity resumes in 2011 (0.8 percent) led by increases in non-commercial activity (up 1.1 percent). For the balance of the forecast, activity grows at an average rate of 1.6 percent per year, reaching 69.6 million operations in 2030.

Most of the growth over the forecast period results from increased commercial aircraft activity (up 1.7 percent annually). Air carrier activity is projected to shrink 2.4 percent in 2010 as carriers continue to cut capacity as the unemployment rate continues to rise. In 2011, air carrier activity is projected to increase 0.7 percent as airline capacity begins to rebound, and grows an average of 2.3 percent per year over the forecast period. Commuter/air taxi operations are forecasted to fall 1.9 percent in 2010 then remain flat in 2011. For the balance of the forecast period, commuter/air taxi operations are projected to increase 1.6 percent per year.

General aviation activity fell 11.7 percent in 2009 with steep declines in both itinerant (down 11.2 percent) and local (down 12.2 percent) activity. Activity is projected to fall again in 2010 (down 3.1 percent) reflecting the residual impact of the 2009 recession and then rise modestly in 2011 and 2012 (up 1.2

percent both years) as falling unemployment promotes the growth of flight hours and operations despite slightly higher oil prices. For the entire forecast period, general aviation activity at towered airports is projected to increase an average of 1.1 percent a year, to 35.1 million operations in 2030. General aviation activity at combined FAA/contract towers grows in line with the modest increase forecasted for general aviation piston hours already cited. Most operations at the smaller towers are in piston aircraft, while those at the largest airports tend to be turbine operations. Military activity rose 1.1 percent in 2009.

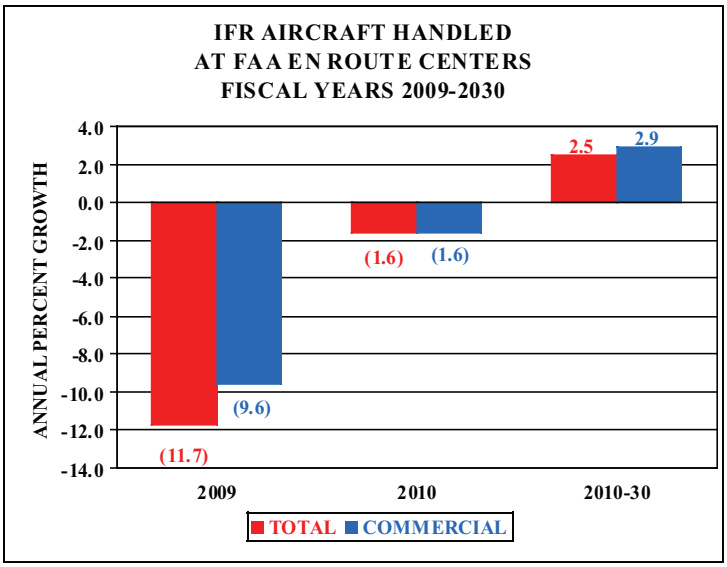
Operations[10] at FAA TRACONs (Terminal Radar Approach Control) fell 9.7 percent in 2009, the fifth year in a row. They are projected to decline again in 2010 (down 1.1 percent) as the effects of the recession continue to be felt with decreases in both commercial and non-commercial activity. TRACON operations are forecast to rise 1.0 percent in 2011 before increasing at an average annual rate of 1.7 percent for the balance of the forecast. For the entire forecast period, TRACON operations grow an average of 1.5 percent per year, totaling 54.4 million in 2030.



En Route Centers

The number of IFR aircraft handled at FAA en route traffic control centers decreased 11.6 percent to 40.1 million in 2009, with all user groups posting declines in activity. Activity at en route centers is forecast to decrease by 1.6 percent in 2010 in the wake of decreased commercial and general aviation activity. Growth in en-route activity resumes in 2011 (up 1.4 percent) led by increases in air carrier activity. After 2011, through the balance of the forecast period, en route activity increases 2.5 percent annually, reaching 64.1 million aircraft handled in 2030. Over the entire forecast period, commercial activity is projected to increase at an average annual rate of 2.7 percent, reflecting increases in the commercial fleet and aircraft stage lengths. During the same period, general aviation activity is projected to grow 0.7 percent per year, reflecting modest growth in business aviation. Military activity is held constant at the 2009 activity level throughout the forecast period.

10 TRACON operations consist of itinerant IFR and VFR arrivals and departures at all airports in the domain of the TRACON as well as IFR and VFR overflights.


IFR AIRCRAFT HANDLED
AT FAA EN ROUTE CENTERS
FISCAL YEARS 2009-2030
ANNUAL PERCENT GROWTH
4.0
2.0
0.0
-2.0
-4.0
-6.0
-8.0
-10.0
-12.0
-14.0
(11.7)
(9.6)
(1.6)
(1.6)
2.5
2.9
2009
2010
2010-30
TOTAL
COMMERCIAL

▷▷▷ UNMANNED AIRCRAFT SYSTEMS

International industry development, growth, and investment over the past several years have allowed Unmanned Aircraft Systems (UAS) to evolve from remotely piloted vehicles with limited capabilities to semi and fully autonomous systems for commercial applications. There are some 100 U.S. companies, academic institutions, and government organizations developing over 300 UAS designs. Currently, the U.S. government uses unmanned aircraft for military combat, surveillance, and reconnaissance.

The UAS term is used because it includes the entire system (aircraft, data links, control station and other elements). UAS's also vary widely in size, shape, and capabilities. Some unmanned aircraft weigh 1,900 pounds and can remain aloft for 30 hours or more, because there is no need for them to land to change pilots. Some are 6 inches long. Others can perform dangerous missions without risking loss of life.

In its broadest context, there are three major market segments: military, civil government, and commercial. While market drivers and dynamics among these segments differ significantly, they share common objectives: to provide a service that cannot be accomplished by manned aircraft and/or to perform an existing manned operation at a lower cost. Because of increased interest and activity, UAS have the potential to become a major part of the commercial aerospace industry within the United States.

Federal agencies are planning to increase their use of UAS's. State and local governments envision using UAS's to aid in law enforcement and firefighting. Potential commercial uses are also possible, for example, in real estate photography or pipeline inspection. UAS's could perform some manned aircraft missions with less noise and fewer emissions.

Because the industry is in its infancy, forecasts of the number of units are relatively few and have considerable variation. Recent work by RTCA, Inc., has identified the drivers and impediments to future growth in the aforementioned three market segments and has included forecasts of the number of UAS units by market segment. The forecasts generally assumed that 1)commercial activities would not begin until 2018; 2) no significant technological or extraordinary demand would accelerate the introduction of UAS's; 3) costs of UAS systems would decline as the technology matures and as the scale of operations increases. Currently, the majority of UAS systems are operated by the military and have little impact on the NAS. However as the technology matures, increasing numbers of units will be operated by civil and commercial users, and could have greater impacts on the NAS. However the volume of units is relatively small – approximately 15,000 units by 2020 and 30,000 units by 2030.

▷▷▷ COMMERCIAL SPACE TRANSPORTATION

The Federal Aviation Administration's (FAA) Office of Commercial Space Transportation (AST) licenses and regulates U.S. commercial space launch activity including launch vehicles and non-federal launch sites authorized by Executive Order 12465 and 49 US Code, Subtitle IX, Chapter 701 (formerly the *Commercial Space Launch Act*). Title 49 and the Executive Order also direct the Department of Transportation (carried out by the FAA) to encourage, facilitate, and promote commercial launches. AST's mission is to license and regulate commercial launch and reentry operations and non-federal launch sites to protect public health and safety, the safety of property, and the national security and foreign policy interests of the United States.

OVERVIEW

Commercial space transportation generally consists of the launch of satellites into orbit for either commercial or government customers by private, non-government entities, called launch services providers. Commercial space transportation also covers suborbital launches, where a payload or vehicle is launched on a trajectory that briefly goes into space but returns to Earth rather than going into orbit, as well as the reentry of objects from space to Earth.

The FAA licenses several expendable vehicles used for commercial orbital launches. The most active include the Pegasus and Taurus, two small vehicles built and operated by Orbital Sciences Corporation (OSC); the Delta IV, a heavy-class vehicle and the Delta II, a medium-class vehicle, both built by United Launch Alliance (ULA), a joint venture between Boeing and Lockheed Martin, and marketed by Boeing Launch Services (BLS); the Zenit-3SL, a heavy-class vehicle built by the Ukrainian company KB Yuzhnoye for the multinational Sea Launch venture; the Atlas V, a heavy-class vehicle built by ULA and marketed by Lockheed Martin Commercial Launch Services (LMCLS), and the Falcon 1, a small launch vehicle built and operated by SpaceX. Commercial vehicles under development include the heavy-class Falcon 9 vehicle by SpaceX and the medium-class Taurus II by OSC. From 1989 through the end of 2009, DOT/FAA has licensed 200 orbital and suborbital commercial launches.

Experimental Permits, for suborbital reusable vehicle development and test flights, were first granted by FAA in 2006 to Blue Origin and Armadillo Aerospace. Some permits have been granted for vehicles participating in the Lunar Lander Challenge, a competition to demonstrate technologies potentially applicable to both future lunar spacecraft and commercial suborbital vehicles, with $2 million in prizes offered by NASA's Centennial Challenges program.

Six commercial spaceports, located in Alaska, California (Vandenberg Air Force Base and Mojave Air and Space Port), New Mexico, Oklahoma, and Virginia, currently have FAA launch site operator licenses. Several other commercial spaceports around the United States are under development.

REVIEW OF 2009

There were five FAA-licensed launches, all orbital, in 2009, down from 11 in 2008. BLS performed two launches, one Delta II launch of the WorldView 2 earth observation satellite, and a Delta IV launch of a meteorological satellite. Sea Launch conducted one Zenit-3SL launch of a commercial communications

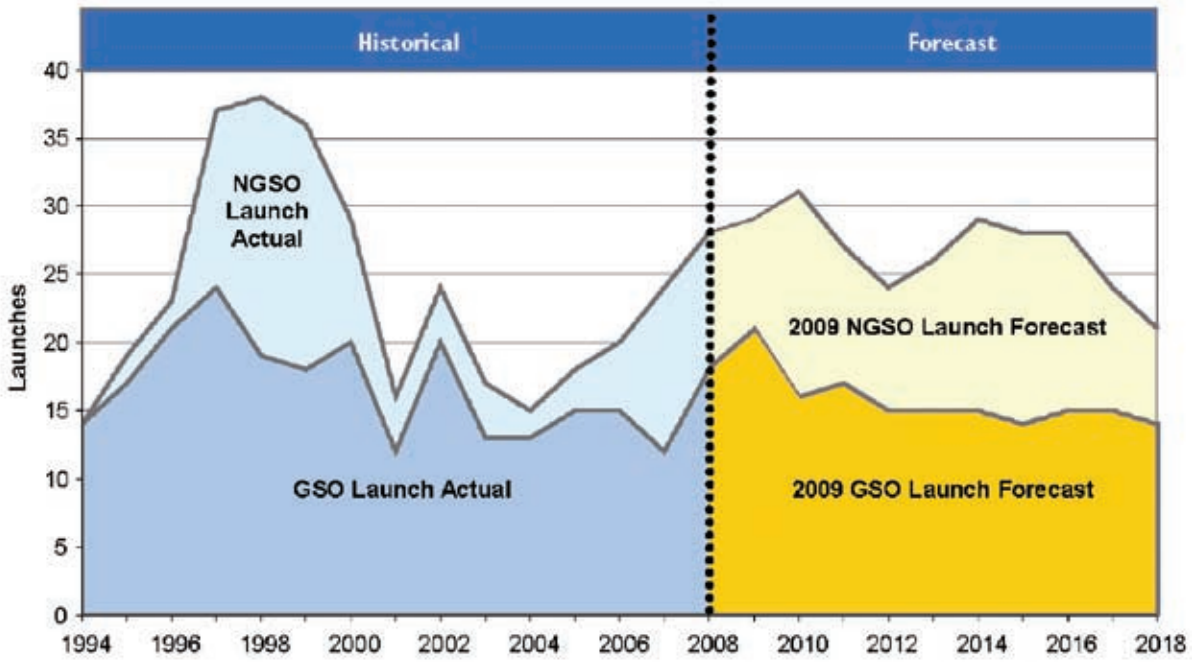
satellite. There was one Falcon 1 launch which orbited a Malaysian earth observation satellite. LMCLS performed one Atlas V launch of a commercial communications satellite. There were no suborbital permit flights during 2009.

FAA Licensed and Permitted Launches, 2008-2010			
	2008	2009	2010 Forecast
Licensed Launches	11	5	4-7
Permitted Launches	5	0	2-4

Worldwide there were 24 orbital commercial launches in 2009, compared to 28 in 2008. In addition to the five FAA-licensed launches, Europe performed five commercial launches of its Ariane 5, Russia conducted ten launches of various vehicles, and Land Launch, a joint venture of Sea Launch and Space International Services, performed three launches of the Zenit-3SLB. There were 78 total worldwide commercial, civil, and military launches in 2009, with commercial launches representing about 30 percent of the total. For more details, see the Year in Review report available online at: http://www.faa.gov/about/office_org/headquarters_offices/ast/reports_studies/year_review/.

GLOBAL FORECAST

In May 2009, the FAA and the Commercial Space Transportation Advisory Committee (COMSTAC) published their annual global forecast for commercial launch demand, the 2009 Commercial Space Transportation Forecasts. The report forecasts an average of 26.7 commercial orbital launches per year of geosynchronous orbit (GSO) and non-geosynchronous orbit (NGSO) payloads through 2018. That annual average includes 15.7 launches of medium-to-heavy vehicles to deploy GSO satellites, 8.3 launches of medium-to-heavy vehicles to NGSO, and 2.7 launches to NGSO by small vehicles.



Commercial GSO launches are used for communications satellites with masses ranging from 2,000 to over 6,000 kilograms; satellite masses have tended to grow over time although there is still interest in smaller satellites. Demand for commercial NGSO launches spans a number of markets, including commercial remote sensing, science and technology demonstration missions (often for nations without an indigenous launch capability), and the replenishment and replacement of low Earth orbit communications satellite systems first launched in the late 1990s.

The GSO and NGSO forecasts are not a prediction of what will actually be launched but instead represent the expected demand for launch services, based on a variety of inputs. The complete forecast report is available at: http://www.faa.gov/about/office_org/headquarters_offices/ast/reports_studies/forecasts/.

▷▷▷ RISKS TO THE FORECAST

The FAA is "cautiously optimistic" that its current outlook for aviation demand and activity can be achieved. However, this year's forecast is driven, at least in the short-term, by a number of factors including security and pandemic illnesses, as well as the strength of the economic recovery and the weakened financial health of the commercial aviation industry. As the attempted bombing of a Northwest airliner on Christmas Day 2009 reminds us, terrorism remains among the greatest risks to achieving the forecast. Because of aviation's high visibility and global reach, concerns remain about international terrorism. Any terrorist incident aimed at aviation would have an immediate and significant impact on the demand for aviation services.

During 2009 there was much discussion about the possible impacts of the H1N1 or swine flu virus. As of January 2010 there had not been a widespread serious outbreak of the virus in the U.S. However, events in Mexico during the spring of 2009 provide some evidence of the damaging impacts that such an event could inflict. When a severe outbreak of the H1N1 virus broke out in Mexico, authorities quickly moved to place severe limits on aviation. Airlines responded by slashing capacity in the face of falling demand, and not until well after the restrictions and warnings on travel were lifted did carriers begin to cautiously restore service to the region.

Although oil prices were considerably lower in 2009 than they were for much of 2008, there is still considerable uncertainty as to the level of oil prices once economic growth resumes. FAA's baseline forecast (based on Global Insight's Oct 2009 forecast) calls for steady increases in oil prices after 2009. The increases are relatively modest, with the price of oil only exceeding $100/barrel after 2025. Some forecasters are calling for a much sharper increase in the price of oil. The U.S. Energy Information Administration (EIA) in its 2010 Annual Energy Outlook is projecting oil prices to exceed $100/barrel by 2015-2016. While lower oil prices give consumers an impetus for additional spending, including air travel, and increases the chances for industry profitability, higher oil prices could lead to further shifts in consumer expenditures away from aviation, dampening a recovery in air transport demand. Furthermore, higher oil prices, especially in the near term, could wipe out any chance of industry profitability, continue to pressure airline costs, delay balance sheet improvement and discourage expansion plans or new orders for aircraft as carriers focus on maintaining and increasing cash balances.

Recent data suggests that the global economy has begun to grow again, but the data also indicate that the growth is concentrated in a relatively few countries. As a result, the ensuing economic recovery may not be a balanced one and there is considerable doubt about the strength and sustainability of the expansion. The baseline forecast assumes that growth in the U.S. and China will be significantly higher than in the other large economies – Japan and the European Union. Doubts remain over the strength of demand in both Japan and in the European Union as these areas continue to be constrained by structural economic problems, institutional constraints, and the authorities' reluctance to take decisive action. Furthermore the steps that were taken to turn the global economy around may prove to be excessive, since the resulting surge in liquidity growth seems to be inflating asset bubbles and exacerbate existing global imbalances. Once the global economy recovers from the current downturn, there could be an increasing risk from asset bubbles and macroeconomic imbalances, which could end up in a deeper, more prolonged, and less manageable recession and financial crisis. The current forecasts assume strong passenger growth for travel between the United States and other world regions. Any slowing of global economic activity could seriously inhibit the growth in world passenger demand.

The outlook for further consolidation via mergers and acquisition (M&A) appears to be rather limited. Although there is still talk in the industry about the benefits of consolidation, aside from Delta/Northwest merger and the Continental/United alliance there appears to be little scope for further mergers in the US airline industry. Continued tightness in the credit markets has reduced the ability of the industry to finance additional mergers. However, US airlines are exploring other options including global alliances. Many of the major carriers in the US are members of global alliances that operate with some measure of anti-trust immunity from the US DOT. While anti-trust immunity may provide flexibility to airline operators across borders, it may create an anti-competitive environment in the marketplace. These market consolidating vehicles, particularly the anti-trust immunity provisions, may invite increased regulatory scrutiny. If such oversights are launched in the future, this will complicate the evolving structure of the airline industry and may impact demand via new regulations.

The forecast assumes the addition of sizable numbers of regional jets into the fleet of regional carriers. However, the regional carriers' future is closely linked to those of the larger network carriers. As demand continues to slowly recover, increased financial pressures on regional operators have appeared. Furthermore, if a large network carrier should cease to exist (because of financial difficulties or merger), certain regional carriers could find themselves either saddled with excess capacity or lack of sufficient capacity, or lack of feed traffic. The experience of the Delta and Northwest bankruptcies saw opportunities for regional flying substantially reduced.

Business and corporate aviation witnessed a significant downturn in 2009. The length of the slow down and the terms of a recovery are largely based upon the future prospects of economic growth and corporate profits. Future uncertainty in these leading indicators could pose a risk to the forecast, but the risk is not limited to these factors. Public perception of business and corporate aviation, potential environmental regulations and taxes, along with increased security measures placed on business jets, will place downward pressure on the forecast.

Other factors, such as new and more efficient product offerings and increased competition from new entrant manufacturers, serve to broaden the potential of the industry. Estimates show that a record number of new business jet deliveries are overseas and, with the potential of loosening regulations on the use of airspace in foreign countries, the scenario for business jet manufacturers looks all the more promising. Raising the amount of security restrictions, and subsequent travel hassles placed on airline passengers, could make corporate jet travel increasingly appealing. A combination of some of these favorable factors may reach a tipping point, leading to a large on-demand air taxi industry. Although acknowledging the possibility of such an outcome, given recent trends and the large amount uncertainty, the FAA takes a more conservative view on the future prospects of such an industry.

The mix of aircraft operating at most large hubs is also expected to become increasingly complex over the forecast period. The expected increases in the numbers of regional jets and business jets will increase the complexities of the national airspace system and make the FAA's job more challenging. The increased complexity of the mix of aircraft serves to compound the increases in workload strictly due to the increasing demand for aviation services projected over the forecast period.

Although activity at most U.S. airports fell in 2009, delays remained at historically high levels at many U.S. airports and at four airports (ATL, CLT, DEN, and PHL) delays reached record levels. As demand recovers and workload increases, congestion and delays could become a critical limit to growth over the forecast period. FAA's forecasts of both demand and workload are unconstrained in that they assume that there will be sufficient infrastructure to handle the projected levels of activity. Should the infrastructure be

inadequate and result in even more congestion and delays, it is likely that the forecasts of both demand and workload would not be achieved. The Department of Transportation and the FAA are examining a number of options to manage congestion, but the specific measures to be implemented and therefore their impact are unknown at this time.

There are concerns that aviation's impact on the environment could potentially restrict the ability of the aviation sector to grow to meet national economic and mobility needs. Airport expansion or new construction is often a contentious issue because of noise, air quality, and water quality concerns. Concerns about the climate impacts of aviation emissions are also growing. Although aviation currently accounts for 2 to 3 percent of climate change impacts, greenhouse emissions from the sector are expected to grow unless aggressively mitigated with new technology, renewable fuels, operational improvements and market measures. Market measures intended to control emissions, e.g., various emissions trading systems and charges being discussed, would add significant costs to the aviation sector that could effectively reduce available funds for needed investments in new technology. Energy concerns are also rising, driven by spikes in fuel prices, supply and security issues, and the concerns about fossil fuel contributions to global climate change. Lack of progress on improving the environmental and energy outlook for the future fleet can drive more restrictions via standards or operating limitations on the fleet in service, which in turn can depress growth By contrast, breakthroughs in quieter, cleaner aircraft technologies and renewable fuels could reduce environmental and energy constraints on the forecast.

APPENDIX A
ALTERNATIVE FORECAST SCENARIOS

Uncertainty abounds in all industries, but especially in the commercial air travel industry. Increasingly, the FAA has been requested to provide alternative scenarios to their baseline forecasts. These requests come from policy makers, private industry, associations, and consultants. This year, the FAA has responded to its customers, fully understanding that more information, not less, will help stakeholders to better prepare for the future.

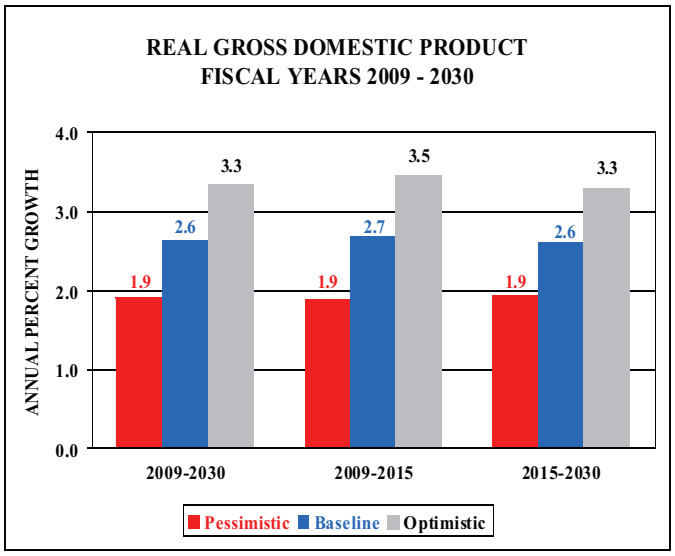
To create the baseline forecast, economic assumptions for both U.S. and international regions from Global Insight's October 2009 forecast were used to generate enplanements, mainline real yield, and nominal yield. The baseline forecast of passenger trip length (an input variable used to forecast mainline real yield) was derived from recent historical trends and analyst judgment. To develop the alternative scenarios, assumptions from the optimistic and pessimistic scenarios contained in the September 2009 edition of Global Insight's U.S. long range forecast were used. Inputs from these scenarios were substituted for the baseline scenario inputs to create a "high" and "low" traffic, capacity, and yield forecast. The baseline forecast trip length was adjusted in the optimistic and pessimistic scenarios based on the movement of oil prices in Global Insight's alternative forecasts relative to the baseline forecast.

International passengers and traffic are primarily determined by GDP Thus, the baseline forecast of GDP for both the U.S. and international regions is modified using the optimistic and pessimistic forecasts of GDP described above in order to create a high and low case.

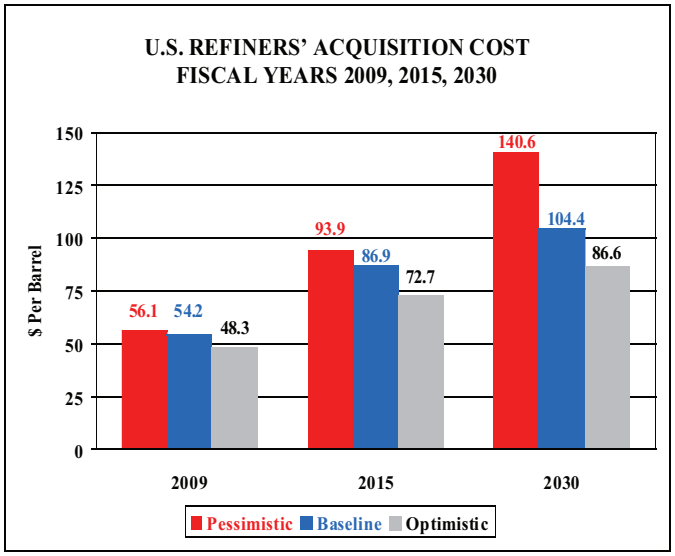
SCENARIO ASSUMPTIONS

FAA's baseline forecast assumes that the economy recovers from the current downturn and suffers no major mishaps such as large oil price shocks, swings in macroeconomic policy, or financial meltdowns. In the alternative scenarios, the economy is postulated to proceed smoothly as well, however at a different pace than projected under the baseline forecast. Projections for economic growth in Global Insight's alternative scenarios are rooted in demographics. In Global Insight's optimistic forecast scenario, population grows more rapidly than in the baseline due to higher net immigration. The reverse is true for the pessimistic forecast; population grows more slowly than the baseline forecast due to slower net immigration.

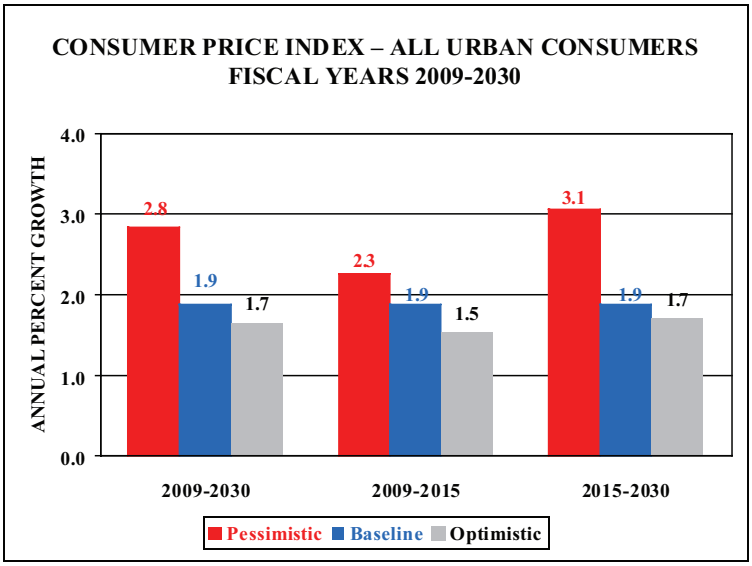
FAA's high case forecast uses Global Insight's optimistic forecast. The optimistic forecast is characterized by lower inflation and faster growth in the labor force and capital stock than in the baseline forecast. In this scenario productivity growth is higher and potential output climbs more rapidly, with GDP (used as an input variable to the FAA's base, high and low forecasts of enplanements) growing about 0.7 percentage points quicker per year than the baseline forecast. Conversely, FAA's low case forecast is based on Global Insight's pessimistic scenario. In the low case forecast, inflation runs higher and the labor force and capital stock growth run lower than in the baseline. As a result, the U.S. economy grows 0.7 percentage points slower per year than in the baseline due to slower productivity and lower potential output growth.



The level of oil prices are determinants in the supply of and demand for air travel and have a direct impact on the profitability of the industry. In all three forecast scenarios prices remain high by historical standards. In the baseline forecast, oil prices rise as the world economy recovers from the recession, but are kept in check as technological improvements act as a counterbalance to rising prices. In the baseline, the refiners acquisition cost (RAC) of oil almost doubles between 2009 and 2030, rising from $54 to $104 per barrel. In the high case, RAC increases at a slower pace landing at $87 per barrel at the end of the forecast period. The high case is characterized by availability of energy and gains in technology which help to temper prices compared to the baseline. In the low case forecast, scarcity of oil and lower productivity gains create upward pressure in oil prices. In this scenario, RAC rises to $141 by 2030.



The price of energy is one of the critical drivers in the growth of consumer prices over the forecast period. In the high case forecast the consumer price index (CPI) grows at an average rate of 1.7 percent per year (compared to growth of 1.9 percent annually in the baseline) as energy prices, wages, and import prices grow more slowly than in the baseline. In the low case forecast the opposite assumptions hold with energy prices, wages and import prices rising more rapidly compared to the baseline. In the low case, CPI grows an average of 2.8 percent annually over the forecast period.

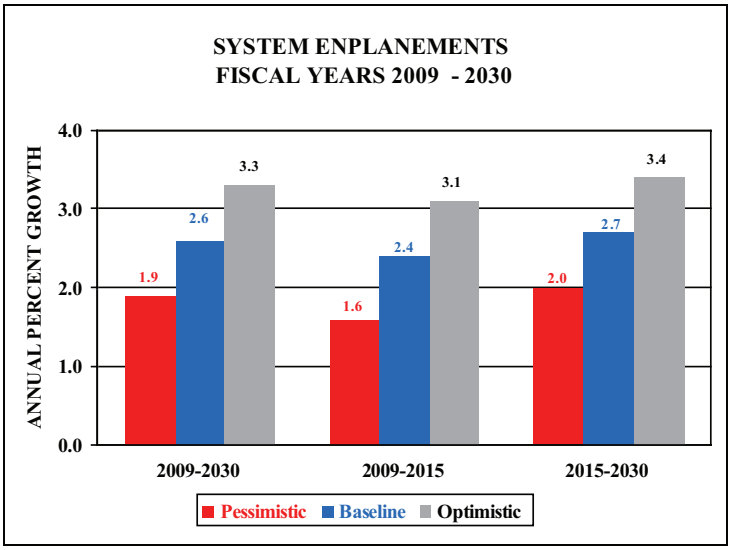


The baseline passenger trip length forecast is predicated upon analyst judgment and recent trip length trends. Carrier behavior as a result of volatile fuel prices during 2008 was the basis for adjusting trip length in the alternative forecasts. During 2008, high fuel costs made flying of some longer haul routes cost prohibitive (thus unprofitable), resulting in lower trip length compared to prior years. Since the FAA's low case forecast is depicted by higher fuel prices relative to the baseline forecast, it is assumed that trip length rises at a slower pace than in the baseline forecast. In FAA's high forecast, fuel prices are lower than projected in the baseline, pushing trip length up as lower fuel prices make flying longer-haul routes more affordable.

ALTERNATIVE FORECASTS

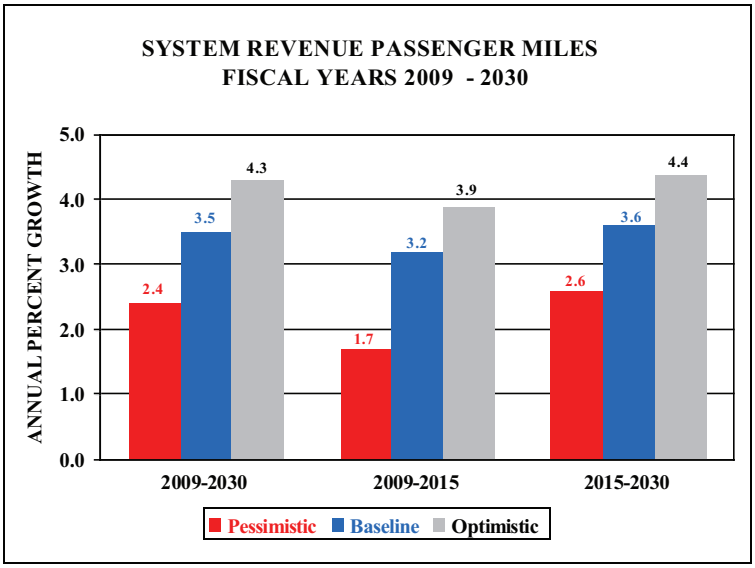
Passengers

In the baseline forecast, system passengers are forecast to grow at an average annual rate of 2.6 percent per year over the forecast horizon (with domestic and international passengers up 2.4 and 4.0 percent, respectively), notching one billion passengers in the year 2023. In the high case, passengers grow at a quicker pace, averaging 3.3 percent per year (up 3.1 percent domestically and 4.8 percent internationally). This scenario is marked by a more favorable business environment, lower inflation, and lower fuel prices which make the price of flying more affordable to business and leisure travelers. In the high case, one billion passengers are forecast for 2021, two years earlier than predicted in the baseline forecast. The low case is characterized by increased costs of capital resulting from higher interest rates, weakened consumer confidence brought on by rising unemployment, and higher inflation. In this scenario passengers grow an average of 1.9 percent per year (domestic up 1.8 percent and international up 2.8 percent). In the low case, one billion passengers are reached in 2028, five years behind the baseline forecast.



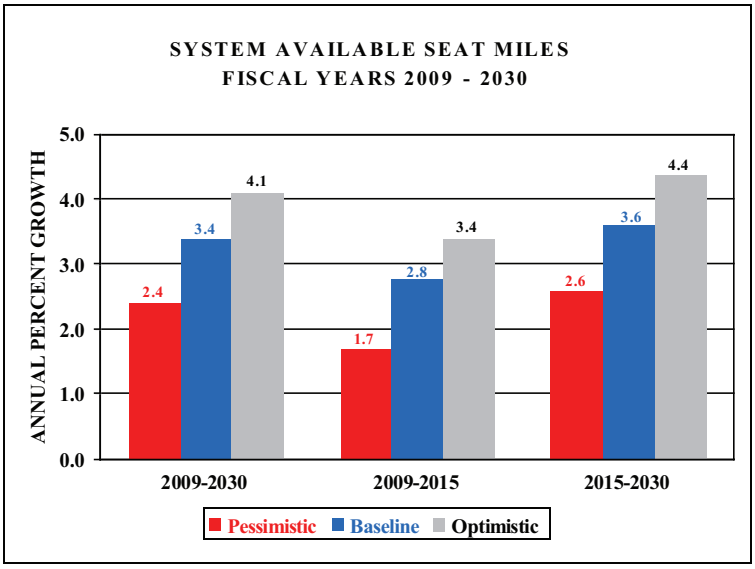
Revenue Passenger Miles

The forecast of RPMs is produced by multiplying assumptions for trip length in each forecast scenario by passengers from the same scenario. Thus, the assumptions used to create the trip length and passenger forecasts drive RPM growth. In the baseline forecast, system RPMs grow at an average annual rate of 3.5 percent per year, with domestic RPMs up 3.1 percent annually and international RPMs up 4.4 percent annually. In the high case, a more optimistic economic environment drives RPMs higher than the baseline, with growth averaging 4.3 percent per year (domestic and international RPMs up 3.9 and 5.2 percent, respectively). In the low case, a more pessimistic economic environment slows RPM growth to an average of 2.5 percent annually (up 2.2 percent domestically and up 3.2 percent internationally).



Available Seat Miles

The available seat miles (capacity) forecast is developed by multiplying revenue passenger miles by load factor. In the base case, system capacity is forecast to increase an average of 3.4 percent annually over the 21-year forecast horizon (with average growth of 2.9 percent domestically and 4.3 percent internationally). In the high case, capacity grows at a faster clip than in the baseline forecast, averaging growth of 4.1 percent annually (up 3.7 percent domestically and up 5.0 percent internationally). Carriers increase capacity compared to the baseline forecast to accommodate increased travel demand brought about by a more favorable economic environment. In the low case, demand for air travel is lower than in the baseline, thus system capacity grows at a slower pace of 2.4 percent annually (domestic up 2.1 percent annually and international up 3.0 percent annually).



Load Factor

System load factors over the 21-year forecast period are relatively the same for all three forecast scenarios, rising from 79.7 percent in 2009 to 82.5 percent in 2030. In all three scenarios it is assumed that carriers will keep load factors on the high side by actively managing capacity (seats) to more precisely meet demand (passengers). The domestic load factor slowly grows from 80.4 percent to 83.2 percent over the forecast horizon, while the international load factor grows from 78.1 to just over 81.0 percent during the same period.

Yield

In the baseline forecast, nominal system yield increases 1.1 percent annually, going from 12.5 cents in 2009 to 15.9 cents in 2030. On a domestic basis, yield in the baseline forecast rises from 12.8 cents in 2009 to 16.1 cents in 2030, while international yield rises from 11.8 cents to 15.6 cents. System yield rises more

slowly in the high case, up 0.7 percent annually to be 14.5 cents at the end of the forecast period (domestic and international yield increase to 14.7 cents and 13.9 cents, respectively). The slower growth in yield in the high case is due to advancements in technology, gains in productivity, more favorable fuel prices, and lower inflation. Increased competition is also assumed in this scenario. In the domestic market fares are driven lower than baseline levels due to increased market overlap between low cost and legacy carriers. In the international market, increased competition from growing liberalization puts downward pressure on fares. In the low case, nominal yields rise more rapidly than in the baseline, growing an average of 2.3 percent annually, reaching 20.3 cents by 2030 (21.0 cents domestically and 19.0 cents internationally). This scenario reflects higher inflation than in the baseline, forcing carriers to increase fares in order to cover the higher costs of fuel, labor, and capital.

Passenger Trip Length

Over the 21-year forecast horizon, baseline system passenger trip length is assumed to grow an average of 10.5 miles per year. In the high case, passenger trip length grows 1.0 mile faster per year than in the base case at 11.5 miles per year. In the high case, fuel prices are lower than in the baseline which allows carriers to operate longer-haul routes more profitably. Conversely, the low forecast is characterized by fuel prices that are higher than the baseline forecast. Higher fuel costs makes flying longer-haul routes less affordable to the carriers; hence passenger trip length trails the baseline forecast by 3.0 miles per year, growing an average of 7.5 miles per year.

TABLE A-1

FAA FORECAST ECONOMIC ASSUMPTIONS*

FISCAL YEARS 2010-2030

VARIABLE	SCENARIO	HISTORICAL	FORECAST				PERCENT AVERAGE ANNUAL GROWTH			
		2009	2010	2015	2020	2030	09-10	09-15	10-20	09-30
Economic Assumptions										
Real Gross Domestic Product (BIL 05$)	Pessimistic	12,972	12,936	14,511	16,206	19,298	-0.3%	1.9%	2.3%	1.9%
	Baseline	12,996	13,189	15,233	17,392	22,382	1.5%	2.7%	2.8%	2.6%
	Optimistic	13,003	13,386	15,936	18,655	25,886	2.9%	3.4%	3.4%	3.3%
Refiners Acquisition Cost - Average - $ Per Barrel	Pessimistic	56.1	67.5	93.9	103.7	140.6	20.4%	9.0%	4.4%	4.5%
	Baseline	54.2	61.9	86.9	92.8	104.4	14.2%	8.2%	4.1%	3.2%
	Optimistic	48.3	40.6	72.7	89.0	86.6	-15.9%	7.0%	8.2%	2.8%
Real Personal Consumption Expenditures - (BIL 05$)	Pessimistic	9,190	9,156	9,876	10,960	13,019	-0.4%	1.2%	1.8%	1.7%
	Baseline	9,212	9,319	10,466	11,850	15,194	1.2%	2.1%	2.4%	2.4%
	Optimistic	9,214	9,449	10,996	12,805	18,128	2.6%	3.0%	3.1%	3.3%
Consumer Price Index All Urban, 1982-84 = 1.0	Pessimistic	2.14	2.16	2.45	2.80	3.84	1.2%	2.3%	2.6%	2.8%
	Baseline	2.14	2.17	2.39	2.62	3.16	1.4%	1.9%	1.9%	1.9%
	Optimistic	2.13	2.14	2.33	2.56	3.01	0.3%	1.5%	1.8%	1.7%
Real Disposable Income (BIL 05$)	Pessimistic	9,923	9,807	10,719	12,470	15,216	-1.2%	1.3%	2.4%	2.1%
	Baseline	9,949	10,002	11,292	13,162	16,942	0.5%	2.1%	2.8%	2.6%
	Optimistic	9,978	10,207	11,827	14,111	19,616	2.3%	2.9%	3.3%	3.3%
Civilian Unemployment Rate (%)	Pessimistic	8.5	10.5	7.9	5.8	5.5	2.0	-0.1	-0.5	-0.1
	Baseline	8.5	10.0	7.4	5.6	5.2	1.5	-0.2	-0.4	-0.2
	Optimistic	8.4	9.5	7.0	5.2	4.8	1.1	-0.2	-0.4	-0.2

* Source: *Global Insight U.S. Macro Forecast*
Baseline: Oct 2009; Optimistic: Sept 2009; Pessimistic: Sept 2009

TABLE A-2

FAA FORECAST OF DOMESTIC AVIATION ACTIVITY

FISCAL YEARS 2010-2030

VARIABLE	SCENARIO	HISTORICAL	FORECAST				PERCENT AVERAGE ANNUAL GROWTH			
		2009	2010	2015	2020	2030	09-10	09-15	10-20	10-30
Domestic Aviation Activity										
Available Seat Miles (BIL)	Pessimistic	683.8	665.8	749.2	849.3	1,048.8	-2.6%	1.5%	2.5%	2.1%
	Baseline	683.8	676.2	788.5	926.5	1,253.6	-1.1%	2.4%	3.2%	2.9%
	Optimistic	683.8	686.9	828.7	997.2	1,460.2	0.4%	3.3%	3.8%	3.7%
Revenue Passenger Miles (BIL)	Pessimistic	549.5	543.0	617.8	703.7	872.2	-1.2%	2.0%	2.6%	2.2%
	Baseline	549.5	551.5	650.3	767.8	1,042.6	0.4%	2.8%	3.4%	3.1%
	Optimistic	549.5	560.2	683.6	826.7	1,215.0	1.9%	3.7%	4.0%	3.9%
Enplanements (MIL)	Pessimistic	631.3	624.6	692.4	768.1	908.3	-1.1%	1.6%	2.1%	1.7%
	Baseline	631.3	634.1	723.1	821.4	1,045.6	0.4%	2.3%	2.6%	2.4%
	Optimistic	631.3	642.6	753.9	876.0	1,195.8	1.8%	3.0%	3.1%	3.1%
Miles Flown (MIL)	Pessimistic	5,608.7	5,475.9	6,149.8	6,949.8	8,482.8	-2.4%	1.5%	2.4%	2.0%
	Baseline	5,608.7	5,562.7	6,476.1	7,581.2	10,139.4	-0.8%	2.4%	3.1%	2.9%
	Optimistic	5,608.7	5,648.8	6,802.4	8,160.3	11,810.7	0.7%	3.3%	3.7%	3.6%
Departures (000s)	Pessimistic	9,084.6	8,827.1	9,543.9	10,363.0	11,834.0	-2.8%	0.8%	1.6%	1.3%
	Baseline	9,084.6	8,952.2	9,897.7	10,990.1	13,487.0	-1.5%	1.4%	2.1%	1.9%
	Optimistic	9,084.6	9,091.5	10,385.3	11,795.5	15,512.7	0.1%	2.3%	2.6%	2.6%
Nominal Passenger Yield (cents)	Pessimistic	12.84	13.34	14.79	16.38	20.95	3.9%	2.4%	2.1%	2.4%
	Baseline	12.84	13.34	14.18	14.73	16.08	3.9%	1.7%	1.0%	1.1%
	Optimistic	12.84	13.10	13.52	13.99	14.72	2.0%	0.9%	0.7%	0.7%

TABLE A-3

FAA FORECAST OF INTERNATIONAL AVIATION ACTIVITY

FISCAL YEARS 2010-2030

VARIABLE	SCENARIO	HISTORICAL	FORECAST				PERCENT AVERAGE ANNUAL GROWTH			
		2009	2010	2015	2020	2030	09-10	09-15	10-20	10-30
International Aviation Activity										
Available Seat Miles	Pessimistic	281.7	269.1	316.1	380.2	523.6	-4.5%	1.9%	3.5%	3.0%
(BIL)	Baseline	281.7	274.0	347.3	436.8	675.6	-2.8%	3.5%	4.8%	4.3%
	Optimistic	281.7	275.1	353.0	456.1	787.6	-2.3%	3.8%	5.2%	5.0%
Revenue Passenger Miles	Pessimistic	220.1	216.9	255.4	307.9	425.5	-1.5%	2.5%	3.6%	3.2%
(BIL)	Baseline	220.1	220.7	280.5	353.2	547.9	0.3%	4.1%	4.8%	4.4%
	Optimistic	220.1	221.7	285.3	369.3	639.8	0.7%	4.4%	5.2%	5.2%
Enplanements	Pessimistic	72.7	72.2	82.8	97.4	129.4	-0.7%	2.2%	3.0%	2.8%
(MIL)	Baseline	72.7	73.4	90.6	111.1	164.5	0.9%	3.7%	4.2%	4.0%
	Optimistic	72.7	74.3	93.1	117.4	193.2	2.2%	4.2%	4.7%	4.8%
Miles Flown	Pessimistic	1,298.7	1,244.0	1,443.4	1,715.9	2,317.8	-4.2%	1.8%	3.3%	2.8%
(MIL)	Baseline	1,298.7	1,266.1	1,585.8	1,968.8	2,985.1	-2.5%	3.4%	4.5%	4.0%
	Optimistic	1,298.7	1,271.7	1,611.2	2,056.4	3,479.2	-2.1%	3.7%	4.9%	4.8%
Departures	Pessimistic	550.9	534.4	595.3	679.5	860.2	-3.0%	1.3%	2.4%	2.1%
(000s)	Baseline	550.9	543.0	648.7	771.8	1,088.2	-1.4%	2.8%	3.6%	3.3%
	Optimistic	550.9	549.7	666.9	814.9	1,274.2	-0.2%	3.2%	4.0%	4.1%
Nominal Passenger Yield	Pessimistic	11.81	12.34	13.98	15.27	19.01	4.5%	2.9%	2.2%	2.3%
(cents)	Baseline	11.81	12.34	13.66	14.27	15.55	4.5%	2.5%	1.5%	1.3%
	Optimistic	11.81	11.40	12.47	13.01	13.93	-3.5%	0.9%	1.3%	0.8%

▷▷▷ APPENDIX B
FAA FORECAST ACCURACY

Forecasts, by their nature, have a degree of uncertainty incorporated in them. They involve not only statistical analyses and various scientific methods, but also judgment, and reliance on industry knowledge and the forecaster's experience to incorporate industry trends not yet reflected in recent results. The FAA's annual Aerospace Forecast is no exception. Given the volatile nature of the U.S. airline industry, it is not surprising that each year's forecast would contain a certain degree of forecast variance. Therefore, FAA forecasters have tried to build forecast models that give a consistent and predictable pattern of results. Analysts relying on the forecasts produced by the models would then be able to adjust for the predictable variance from actual results.

The table below presents an analysis of the variance from historical results for five key forecast metrics during the FY 2003–FY 2009 forecast period. Although this brief period has experienced industry upheaval, FAA's forecast methodology remained consistent during this time. For these reasons, inclusion of prior periods in an analysis of forecast variance might lead to inconclusive, or inaccurate, implications about the accuracy of FAA's current forecast methodology.

The table contains the mean absolute percent errors for the projected values versus the eventual results for U.S. carriers' domestic operations. Each metric has five values showing the relative forecast variance by the number of years in advance the preparation of the forecast took place. For example, the 3 Years column for ASM shows the mean absolute percent error was 8.9 percent for ASM forecasts prepared 3 years in advance. For the period under examination, preparation of the forecasts for FY 2006, FY 2007, FY 2008 and FY 2009 occurred in FY 2004, FY 2005, FY 2006, and FY 2007 respectively.[11]

U.S. AIR CARRIERS
DOMESTIC SCHEDULED PASSENGER OPERATIONS
FORECAST EVALUATION

Forecast Variable	Mean Absolute Percent Error (Combined FY 2003 - FY 2009) (Forecast Variance from Actual) Forecast Performed Years Prior to Actual				
	1 Year	2 Years	3 Years	4 Years	5 Years
ASMs	0.7%	5.8%	8.9%	12.6%	16.5%
RPMs	1.6%	4.7%	5.6%	7.5%	7.9%
Pax Enplanement	1.1%	3.7%	5.9%	7.9%	10.7%
Mainline Pax Yield	3.4%	7.5%	11.4%	14.0%	14.4%
IFR Aircraft Handled	3.0%	6.9%	7.8%	9.3%	10.8%

Presenting forecast variances from actual data in such a manner simplifies a review of longer-term trends. Typically, one would expect the variances to decrease as the forecast year is closer to the year the forecast

11 It should be noted that the first forecasted year for each respective fiscal year is that very same year. Therefore, FY 2003's first forecasted year is FY 2003, and the third forecasted year is FY 2005. This also means that the 5 Years column in the table above consists of only two observation points, while the 4 Years column is based upon three observations.

is prepared. Presenting forecast variances in this way allows an examination of changes in the relative variances by time horizon, signaling when dramatic shifts in accuracy occur.

Examination of the forecast variances reveals several items. First, all the metrics examined, show declining variances as the forecast time horizon decreases, as expected. The largest variances were found in the forecasts of ASMs and Yield, the two variables most directly affected by carrier business decisions. However, for both of these variables the largest declines in variance occur between Year 3 and Year 1. Second, the FAA's forecast model produces relatively small variances for both of the passenger traffic metrics, Enplanements and RPMs, with none of the forecast variances exceeding 11.0 percent for any forecast time horizon examined. Third, the relative divergence in forecast variances between RPMs and ASMs suggests errors in forecasting load factor.

The examination of the forecast variances over time suggests two primary implications. First, added focus on load factor might improve the model. Currently, load factor is calculated by dividing the forecast RPMs by forecast ASMs. The large difference between the RPM forecast variance and ASM forecast variance beyond Year 2, indicates a relatively large variance in the forecast of load factor, one of the critical elements in converting passenger demand into aviation activity. However, the difference between the RPM forecast variance and ASM forecast variance narrows as the time horizon shortens, suggesting that the near term load factor forecasts are coming closer to the mark. All other things being equal, large variances in forecasts of load factor will lead to large variances in the long-term forecasts of aviation activity, as can been seen in the variances of the IFR aircraft handled forecasts.

Furthermore, ASMs are becoming increasingly difficult to forecast beyond a relatively short time horizon, as carriers often react to changing market conditions. The relatively large variances in the ASM forecasts suggest that carriers have reacted by permanently removing capacity. Such capacity reductions can be identified in the short term by using advance schedule information. However, FAA's longer-term forecasts rely on anticipated aircraft deliveries and retirements as well as historic relationships between economic activity and capacity deployed. Given the volatile nature of many of the factors that may influence longer term ASM forecasts, a simpler approach, such as RPMs divided by load factor, may improve the long run accuracy of the ASM forecasts.

APPENDIX C
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FORECAST TABLES

TABLE 1

U.S. SHORT-TERM ECONOMIC FORECASTS

ECONOMIC VARIABLE	FISCAL YEAR 2010				FISCAL YEAR 2011			
	1ST. QTR.	2ND QTR.	3RD QTR.	4TH QTR.	1ST QTR.	2ND QTR.	3RD QTR.	4TH QTR.
Real GDP								
(Billions of 2005$)	13,097.9	13,155.3	13,214.5	13,286.6	13,374.6	13,466.7	13,585.4	13,708.8
Seasonally Adjusted Annual Rate	2.6%	1.8%	1.8%	2.2%	2.7%	2.8%	3.6%	3.7%
Refiners' Acquisition Cost - Average								
(Dollars)	66.54	61.63	60.68	63.52	66.37	69.21	72.05	74.90
Seasonally Adjusted Annual Rate	12.2%	-26.4%	-6.0%	20.1%	19.1%	18.3%	17.5%	16.7%
Consumer Price Index[1]								
(1982-84 equals 100)	216.4	216.2	216.7	217.8	218.9	220.2	221.6	223.0
Seasonally Adjusted Annual Rate	2.1%	-0.3%	1.0%	2.0%	2.0%	2.5%	2.5%	2.6%

Source: Global Insight, October 2009.

TABLE 2

U.S. LONG-TERM ECONOMIC FORECASTS

FISCAL YEAR	GROSS DOMESTIC PRODUCT (Billions 2005$)	CONSUMER PRICE INDEX (1982-84=100)	REFINERS' ACQUISITION COST AVERAGE (Dollars per barrel)
Historical			
2000	11,145.9	170.74	26.70
2005	12,553.8	193.48	47.20
2006	12,898.3	200.62	59.94
2007	13,171.4	205.30	60.59
2008	13,374.5	214.42	101.52
2009E	12,995.9	213.78	54.22
Forecast			
2010	13,188.6	216.75	61.92
2011	13,533.9	220.93	69.25
2012	14,024.1	225.74	76.47
2013	14,469.8	229.95	80.21
2014	14,852.6	234.38	83.34
2015	15,233.2	238.86	86.90
2016	15,612.1	243.61	90.75
2017	15,995.2	248.36	93.02
2018	16,414.8	253.16	94.74
2019	16,876.8	257.90	94.50
2020	17,391.6	262.39	92.82
2021	17,858.1	266.95	90.82
2022	18,318.4	271.60	89.58
2023	18,794.2	276.34	88.42
2024	19,272.8	281.42	89.70
2025	19,783.0	286.72	91.79
2026	20,300.2	292.14	93.77
2027	20,802.1	297.76	95.70
2028	21,317.6	303.45	98.45
2029	21,832.4	309.45	101.47
2030	22,381.6	315.71	104.45
Avg Annual Growth			
2000-09	1.7%	2.5%	8.2%
2009-10	1.5%	1.4%	14.2%
2010-20	2.8%	1.9%	4.1%
2009-30	2.6%	1.9%	3.2%

Source: 2009-2030; Global Insight, US Economic Outlook, October 2009. Extrapolated to 2030.

TABLE 3

INTERNATIONAL GDP FORECASTS BY TRAVEL REGION

CALENDAR YEAR	GROSS DOMESTIC PRODUCT (In Billions of 2005 U.S. Dollars)				
	CANADA	EUROPE/ AFRICA/ MIDDLE EAST	LATIN AMERICA/ MEXICO	JAPAN/PACIFIC BASIN/CHINA/OTHER ASIA/AUSTRALIA/ N. ZEALAND	WORLD
Historical					
2000	1,000.2	15,280.3	2,162.7	8,837.1	39,702.4
2005	1,134.1	17,061.5	2,454.0	10,743.3	45,612.1
2006	1,166.5	17,709.7	2,587.0	11,327.3	47,468.3
2007	1,196.0	18,291.9	2,726.9	12,014.0	49,310.9
2008	1,200.9	18,541.8	2,833.2	12,379.0	50,186.1
2009E	1,170.2	17,910.5	2,759.6	12,384.7	49,040.5
Forecast					
2010	1,195.4	18,144.7	2,848.8	12,966.2	50,286.6
2011	1,236.6	18,513.8	2,972.2	13,579.7	51,897.7
2012	1,280.8	18,978.4	3,101.9	14,284.6	53,835.8
2013	1,321.7	19,492.9	3,229.3	15,069.3	55,806.2
2014	1,359.2	20,035.1	3,356.3	15,903.4	57,817.1
2015	1,393.7	20,550.8	3,482.3	16,760.8	59,821.8
2016	1,427.0	21,063.7	3,611.5	17,599.5	61,808.9
2017	1,459.8	21,576.6	3,744.7	18,425.1	63,793.8
2018	1,493.4	22,094.9	3,881.0	19,266.7	65,845.8
2019	1,527.5	22,623.6	4,022.4	20,130.3	67,986.4
2020	1,560.2	23,156.3	4,166.4	21,011.6	70,188.6
2021	1,593.1	23,690.7	4,315.1	21,923.0	72,376.5
2022	1,625.6	24,223.8	4,467.9	22,852.1	74,595.3
2023	1,659.7	24,762.8	4,625.8	23,812.9	76,877.7
2024	1,693.7	25,314.7	4,788.1	24,819.3	79,236.8
2025	1,728.3	25,873.7	4,956.2	25,866.8	81,684.4
2026	1,764.3	26,442.0	5,130.1	26,938.7	84,164.7
2027	1,800.6	27,018.5	5,308.4	28,054.7	86,696.8
2028	1,839.7	27,604.9	5,491.8	29,192.3	89,281.2
2029	1,878.8	28,198.4	5,681.1	30,358.4	91,915.8
2030	1,918.4	28,803.2	5,876.3	31,551.9	94,639.4
Avg Annual Growth					
2000-09	1.8%	1.8%	2.7%	3.8%	2.4%
2009-10	2.1%	1.3%	3.2%	4.7%	2.5%
2010-20	2.7%	2.5%	3.9%	4.9%	3.4%
2009-30	2.4%	2.3%	3.7%	4.6%	3.2%

Source: Global Insight, October 2009.

TABLE 4

INTERNATIONAL GDP FORECASTS — SELECTED AREAS/COUNTRIES

CALENDAR YEAR	GROSS DOMESTIC PRODUCT (In Billions of 2005 U.S. Dollars)				
	NORTH AMERICA (NAFTA)	EUROZONE	UNITED KINGDOM	JAPAN	CHINA
Historical					
2000	13,001.7	9,380.0	2,014.8	4,272.2	1,420.5
2005	14,621.6	10,116.3	2,279.3	4,556.7	2,244.1
2006	15,035.4	10,430.9	2,344.3	4,649.4	2,504.4
2007	15,372.5	10,714.3	2,404.3	4,755.6	2,830.0
2008	15,448.2	10,773.6	2,417.5	4,722.6	3,083.5
2009E	15,019.7	10,346.0	2,311.5	4,447.7	3,333.3
Forecast					
2010	15,346.5	10,435.1	2,335.1	4,495.9	3,669.5
2011	15,806.2	10,577.6	2,371.6	4,562.4	3,990.4
2012	16,383.8	10,758.7	2,428.1	4,655.2	4,332.9
2013	16,873.5	10,976.8	2,493.4	4,764.5	4,724.8
2014	17,326.1	11,208.4	2,564.5	4,878.3	5,156.6
2015	17,768.2	11,412.5	2,630.4	4,985.1	5,610.2
2016	18,211.5	11,615.6	2,693.8	5,060.6	6,069.7
2017	18,662.9	11,816.2	2,756.6	5,104.3	6,544.0
2018	19,155.6	12,014.4	2,820.8	5,139.8	7,043.3
2019	19,699.2	12,219.5	2,885.7	5,170.2	7,565.3
2020	20,272.8	12,420.7	2,951.4	5,196.5	8,109.7
2021	20,796.5	12,623.2	3,017.6	5,218.2	8,687.0
2022	21,325.7	12,823.3	3,082.1	5,238.1	9,279.0
2023	21,870.3	13,025.0	3,147.2	5,257.2	9,897.1
2024	22,421.5	13,232.6	3,212.6	5,276.1	10,548.4
2025	23,008.1	13,440.8	3,277.8	5,294.4	11,228.2
2026	23,592.0	13,651.1	3,345.7	5,312.6	11,923.6
2027	24,167.7	13,862.1	3,416.0	5,331.6	12,652.0
2028	24,758.6	14,075.0	3,487.0	5,352.1	13,389.4
2029	25,353.7	14,287.4	3,558.1	5,372.2	14,142.8
2030	25,992.5	14,500.8	3,631.8	5,389.7	14,916.0
Avg Annual Growth					
2000-09	1.6%	1.1%	1.5%	0.4%	9.9%
2009-10	2.2%	0.9%	1.0%	1.1%	10.1%
2010-20	2.8%	1.8%	2.4%	1.5%	8.3%
2009-30	2.6%	1.6%	2.2%	0.9%	7.4%

Source: Global Insight, October 2009.

TABLE 5

U.S. COMMERCIAL AIR CARRIERS[1]
TOTAL SCHEDULED U.S. PASSENGER TRAFFIC

FISCAL YEAR	REVENUE PASSENGER ENPLANEMENTS (Millions)			REVENUE PASSENGER MILES (Billions)		
	DOMESTIC	INTERNATIONAL	SYSTEM	DOMESTIC	INTERNATIONAL	SYSTEM
Historical*						
2000	641.2	56.4	697.6	512.8	181.8	694.6
2005	669.5	67.4	737.0	573.2	197.2	770.4
2006	668.4	71.6	740.0	582.4	208.5	790.9
2007	690.1	75.3	765.3	600.5	221.2	821.7
2008	681.3	77.8	759.1	595.3	233.1	828.5
2009E	631.3	72.7	704.0	549.5	220.1	769.7
Forecast						
2010	634.1	73.4	707.4	551.5	220.7	772.2
2011	645.7	76.3	722.0	561.5	231.0	792.5
2012	667.7	79.7	747.3	585.5	242.7	828.2
2013	687.8	83.2	771.1	608.3	254.9	863.2
2014	705.5	86.9	792.4	629.1	267.6	896.7
2015	723.1	90.6	813.7	650.3	280.5	930.8
2016	740.6	94.3	834.9	671.1	293.8	964.9
2017	758.2	98.1	856.3	692.4	307.3	999.7
2018	777.4	102.2	879.6	715.4	321.6	1,037.0
2019	798.3	106.5	904.8	740.4	336.9	1,077.3
2020	821.4	111.1	932.6	767.8	353.2	1,120.9
2021	842.5	115.7	958.2	792.9	369.6	1,162.4
2022	863.3	120.5	983.7	818.1	386.4	1,204.4
2023	884.7	125.3	1,010.1	844.2	403.8	1,248.1
2024	906.4	130.3	1,036.7	870.8	422.0	1,292.8
2025	929.3	135.6	1,064.9	899.0	441.2	1,340.2
2026	952.4	141.1	1,093.5	927.0	461.1	1,388.1
2027	974.9	146.7	1,121.5	954.7	481.6	1,436.2
2028	997.9	152.4	1,150.3	983.2	502.8	1,486.0
2029	1,021.0	158.3	1,179.3	1,012.1	524.8	1,536.8
2030	1,045.5	164.5	1,210.0	1,042.6	547.9	1,590.6
Avg Annual Growth						
2000-09	-0.2%	2.9%	0.1%	0.8%	2.1%	1.1%
2009-10	0.4%	0.9%	0.5%	0.4%	0.3%	0.3%
2010-20	2.6%	4.2%	2.8%	3.4%	4.8%	3.8%
2009-30	2.4%	4.0%	2.6%	3.1%	4.4%	3.5%

* Source: Forms 41 and 298-C, U.S. Department of Transportation.

1 Sum of U.S. Mainline and Regional Air Carriers.

TABLE 6

U.S. COMMERCIAL AIR CARRIERS[1]
SCHEDULED PASSENGER CAPACITY, TRAFFIC, AND LOAD FACTORS

FISCAL YEAR	DOMESTIC			INTERNATIONAL			SYSTEM		
	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR
Historical*									
2000	726.6	512.8	70.6	239.3	181.8	76.0	965.9	694.6	71.9
2005	755.2	573.2	75.9	248.5	197.2	79.4	1,003.6	770.4	76.8
2006	740.2	582.4	78.7	261.3	208.5	79.8	1,001.5	790.9	79.0
2007	752.5	600.5	79.8	275.9	221.2	80.2	1,028.4	821.7	79.9
2008	750.5	595.3	79.3	291.9	233.1	79.9	1,042.4	828.5	79.5
2009E	683.8	549.5	80.4	281.7	220.1	78.1	965.5	769.7	79.7
Forecast									
2010	676.2	551.5	81.6	274.0	220.7	80.6	950.2	772.2	81.3
2011	686.7	561.5	81.8	286.9	231.0	80.5	973.7	792.5	81.4
2012	714.1	585.5	82.0	301.2	242.7	80.6	1,015.2	828.2	81.6
2013	740.2	608.3	82.2	316.1	254.9	80.6	1,056.3	863.2	81.7
2014	764.0	629.1	82.3	331.7	267.6	80.7	1,095.8	896.7	81.8
2015	788.5	650.3	82.5	347.6	280.5	80.7	1,136.1	930.8	81.9
2016	812.7	671.1	82.6	363.9	293.8	80.7	1,176.6	964.9	82.0
2017	837.6	692.4	82.7	380.5	307.3	80.8	1,218.1	999.7	82.1
2018	864.6	715.4	82.7	398.0	321.6	80.8	1,262.6	1,037.0	82.1
2019	894.1	740.4	82.8	416.8	336.9	80.8	1,310.9	1,077.3	82.2
2020	926.5	767.8	82.9	436.8	353.2	80.9	1,363.3	1,120.9	82.2
2021	956.3	792.9	82.9	456.9	369.6	80.9	1,413.2	1,162.4	82.3
2022	986.1	818.1	83.0	477.6	386.4	80.9	1,463.7	1,204.4	82.3
2023	1,017.2	844.2	83.0	499.0	403.8	80.9	1,516.2	1,248.1	82.3
2024	1,048.8	870.8	83.0	521.2	422.0	81.0	1,570.1	1,292.8	82.3
2025	1,082.5	899.0	83.1	544.7	441.2	81.0	1,627.2	1,340.2	82.4
2026	1,115.8	927.0	83.1	569.1	461.1	81.0	1,684.9	1,388.1	82.4
2027	1,148.7	954.7	83.1	594.3	481.6	81.0	1,743.0	1,436.2	82.4
2028	1,182.7	983.2	83.1	620.3	502.8	81.1	1,803.0	1,486.0	82.4
2029	1,217.1	1,012.1	83.2	647.2	524.8	81.1	1,864.3	1,536.8	82.4
2030	1,253.6	1,042.6	83.2	675.6	547.9	81.1	1,929.2	1,590.6	82.4
Avg Annual Growth									
2000-09	-0.7%	0.8%		1.8%	2.1%		0.0%	1.1%	
2009-10	-1.1%	0.4%		-2.8%	0.3%		-1.6%	0.3%	
2010-20	3.2%	3.4%		4.8%	4.8%		3.7%	3.8%	
2009-30	2.9%	3.1%		4.3%	4.4%		3.4%	3.5%	

* Source: Forms 41 and 298-C, U.S. Department of Transportation.

1 Sum of U.S. Mainline and Regional Air Carriers.

TABLE 7

U.S. COMMERCIAL AIR CARRIERS[1]
TOTAL SCHEDULED U.S. INTERNATIONAL PASSENGER TRAFFIC

FISCAL YEAR	REVENUE PASSENGER ENPLANEMENTS				REVENUE PASSENGER MILES			
	ATLANTIC	LATIN AMERICA	PACIFIC	TOTAL INTERNATIONAL	ATLANTIC	LATIN AMERICA	PACIFIC	TOTAL INTERNATIONAL
	(Mil)	(Mil)	(Mil)	(Mil)	(Bil)	(Bil)	(Bil)	(Bil)
Historical*								
2000	20.9	24.3	11.2	56.4	87.1	36.3	58.4	181.8
2005	21.6	32.5	13.2	67.4	89.5	48.6	59.2	197.2
2006	22.5	35.2	13.9	71.6	93.9	53.6	61.1	208.5
2007	24.1	37.6	13.6	75.3	102.2	57.7	61.4	221.2
2008	26.0	38.7	13.2	77.8	112.7	60.0	60.4	233.1
2009E	24.7	35.9	12.0	72.7	108.9	56.5	54.7	220.1
Forecast								
2010	24.1	37.1	12.1	73.4	106.8	58.5	55.4	220.7
2011	25.3	38.5	12.5	76.3	112.4	61.2	57.4	231.0
2012	26.3	40.2	13.2	79.7	117.7	64.6	60.3	242.7
2013	27.3	42.0	13.9	83.2	122.9	68.3	63.6	254.9
2014	28.3	43.9	14.6	86.9	128.1	72.3	67.3	267.6
2015	29.3	45.8	15.5	90.6	133.0	76.3	71.2	280.5
2016	30.2	47.7	16.3	94.3	138.0	80.5	75.2	293.8
2017	31.2	49.7	17.2	98.1	143.1	84.8	79.4	307.3
2018	32.3	51.8	18.1	102.2	148.6	89.3	83.6	321.6
2019	33.4	54.1	19.0	106.5	154.6	94.3	88.0	336.9
2020	34.6	56.6	19.9	111.1	160.9	99.8	92.4	353.2
2021	35.8	59.1	20.9	115.7	167.0	105.6	97.0	369.6
2022	36.9	61.7	21.9	120.5	173.2	111.5	101.7	386.4
2023	38.1	64.3	22.9	125.3	179.6	117.7	106.6	403.8
2024	39.4	67.0	23.9	130.3	186.2	124.1	111.7	422.0
2025	40.7	69.9	25.1	135.6	193.1	130.9	117.1	441.2
2026	42.0	72.9	26.2	141.1	200.2	138.1	122.8	461.1
2027	43.3	75.9	27.5	146.7	207.4	145.5	128.7	481.6
2028	44.6	79.0	28.7	152.4	214.7	153.1	135.0	502.8
2029	46.0	82.2	30.1	158.3	222.2	161.1	141.4	524.8
2030	47.5	85.6	31.4	164.5	230.2	169.6	148.1	547.9
Avg Annual Growth								
2000-09	1.9%	4.4%	0.8%	2.9%	2.5%	5.0%	-0.7%	2.1%
2009-10	-2.5%	3.3%	0.7%	0.9%	-1.9%	3.7%	1.2%	0.3%
2010-20	3.7%	4.3%	5.1%	4.2%	4.2%	5.5%	5.3%	4.8%
2009-30	3.1%	4.2%	4.7%	4.0%	3.6%	5.4%	4.9%	4.4%

* Source: Forms 41 and 298-C, U.S. Department of Transportation.

1 Sum of U.S. Mainline and Regional Air Carriers.

TABLE 8

U.S. AND FOREIGN FLAG CARRIERS
TOTAL PASSENGER TRAFFIC TO/FROM THE UNITED STATES

CALENDAR YEAR	TOTAL PASSENGERS BY WORLD TRAVEL AREA (Millions)				
	ATLANTIC	LATIN AMERICA	PACIFIC	U.S./CANADA TRANSBORDER	TOTAL
Historical*					
2000	53.0	40.8	26.0	20.8	140.6
2005	49.9	44.2	25.1	19.7	139.0
2006	49.8	47.1	25.6	21.0	143.5
2007	53.3	48.6	26.3	21.5	149.7
2008	57.1	49.8	25.8	21.4	154.1
2009E	54.9	47.6	24.1	20.4	147.1
Forecast					
2010	56.8	49.2	25.1	21.0	152.0
2011	59.4	51.6	26.8	21.8	159.6
2012	62.6	54.3	28.9	22.8	168.6
2013	65.6	56.8	30.9	23.7	177.0
2014	68.6	59.3	32.9	24.6	185.4
2015	71.4	61.9	34.9	25.4	193.6
2016	74.2	64.5	36.8	26.2	201.8
2017	77.1	67.3	38.6	27.0	210.0
2018	80.2	70.2	40.5	27.9	218.8
2019	83.5	73.3	42.5	28.9	228.2
2020	86.9	76.6	44.5	29.9	238.0
2021	90.1	79.9	46.6	30.9	247.6
2022	93.4	83.3	48.7	31.9	257.3
2023	96.7	86.9	50.9	32.9	267.4
2024	100.1	90.5	53.2	33.9	277.8
2025	103.7	94.5	55.6	35.0	288.7
2026	107.3	98.5	58.0	36.1	299.9
2027	110.9	102.6	60.6	37.2	311.3
2028	114.5	106.9	63.2	38.4	323.1
2029	118.3	111.4	65.9	39.6	335.1
2030	122.2	116.1	68.8	40.8	347.9
Avg Annual Growth					
2000-09	0.4%	1.7%	-0.8%	-0.2%	0.5%
2009-10	3.4%	3.4%	3.8%	2.8%	3.3%
2010-20	4.4%	4.5%	5.9%	3.6%	4.6%
2009-30	3.9%	4.3%	5.1%	3.4%	4.2%

* Sources: Atlantic, Pacific, and Latin America, INS Form I-92, U.S. Department of Commerce; U.S./Canada Transborder, Transport Canada.

TABLE 9

U.S. COMMERCIAL AIR CARRIERS FORECAST ASSUMPTIONS [1]
SEATS PER AIRCRAFT AND PASSENGER TRIP LENGTH

FISCAL YEAR	AVERAGE SEATS PER AIRCRAFT			AVERAGE PASSENGER TRIP LENGTH		
	DOMESTIC (Seats)	INT'L. (Seats)	SYSTEM (Seats)	DOMESTIC (Miles)	INT'L. (Miles)	SYSTEM (Miles)
Historical*						
2000	129.3	230.6	145.0	799.8	3,223.2	995.7
2005	120.4	217.1	135.3	856.2	2,924.6	1,045.4
2006	120.1	215.0	135.7	871.4	2,911.5	1,068.8
2007	120.4	215.9	136.6	870.2	2,939.3	1,073.7
2008	120.6	217.2	137.8	873.9	2,994.9	1,091.4
2009E	121.9	216.9	139.8	870.5	3,027.3	1,093.2
Forecast						
2010	121.6	216.4	139.1	869.8	3,008.5	1,091.6
2011	121.6	217.0	139.7	869.5	3,028.7	1,097.7
2012	121.7	217.5	140.0	877.0	3,046.0	1,108.2
2013	121.7	218.1	140.3	884.4	3,062.9	1,119.5
2014	121.7	218.6	140.6	891.7	3,080.5	1,131.7
2015	121.8	219.2	140.9	899.3	3,097.9	1,144.0
2016	121.8	219.8	141.3	906.3	3,114.8	1,155.7
2017	121.9	220.4	141.6	913.2	3,131.3	1,167.4
2018	121.9	220.9	142.0	920.3	3,147.3	1,179.0
2019	122.1	221.4	142.4	927.4	3,163.0	1,190.6
2020	122.2	221.9	142.8	934.7	3,178.0	1,202.0
2021	122.4	222.3	143.2	941.1	3,192.9	1,213.1
2022	122.5	222.7	143.6	947.6	3,207.6	1,224.4
2023	122.6	223.2	144.0	954.2	3,222.4	1,235.6
2024	122.8	223.6	144.4	960.8	3,237.4	1,247.0
2025	122.8	224.1	144.7	967.4	3,252.6	1,258.5
2026	123.0	224.5	145.2	973.4	3,267.9	1,269.4
2027	123.2	225.0	145.7	979.3	3,283.5	1,280.6
2028	123.3	225.4	146.1	985.2	3,299.3	1,291.8
2029	123.4	225.9	146.5	991.2	3,315.1	1,303.2
2030	123.6	226.3	147.0	997.2	3,330.9	1,314.5

* Source: Forms 41 and 298-C, U.S. Department of Transportation.

1 Sum of U.S. Mainline and Regional Air Carriers.

TABLE 10

U. S. MAINLINE AIR CARRIERS
SCHEDULED PASSENGER TRAFFIC

FISCAL YEAR	REVENUE PASSENGER ENPLANEMENTS (Millions)			REVENUE PASSENGER MILES (Billions)		
	DOMESTIC	INTERNATIONAL	SYSTEM	DOMESTIC	INTERNATIONAL	SYSTEM
Historical*						
2000	561.5	53.3	614.8	490.0	181.0	670.9
2005	523.1	64.2	587.3	509.6	195.8	705.4
2006	516.2	68.1	584.4	513.9	206.8	720.7
2007	533.9	71.9	605.7	529.9	219.5	749.4
2008	522.2	74.3	596.5	522.0	231.3	753.3
2009E	477.6	70.2	547.7	479.4	218.8	698.2
Forecast						
2010	473.3	70.7	544.0	478.6	219.4	697.9
2011	479.5	73.5	553.0	485.8	229.6	715.4
2012	495.7	76.8	572.5	505.9	241.2	747.1
2013	510.2	80.3	590.4	524.6	253.3	777.9
2014	522.6	83.8	606.4	541.4	266.0	807.4
2015	535.1	87.4	622.6	558.6	278.8	837.4
2016	547.6	91.1	638.7	575.6	292.0	867.6
2017	560.1	94.9	655.0	592.8	305.5	898.3
2018	573.7	98.8	672.5	611.5	319.7	931.2
2019	588.6	103.0	691.7	631.8	334.9	966.8
2020	605.1	107.5	712.7	654.1	351.1	1,005.2
2021	620.0	112.1	732.0	674.5	367.5	1,041.9
2022	634.6	116.7	751.2	694.8	384.2	1,079.0
2023	649.6	121.4	771.1	716.0	401.6	1,117.5
2024	664.8	126.3	791.1	737.4	419.6	1,157.0
2025	680.7	131.5	812.2	760.0	438.7	1,198.7
2026	696.8	136.8	833.6	782.6	458.5	1,241.1
2027	712.3	142.3	854.6	804.9	478.9	1,283.8
2028	728.2	147.9	876.2	827.8	500.1	1,327.9
2029	744.1	153.7	897.8	850.9	522.0	1,372.9
2030	760.9	159.8	920.7	875.4	545.0	1,420.4
Avg Annual Growth						
2000-09	-1.8%	3.1%	-1.3%	-0.2%	2.1%	0.4%
2009-10	-0.9%	0.8%	-0.7%	-0.2%	0.2%	0.0%
2010-20	2.5%	4.3%	2.7%	3.2%	4.8%	3.7%
2009-30	2.2%	4.0%	2.5%	2.9%	4.4%	3.4%

* Source: Form 41, U.S. Department of Transportation.

TABLE 11

U.S. MAINLINE AIR CARRIERS
SCHEDULED PASSENGER CAPACITY, TRAFFIC, AND LOAD FACTORS

FISCAL YEAR	DOMESTIC			INTERNATIONAL			SYSTEM		
	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR
Historical*									
2000	688.3	490.0	71.2	238.0	181.0	76.0	926.2	670.9	72.4
2005	665.1	509.6	76.6	246.3	195.8	79.5	911.4	705.4	77.4
2006	648.7	513.9	79.2	258.9	206.8	79.9	907.6	720.7	79.4
2007	659.0	529.9	80.4	273.4	219.5	80.3	932.4	749.4	80.4
2008	651.0	522.0	80.2	289.3	231.3	79.9	940.3	753.3	80.1
2009E	589.4	479.4	81.3	279.9	218.8	78.2	869.2	698.2	80.3
Forecast									
2010	579.9	478.6	82.5	272.0	219.4	80.6	852.0	697.9	81.9
2011	588.0	485.8	82.6	284.9	229.6	80.6	872.9	715.4	82.0
2012	610.3	505.9	82.9	299.0	241.2	80.6	909.3	747.1	82.2
2013	631.1	524.6	83.1	314.0	253.3	80.7	945.0	777.9	82.3
2014	649.8	541.4	83.3	329.5	266.0	80.7	979.3	807.4	82.4
2015	669.1	558.6	83.5	345.3	278.8	80.8	1,014.4	837.4	82.6
2016	688.4	575.6	83.6	361.5	292.0	80.8	1,049.9	867.6	82.6
2017	708.1	592.8	83.7	378.0	305.5	80.8	1,086.2	898.3	82.7
2018	729.6	611.5	83.8	395.5	319.7	80.8	1,125.1	931.2	82.8
2019	753.1	631.8	83.9	414.2	334.9	80.9	1,167.3	966.8	82.8
2020	779.0	654.1	84.0	434.1	351.1	80.9	1,213.1	1,005.2	82.9
2021	802.6	674.5	84.0	454.1	367.5	80.9	1,256.8	1,041.9	82.9
2022	826.3	694.8	84.1	474.7	384.2	80.9	1,301.0	1,079.0	82.9
2023	851.0	716.0	84.1	496.0	401.6	81.0	1,347.0	1,117.5	83.0
2024	875.9	737.4	84.2	518.2	419.6	81.0	1,394.1	1,157.0	83.0
2025	902.4	760.0	84.2	541.6	438.7	81.0	1,444.0	1,198.7	83.0
2026	928.8	782.6	84.3	565.9	458.5	81.0	1,494.7	1,241.1	83.0
2027	954.8	804.9	84.3	590.9	478.9	81.1	1,545.7	1,283.8	83.1
2028	981.6	827.8	84.3	616.9	500.1	81.1	1,598.5	1,327.9	83.1
2029	1,008.7	850.9	84.4	643.6	522.0	81.1	1,652.3	1,372.9	83.1
2030	1,037.3	875.4	84.4	671.9	545.0	81.1	1,709.2	1,420.4	83.1
Avg Annual Growth									
2000-09	-1.7%	-0.2%		1.8%	2.1%		-0.7%	0.4%	
2009-10	-1.6%	-0.2%		-2.8%	0.2%		-2.0%	0.0%	
2010-20	3.0%	3.2%		4.8%	4.8%		3.6%	3.7%	
2009-30	2.7%	2.9%		4.3%	4.4%		3.3%	3.4%	

* Source: Form 41, U.S. Department of Transportation.

TABLE 12

U.S. MAINLINE AIR CARRIERS
SCHEDULED INTERNATIONAL PASSENGER ENPLANEMENTS

FISCAL YEAR	REVENUE PASSENGER ENPLANEMENTS (MIL)			
	ATLANTIC	LATIN AMERICA	PACIFIC	TOTAL
Historical*				
2000	20.9	21.2	11.2	53.3
2005	21.6	29.3	13.2	64.2
2006	22.5	31.7	13.9	68.1
2007	24.1	34.2	13.6	71.9
2008	26.0	35.1	13.2	74.3
2009E	24.7	33.4	12.0	70.2
Forecast				
2010	24.1	34.5	12.1	70.7
2011	25.3	35.7	12.5	73.5
2012	26.3	37.3	13.2	76.8
2013	27.3	39.1	13.9	80.3
2014	28.3	40.9	14.6	83.8
2015	29.3	42.7	15.5	87.4
2016	30.2	44.5	16.3	91.1
2017	31.2	46.4	17.2	94.9
2018	32.3	48.4	18.1	98.8
2019	33.4	50.6	19.0	103.0
2020	34.6	53.0	19.9	107.5
2021	35.8	55.4	20.9	112.1
2022	36.9	57.9	21.9	116.7
2023	38.1	60.4	22.9	121.4
2024	39.4	63.0	23.9	126.3
2025	40.7	65.8	25.1	131.5
2026	42.0	68.6	26.2	136.8
2027	43.3	71.6	27.5	142.3
2028	44.6	74.6	28.7	147.9
2029	46.0	77.6	30.1	153.7
2030	47.5	80.9	31.4	159.8
Avg Annual Growth				
2000-09	1.9%	5.2%	0.8%	3.1%
2009-10	-2.5%	3.2%	0.7%	0.8%
2010-20	3.7%	4.4%	5.1%	4.3%
2009-30	3.1%	4.3%	4.7%	4.0%

* Source: Form 41, U.S. Department of Transportation.

Note: Detail may not add to total because of rounding.

TABLE 13

U.S. MAINLINE AIR CARRIERS

SCHEDULED PASSENGER CAPACITY, TRAFFIC, AND LOAD FACTORS BY INTERNATIONAL TRAVEL REGIONS

FISCAL YEAR	ATLANTIC			LATIN AMERICA			PACIFIC			INTERNATIONAL		
	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR	ASMs (BIL)	RPMs (BIL)	% LOAD FACTOR
Historical*												
2000	109.9	87.1	79.2	51.4	35.5	69.0	76.6	58.4	76.2	238.0	181.0	76.0
2005	108.6	89.5	82.4	65.4	47.2	72.2	72.3	59.2	81.8	246.3	195.8	79.5
2006	115.8	93.9	81.1	69.4	51.9	74.9	73.7	61.1	82.8	258.9	206.8	79.9
2007	126.6	102.2	80.7	72.7	55.9	76.9	74.1	61.4	82.9	273.4	219.5	80.3
2008	141.0	112.7	80.0	73.4	58.2	79.3	74.9	60.4	80.6	289.3	231.3	79.9
2009E	138.2	108.9	78.9	71.8	55.2	76.8	69.9	54.7	78.3	279.9	218.8	78.2
Forecast												
2010	130.6	106.8	81.8	73.1	57.2	78.2	68.3	55.4	81.0	272.0	219.4	80.6
2011	137.6	112.4	81.7	76.2	59.8	78.4	71.0	57.4	80.9	284.9	229.6	80.6
2012	144.1	117.7	81.7	80.4	63.1	78.5	74.6	60.3	80.9	299.0	241.2	80.6
2013	150.3	122.9	81.8	85.1	66.8	78.5	78.6	63.6	80.9	314.0	253.3	80.7
2014	156.5	128.1	81.8	89.9	70.6	78.6	83.0	67.3	81.0	329.5	266.0	80.7
2015	162.5	133.0	81.9	95.0	74.6	78.6	87.8	71.2	81.0	345.3	278.8	80.8
2016	168.5	138.0	81.9	100.2	78.7	78.6	92.8	75.2	81.1	361.5	292.0	80.8
2017	174.6	143.1	82.0	105.6	83.0	78.6	97.8	79.4	81.2	378.0	305.5	80.8
2018	181.2	148.6	82.0	111.3	87.5	78.6	103.0	83.6	81.2	395.5	319.7	80.8
2019	188.4	154.6	82.1	117.6	92.4	78.6	108.3	88.0	81.3	414.2	334.9	80.9
2020	196.0	160.9	82.1	124.5	97.8	78.6	113.7	92.4	81.3	434.1	351.1	80.9
2021	203.3	167.0	82.2	131.7	103.4	78.6	119.2	97.0	81.3	454.1	367.5	80.9
2022	210.7	173.2	82.2	139.1	109.3	78.6	124.9	101.7	81.4	474.7	384.2	80.9
2023	218.3	179.6	82.3	146.9	115.4	78.6	130.9	106.6	81.5	496.0	401.6	81.0
2024	226.2	186.2	82.3	155.0	121.7	78.6	137.1	111.7	81.5	518.2	419.6	81.0
2025	234.5	193.1	82.4	163.5	128.5	78.6	143.6	117.1	81.6	541.6	438.7	81.0
2026	242.9	200.2	82.4	172.5	135.5	78.6	150.5	122.8	81.6	565.9	458.5	81.0
2027	251.4	207.4	82.5	181.8	142.8	78.6	157.7	128.7	81.7	590.9	478.9	81.1
2028	260.2	214.7	82.5	191.5	150.4	78.6	165.2	135.0	81.7	616.9	500.1	81.1
2029	269.1	222.2	82.6	201.5	158.3	78.6	173.0	141.4	81.8	643.6	522.0	81.1
2030	278.7	230.2	82.6	212.1	166.7	78.6	181.1	148.1	81.8	671.9	545.0	81.1
Avg Annual Growth												
2000-09	2.6%	2.5%		3.8%	5.0%		-1.0%	-0.7%		1.8%	2.1%	
2009-10	-5.5%	-1.9%		1.7%	3.6%		-2.2%	1.2%		-2.8%	0.2%	
2010-20	4.1%	4.2%		5.5%	5.5%		5.2%	5.3%		4.8%	4.8%	
2009-30	3.4%	3.6%		5.3%	5.4%		4.6%	4.9%		4.3%	4.4%	

* Source: Form 41, U.S. Department of Transportation.

TABLE 14

U.S. MAINLINE AIR CARRIER FORECAST ASSUMPTIONS
SEATS PER AIRCRAFT MILE

FISCAL YEAR	DOMESTIC	INTERNATIONAL				SYSTEM
		ATLANTIC	LATIN AMERICA	PACIFIC	TOTAL	
	(Seats)	(Seats)	(Seats)	(Seats)	(Seats)	(Seats)
Historical*						
2000	148.8	233.7	179.5	307.8	236.6	164.5
2005	150.4	230.8	175.5	278.7	223.4	165.0
2006	150.5	229.4	175.2	274.4	221.4	165.7
2007	150.6	229.2	176.2	279.6	222.3	166.3
2008	150.0	229.2	177.8	280.6	223.4	166.9
2009E	151.4	230.0	172.0	285.4	221.5	168.6
Forecast						
2010	150.6	230.5	172.5	286.2	221.3	167.7
2011	150.4	231.0	173.0	286.9	221.9	168.1
2012	150.5	231.5	173.5	287.7	222.3	168.4
2013	150.6	232.0	174.0	288.4	222.8	168.7
2014	150.7	232.5	174.5	289.2	223.3	169.2
2015	150.8	233.0	175.0	289.9	223.8	169.6
2016	150.9	233.5	175.5	290.7	224.3	170.0
2017	151.0	234.0	176.0	291.4	224.8	170.5
2018	151.0	234.5	176.5	292.2	225.2	170.8
2019	151.1	235.0	177.0	292.9	225.6	171.1
2020	151.1	235.5	177.5	293.7	226.0	171.4
2021	151.2	236.0	178.0	294.4	226.4	171.9
2022	151.2	236.5	178.5	295.2	226.7	172.2
2023	151.3	237.0	179.0	295.9	227.1	172.5
2024	151.4	237.5	179.5	296.7	227.5	172.9
2025	151.4	238.0	180.0	297.4	227.9	173.2
2026	151.5	238.5	180.5	298.2	228.3	173.6
2027	151.6	239.0	181.0	298.9	228.7	174.0
2028	151.6	239.5	181.5	299.7	229.1	174.4
2029	151.7	240.0	182.0	300.4	229.5	174.8
2030	151.9	240.5	182.5	301.2	229.9	175.2

* Source: Form 41, U.S. Department of Transportation.

TABLE 15

U.S. MAINLINE AIR CARRIER FORECAST ASSUMPTIONS

AVERAGE PASSENGER TRIP LENGTH

FISCAL YEAR	DOMESTIC	INTERNATIONAL				SYSTEM
		ATLANTIC	LATIN AMERICA	PACIFIC	TOTAL	
	(Miles)	(Miles)	(Miles)	(Miles)	(Miles)	(Miles)
Historical*						
2000	872.6	4,168.1	1,675.2	5,219.9	3,397.3	1,091.4
2005	974.1	4,133.1	1,611.1	4,466.1	3,051.2	1,201.1
2006	995.5	4,175.4	1,637.0	4,390.4	3,037.0	1,233.4
2007	992.7	4,247.8	1,634.3	4,515.1	3,054.2	1,237.3
2008	999.7	4,332.7	1,654.8	4,583.5	3,111.0	1,262.8
2009E	1,003.8	4,402.4	1,652.3	4,550.0	3,118.8	1,274.7
Forecast						
2010	1,011.0	4,427.0	1,658.7	4,571.7	3,102.5	1,282.9
2011	1,013.1	4,448.5	1,673.9	4,579.0	3,122.8	1,293.6
2012	1,020.7	4,474.9	1,689.5	4,585.9	3,139.6	1,305.0
2013	1,028.3	4,499.4	1,708.1	4,592.2	3,155.8	1,317.5
2014	1,036.1	4,522.2	1,727.8	4,598.0	3,172.7	1,331.4
2015	1,043.8	4,544.1	1,747.7	4,603.7	3,189.1	1,345.1
2016	1,051.1	4,564.6	1,767.3	4,609.6	3,205.1	1,358.4
2017	1,058.5	4,584.6	1,786.7	4,615.8	3,220.7	1,371.6
2018	1,065.9	4,604.6	1,806.0	4,622.3	3,235.9	1,384.7
2019	1,073.3	4,625.4	1,825.6	4,629.1	3,250.8	1,397.7
2020	1,080.9	4,647.4	1,846.0	4,636.1	3,265.2	1,410.5
2021	1,087.9	4,669.3	1,867.4	4,643.3	3,279.3	1,423.4
2022	1,095.0	4,689.9	1,888.9	4,650.6	3,293.2	1,436.3
2023	1,102.1	4,710.2	1,910.1	4,658.0	3,307.2	1,449.4
2024	1,109.2	4,730.6	1,931.4	4,665.4	3,321.6	1,462.5
2025	1,116.5	4,751.0	1,952.6	4,672.8	3,336.1	1,475.8
2026	1,123.2	4,771.7	1,974.2	4,680.2	3,350.8	1,488.9
2027	1,129.9	4,792.1	1,995.9	4,687.6	3,365.7	1,502.2
2028	1,136.7	4,812.1	2,017.5	4,695.0	3,380.7	1,515.6
2029	1,143.5	4,832.1	2,039.1	4,702.5	3,395.9	1,529.1
2030	1,150.4	4,852.1	2,060.6	4,710.1	3,411.1	1,542.7

* Source: Form 41, U.S. Department of Transportation.

TABLE 16

U.S. MAINLINE AIR CARRIER FORECAST ASSUMPTIONS

PASSENGER YIELDS

FISCAL YEAR	REVENUE PER PASSENGER MILE					
	DOMESTIC		INTERNATIONAL		SYSTEM	
	CURRENT $ (Cents)	FY 2009 $ (Cents)	CURRENT $ (Cents)	FY 2009 $ (Cents)	CURRENT $ (Cents)	FY 2009 $ (Cents)
Historical*						
2000	14.03	17.56	10.46	13.09	13.06	16.36
2005	11.45	12.65	10.87	12.01	11.29	12.47
2006	12.36	13.17	11.63	12.40	12.15	12.95
2007	12.45	12.96	12.45	12.97	12.45	12.96
2008	13.09	13.05	13.42	13.38	13.19	13.15
2009E	11.96	11.96	11.69	11.69	11.88	11.88
Forecast						
2010	12.32	12.15	12.22	12.05	12.29	12.12
2011	12.69	12.27	13.04	12.62	12.80	12.38
2012	12.81	12.13	13.19	12.49	12.93	12.25
2013	12.89	11.99	13.30	12.37	13.03	12.11
2014	12.98	11.84	13.42	12.24	13.13	11.97
2015	13.07	11.70	13.55	12.12	13.23	11.84
2016	13.18	11.57	13.68	12.00	13.35	11.72
2017	13.29	11.44	13.80	11.88	13.47	11.59
2018	13.40	11.31	13.93	11.76	13.58	11.47
2019	13.50	11.19	14.05	11.65	13.69	11.35
2020	13.58	11.06	14.16	11.53	13.78	11.23
2021	13.67	10.95	14.26	11.42	13.88	11.11
2022	13.76	10.83	14.37	11.31	13.98	11.00
2023	13.86	10.72	14.47	11.20	14.08	10.89
2024	13.97	10.61	14.60	11.09	14.20	10.78
2025	14.08	10.50	14.73	10.98	14.32	10.68
2026	14.21	10.40	14.86	10.87	14.45	10.57
2027	14.35	10.30	14.99	10.76	14.59	10.47
2028	14.48	10.20	15.13	10.66	14.73	10.37
2029	14.63	10.10	15.28	10.55	14.87	10.28
2030	14.78	10.01	15.43	10.45	15.03	10.18
Avg Annual Growth						
2000-09	-1.8%	-4.2%	1.2%	-1.3%	-1.1%	-3.5%
2009-10	3.0%	1.6%	4.6%	3.1%	3.5%	2.1%
2010-20	1.0%	-0.9%	1.5%	-0.4%	1.1%	-0.8%
2009-30	1.0%	-0.8%	1.3%	-0.5%	1.1%	-0.7%

* Source: Form 41, U.S. Department of Transportation.

TABLE 17

U.S. MAINLINE AIR CARRIER FORECAST ASSUMPTIONS

INTERNATIONAL PASSENGER YIELDS BY REGION

FISCAL YEAR	REVENUE PER PASSENGER MILE							
	ATLANTIC		LATIN AMERICA[1]		PACIFIC		TOTAL INTERNATIONAL	
	CURRENT $	FY 2009 $	CURRENT $	FY 2009 $	CURRENT $	FY 2009 $	CURRENT $	FY 2009 $
	(Cents)	(Cents)	(Cents)	(Cents)	(Cents)	(Cents)	(Cents)	(Cents)
Historical*								
2000	9.73	12.18	13.00	16.28	9.99	12.51	10.46	13.09
2005	10.75	11.88	12.16	13.44	10.04	11.09	10.87	12.01
2006	11.64	12.40	12.68	13.52	10.73	11.43	11.63	12.40
2007	12.46	12.97	13.37	13.92	11.61	12.09	12.45	12.97
2008	13.29	13.25	14.19	14.15	12.73	12.69	13.42	13.38
2009E	11.25	11.25	13.05	13.05	11.20	11.20	11.69	11.69
Forecast								
2010	12.10	11.93	13.35	13.17	11.30	11.14	12.22	12.05
2011	12.95	12.53	14.03	13.57	12.18	11.79	13.04	12.62
2012	13.10	12.40	14.19	13.44	12.32	11.67	13.19	12.49
2013	13.21	12.28	14.31	13.30	12.43	11.55	13.30	12.37
2014	13.33	12.16	14.44	13.17	12.54	11.44	13.42	12.24
2015	13.45	12.04	14.57	13.04	12.65	11.32	13.55	12.12
2016	13.58	11.92	14.71	12.91	12.77	11.21	13.68	12.00
2017	13.70	11.80	14.85	12.78	12.89	11.10	13.80	11.88
2018	13.83	11.68	14.98	12.65	13.01	10.99	13.93	11.76
2019	13.95	11.56	15.11	12.53	13.12	10.88	14.05	11.65
2020	14.05	11.45	15.22	12.40	13.22	10.77	14.16	11.53
2021	14.15	11.33	15.33	12.28	13.31	10.66	14.26	11.42
2022	14.25	11.22	15.44	12.15	13.41	10.55	14.37	11.31
2023	14.36	11.11	15.55	12.03	13.51	10.45	14.47	11.20
2024	14.47	11.00	15.68	11.91	13.62	10.34	14.60	11.09
2025	14.60	10.89	15.82	11.79	13.74	10.24	14.73	10.98
2026	14.73	10.78	15.95	11.67	13.85	10.14	14.86	10.87
2027	14.86	10.67	16.10	11.56	13.98	10.04	14.99	10.76
2028	14.99	10.56	16.24	11.44	14.10	9.94	15.13	10.66
2029	15.14	10.46	16.40	11.33	14.24	9.84	15.28	10.55
2030	15.29	10.35	16.56	11.21	14.38	9.74	15.43	10.45
Avg Annual Growth								
2000-09	1.6%	-0.9%	0.0%	-2.4%	1.3%	-1.2%	1.2%	-1.3%
2009-10	7.6%	6.1%	2.3%	0.9%	0.9%	-0.5%	4.6%	3.1%
2010-20	1.5%	-0.4%	1.3%	-0.6%	1.6%	-0.3%	1.5%	-0.4%
2009-30	1.5%	-0.4%	1.1%	-0.7%	1.2%	-0.7%	1.3%	-0.5%

1 Mainline Air Carrier Only

* Source: Form 41, U.S. Department of Transportation.

TABLE 18

U.S. MAINLINE AIR CARRIER FORECAST ASSUMPTIONS

JET FUEL PRICES

FISCAL YEAR	DOMESTIC		INTERNATIONAL		SYSTEM	
	CURRENT $	FY 2009 $	CURRENT $	FY 2009 $	CURRENT $	FY 2009 $
	(Cents)	(Cents)	(Cents)	(Cents)	(Cents)	(Cents)
Historical*						
2000	71.49	89.51	79.35	99.35	73.57	92.11
2005	149.39	165.06	157.26	173.76	151.58	167.48
2006	194.69	207.46	204.69	218.12	197.72	210.70
2007	194.17	202.19	203.31	211.70	197.00	205.13
2008	292.56	291.69	314.57	313.64	299.67	298.78
2009E	202.31	202.31	208.41	208.41	204.44	204.44
Forecast						
2010	212.19	209.28	228.15	225.02	217.35	214.36
2011	225.90	218.59	242.90	235.04	231.39	223.91
2012	247.43	234.32	266.05	251.95	253.45	240.02
2013	261.42	243.04	281.09	261.33	267.78	248.95
2014	272.36	248.42	292.85	267.11	278.98	254.46
2015	283.88	254.07	305.24	273.19	290.78	260.25
2016	296.30	260.02	318.59	279.58	303.50	266.34
2017	304.66	262.24	327.58	281.97	312.06	268.61
2018	310.81	262.46	334.20	282.21	318.37	268.84
2019	311.31	258.06	334.74	277.47	318.88	264.33
2020	306.96	250.09	330.05	268.90	314.42	256.17
2021	300.81	240.90	323.44	259.02	308.12	246.75
2022	296.35	233.27	318.65	250.81	303.55	238.93
2023	292.44	226.24	314.45	243.26	299.55	231.74
2024	295.10	224.17	317.30	241.04	302.27	229.62
2025	301.17	224.55	323.82	241.44	308.49	230.01
2026	307.57	225.07	330.71	242.01	315.04	230.54
2027	313.89	225.36	337.50	242.32	321.51	230.84
2028	322.37	227.11	346.63	244.20	330.21	232.63
2029	332.00	229.36	356.97	246.61	340.06	234.93
2030	341.73	231.40	367.44	248.81	350.03	237.02
Avg Annual Growth						
2000-09	12.3%	9.5%	11.3%	8.6%	12.0%	9.3%
2009-10	4.9%	3.4%	9.5%	8.0%	6.3%	4.9%
2010-20	3.8%	1.8%	3.8%	1.8%	3.8%	1.8%
2009-30	2.5%	0.6%	2.7%	0.8%	2.6%	0.7%

* Source: Form 41, U.S. Department of Transportation.

TABLE 19

U.S. COMMERCIAL AIR CARRIERS

AIR CARGO REVENUE TON MILES[1]

FISCAL YEAR	ALL-CARGO CARRIER RTMS (Millions)			PASSENGER CARRIER RTMS (Millions)			TOTAL RTMS (Millions)		
	DOMESTIC	INT'L.	TOTAL	DOMESTIC	INT'L.	TOTAL	DOMESTIC	INT'L.	TOTAL
Historical*									
2000	10,283.5	7,573.1	17,856.6	4,415.2	7,784.6	12,199.9	14,698.7	15,357.8	30,056.5
2005	13,007.9	14,581.2	27,589.0	3,081.7	8,547.7	11,629.5	16,089.6	23,128.9	39,218.5
2006	12,481.2	15,475.2	27,956.4	3,229.4	8,483.5	11,712.8	15,710.5	23,958.7	39,669.2
2007	12,795.2	16,164.4	28,959.6	3,022.8	8,050.0	11,072.8	15,818.0	24,214.4	40,032.4
2008	12,257.7	15,587.4	27,845.1	2,152.9	9,027.0	11,179.9	14,410.5	24,614.4	39,025.0
2009E	10,219.7	12,058.1	22,277.8	1,640.2	6,907.1	8,547.4	11,860.0	18,965.3	30,825.2
Forecast									
2010	10,372.1	12,688.8	23,060.9	1,636.8	7,174.7	8,811.5	12,008.9	19,863.5	31,872.4
2011	10,607.4	13,590.2	24,197.6	1,645.6	7,585.0	9,230.5	12,253.0	21,175.2	33,428.2
2012	10,932.6	14,635.0	25,567.5	1,666.9	8,062.0	9,728.9	12,599.5	22,696.9	35,296.4
2013	11,231.8	15,737.2	26,969.0	1,682.8	8,556.1	10,238.9	12,914.5	24,293.3	37,207.8
2014	11,493.4	16,910.6	28,404.0	1,691.6	9,073.7	10,765.3	13,185.1	25,984.3	39,169.3
2015	11,754.8	18,128.5	29,883.3	1,699.2	9,599.4	11,298.6	13,454.0	27,727.8	41,181.9
2016	12,016.2	19,390.3	31,406.5	1,705.6	10,132.1	11,837.7	13,721.8	29,522.3	43,244.2
2017	12,281.3	20,706.6	32,987.9	1,711.3	10,676.5	12,387.8	13,992.6	31,383.2	45,375.8
2018	12,570.2	22,118.8	34,689.0	1,719.0	11,252.9	12,971.9	14,289.2	33,371.7	47,660.9
2019	12,886.7	23,634.1	36,520.8	1,729.0	11,863.2	13,592.2	14,615.7	35,497.3	50,113.0
2020	13,237.5	25,270.6	38,508.0	1,742.1	12,514.4	14,256.5	14,979.6	37,785.0	52,764.5
2021	13,559.5	26,980.8	40,540.3	1,749.9	13,181.2	14,931.0	15,309.3	40,162.0	55,471.3
2022	13,878.9	28,769.2	42,648.1	1,755.8	13,864.4	15,620.2	15,634.7	42,633.6	58,268.3
2023	14,209.4	30,665.0	44,874.3	1,761.6	14,577.0	16,338.5	15,971.0	45,241.9	61,212.9
2024	14,542.9	32,693.0	47,235.9	1,766.3	15,328.4	17,094.7	16,309.2	48,021.4	64,330.6
2025	14,897.8	34,865.8	49,763.6	1,772.0	16,122.5	17,894.5	16,669.8	50,988.3	67,658.1
2026	15,258.6	37,144.6	52,403.2	1,776.8	16,939.0	18,715.8	17,035.4	54,083.6	71,118.9
2027	15,611.1	39,559.2	55,170.3	1,779.0	17,789.6	19,568.6	17,390.1	57,348.8	74,738.9
2028	15,973.7	42,095.3	58,068.9	1,780.8	18,665.8	20,446.6	17,754.4	60,761.1	78,515.5
2029	16,337.3	44,775.2	61,112.5	1,781.0	19,575.5	21,356.5	18,118.3	64,350.7	82,469.0
2030	16,724.3	47,615.7	64,340.0	1,782.2	20,523.5	22,305.7	18,506.5	68,139.2	86,645.7
Avg Annual Growth									
2000-09	-0.1%	5.3%	2.5%	-10.4%	-1.3%	-3.9%	-2.4%	2.4%	0.3%
2009-10	1.5%	5.2%	3.5%	-0.2%	3.9%	3.1%	1.3%	4.7%	3.4%
2010-20	2.5%	7.1%	5.3%	0.6%	5.7%	4.9%	2.2%	6.6%	5.2%
2009-30	2.4%	6.8%	5.2%	0.4%	5.3%	4.7%	2.1%	6.3%	5.0%

* Source: Form 41, U.S. Department of Transportation.

1 Includes freight/express and mail revenue ton miles on mainline air carriers and regionals/commuters.

TABLE 20

U.S. MAINLINE AIR CARRIERS

PASSENGER JET AIRCRAFT

CALENDAR YEAR	LARGE NARROWBODY				LARGE WIDEBODY				LARGE JETS	REGIONAL JETS	TOTAL JETS
	2 ENGINE	3 ENGINE	4 ENGINE	TOTAL	2 ENGINE	3 ENGINE	4 ENGINE	TOTAL			
Historical											
2000	3,364	385	0	3,749	424	169	120	713	4,462	26	4,488
2005	3,308	37	0	3,345	466	29	54	549	3,894	12	3,906
2006	3,302	26	0	3,328	463	19	49	531	3,859	39	3,898
2007	3,354	29	0	3,383	477	12	47	536	3,919	64	3,983
2008	3,170	10	1	3,181	470	9	44	523	3,704	91	3,795
2009E	3,040	9	1	3,050	466	10	40	516	3,566	100	3,666
Forecast											
2010	3,003	9	1	3,013	477	10	40	527	3,540	109	3,649
2011	3,022	8	1	3,031	484	10	40	534	3,565	124	3,689
2012	3,075	7	1	3,083	490	10	40	540	3,623	134	3,757
2013	3,160	6	1	3,167	517	8	40	565	3,732	146	3,878
2014	3,186	5	0	3,191	533	6	40	579	3,770	166	3,936
2015	3,259	4	0	3,263	564	4	38	606	3,869	182	4,051
2016	3,310	4	0	3,314	578	2	28	608	3,922	192	4,114
2017	3,372	3	0	3,375	604	0	18	622	3,997	196	4,193
2018	3,457	1	0	3,458	622	0	8	630	4,088	201	4,289
2019	3,537	1	0	3,538	648	0	6	654	4,192	206	4,398
2020	3,580	0	0	3,580	676	0	4	680	4,260	198	4,458
2021	3,589	0	0	3,589	705	0	2	707	4,296	198	4,494
2022	3,670	0	0	3,670	745	0	0	745	4,415	203	4,618
2023	3,706	0	0	3,706	773	0	0	773	4,479	203	4,682
2024	3,798	0	0	3,798	804	0	0	804	4,602	208	4,810
2025	3,822	0	0	3,822	840	0	0	840	4,662	208	4,870
2026	3,858	0	0	3,858	873	0	0	873	4,731	213	4,944
2027	3,914	0	0	3,914	912	0	0	912	4,826	213	5,039
2028	3,972	0	0	3,972	945	0	0	945	4,917	218	5,135
2029	4,034	0	0	4,034	990	0	0	990	5,024	218	5,242
2030	4,093	0	0	4,093	1,026	0	0	1,026	5,119	223	5,342
Avg Annual Growth											
2000-09	-1.1%	-34.1%	NA	-2.3%	1.1%	-27.0%	-11.5%	-3.5%	-2.5%	16.1%	-2.2%
2009-10	-1.2%	0.0%	0.0%	-1.2%	2.4%	0.0%	0.0%	2.1%	-0.7%	9.0%	-0.5%
2010-20	1.8%	-100.0%	-100.0%	1.7%	3.5%	-100.0%	-20.6%	2.6%	1.9%	6.2%	2.0%
2009-30	1.4%	-100.0%	-100.0%	1.4%	3.8%	-100.0%	-20.6%	3.3%	1.7%	3.9%	1.8%

TABLE 21

U.S. MAINLINE AIR CARRIERS

CARGO JET AIRCRAFT

CALENDAR YEAR	LARGE NARROWBODY				LARGE WIDEBODY				TOTAL
	2 ENGINE	3 ENGINE	4 ENGINE	TOTAL	2 ENGINE	3 ENGINE	4 ENGINE	TOTAL	
Historical									
2000	166	332	176	674	164	158	68	390	1,064
2005	164	233	90	487	246	193	75	514	1,001
2006	162	220	78	460	264	208	80	552	1,012
2007	162	162	75	399	276	213	86	575	974
2008	161	143	68	372	276	215	97	588	960
2009E	158	107	33	298	259	206	91	556	854
Forecast									
2010	164	107	32	303	279	207	88	574	877
2011	171	107	30	308	297	213	91	601	909
2012	180	104	28	312	311	218	93	622	934
2013	204	86	26	316	321	222	96	639	955
2014	236	62	21	319	337	226	96	659	978
2015	259	47	17	323	354	230	98	682	1,005
2016	279	36	7	322	377	234	100	711	1,033
2017	302	25	0	327	398	235	104	737	1,064
2018	323	15	0	338	413	235	107	755	1,093
2019	344	5	0	349	431	233	111	775	1,124
2020	361	0	0	361	447	233	114	794	1,155
2021	372	0	0	372	463	233	118	814	1,186
2022	383	0	0	383	485	227	121	833	1,216
2023	395	0	0	395	512	217	125	854	1,249
2024	406	0	0	406	539	207	128	874	1,280
2025	422	0	0	422	571	197	132	900	1,322
2026	439	0	0	439	603	187	135	925	1,364
2027	455	0	0	455	635	177	139	951	1,406
2028	471	0	0	471	667	167	142	976	1,447
2029	488	0	0	488	699	157	146	1,002	1,490
2030	504	0	0	504	726	152	149	1,027	1,531
Avg Annual Growth									
2000-09	-0.5%	-11.8%	-17.0%	-8.7%	5.2%	3.0%	3.3%	4.0%	-2.4%
2009-10	3.8%	0.0%	-3.0%	1.7%	7.7%	0.5%	-3.3%	3.2%	2.7%
2010-20	8.2%	-100.0%	-100.0%	1.8%	4.8%	1.2%	2.6%	3.3%	2.8%
2009-30	5.7%	-100.0%	-100.0%	2.5%	5.0%	-1.4%	2.4%	3.0%	2.8%

TABLE 22

TOTAL JET FUEL AND AVIATION GASOLINE FUEL CONSUMPTION

U.S. CIVIL AVIATION AIRCRAFT

(Millions of Gallons)

FISCAL YEAR	JET FUEL					AVIATION GASOLINE			TOTAL FUEL CONSUMED
	U.S. AIR CARRIERS[1]			GENERAL AVIATION	TOTAL	AIR CARRIER	GENERAL AVIATION	TOTAL	
	DOMESTIC	INT'L.	TOTAL						
Historical*									
2000	14,746	5,297	20,043	972	21,015	2	333	335	21,350
2005	13,978	5,378	19,356	1,527	20,883	2	295	297	21,180
2006	13,461	5,851	19,313	1,643	20,955	2	283	285	21,241
2007	13,538	6,045	19,583	1,486	21,069	2	274	276	21,344
2008	13,179	6,289	19,468	1,706	21,174	2	248	250	21,424
2009E	11,478	5,767	17,244	1,364	18,609	2	225	227	18,836
Forecast									
2010	11,182	5,525	16,707	1,356	18,063	2	220	222	18,286
2011	11,189	5,700	16,889	1,567	18,456	2	233	235	18,691
2012	11,462	5,895	17,357	1,807	19,164	2	235	237	19,401
2013	11,705	6,097	17,802	2,046	19,848	2	235	237	20,086
2014	11,904	6,303	18,207	2,120	20,327	2	233	235	20,562
2015	12,104	6,507	18,611	2,195	20,806	2	232	234	21,040
2016	12,291	6,711	19,002	2,270	21,272	2	231	233	21,504
2017	12,480	6,914	19,394	2,342	21,736	2	231	233	21,969
2018	12,693	7,125	19,818	2,407	22,225	2	232	234	22,458
2019	12,931	7,352	20,283	2,476	22,759	2	233	235	22,994
2020	13,202	7,590	20,792	2,548	23,341	2	235	237	23,578
2021	13,425	7,823	21,247	2,621	23,868	2	237	239	24,107
2022	13,639	8,055	21,694	2,693	24,387	2	238	240	24,627
2023	13,861	8,292	22,153	2,770	24,923	2	240	242	25,166
2024	14,081	8,533	22,615	2,849	25,464	2	244	246	25,709
2025	14,318	8,786	23,104	2,928	26,032	2	248	250	26,282
2026	14,540	9,045	23,585	3,008	26,592	2	252	254	26,846
2027	14,748	9,304	24,053	3,090	27,143	2	256	258	27,401
2028	14,960	9,569	24,529	3,174	27,703	2	261	263	27,965
2029	15,168	9,836	25,004	3,263	28,268	2	265	267	28,535
2030	15,392	10,115	25,507	3,354	28,861	2	269	271	29,132
Avg Annual Growth									
2000-09	-2.7%	0.9%	-1.7%	3.8%	-1.3%	0.0%	-4.2%	-4.2%	-1.4%
2009-10	-2.6%	-4.2%	-3.1%	-0.6%	-2.9%	0.0%	-2.3%	-2.2%	-2.9%
2010-20	1.7%	3.2%	2.2%	6.5%	2.6%	0.0%	0.6%	0.6%	2.6%
2009-30	1.4%	2.7%	1.9%	4.4%	2.1%	0.0%	0.8%	0.8%	2.1%

* Source: Air carrier jet fuel, Form 41, U.S. Department of Transportation; all others, FAA APO estimates.

1 Includes both passenger (mainline and regional air carrier) and cargo carriers.

TABLE 23

U.S. REGIONAL CARRIER FORECAST ASSUMPTIONS

FISCAL YEAR	AVERAGE SEATS PER AIRCRAFT MILE			AVERAGE PASSENGER TRIP LENGTH			REVENUE PER PASSENGER MILE**	
	DOMESTIC (Seats/Mile)	INT'L. (Seats/Mile)	SYSTEM (Seats/Mile)	DOMESTIC (Miles)	INT'L. (Miles)	SYSTEM (Miles)	CURRENT $ (Cents)	2009$ (Cents)
Historical*								
2000	38.4	41.8	38.5	286.5	260.0	285.5	30.28	37.92
2005	48.6	52.4	48.7	434.7	434.2	434.7	19.67	21.73
2006	49.3	52.2	49.4	450.4	467.2	450.7	19.88	21.18
2007	49.9	54.0	50.0	451.5	518.1	452.9	20.18	21.01
2008	52.8	53.4	52.9	460.8	532.7	462.3	21.44	21.38
2009E	55.0	52.8	55.0	456.5	511.3	457.4	19.04	19.04
Forecast								
2010	56.2	53.1	56.2	453.8	516.3	454.8	20.23	19.95
2011	56.8	53.4	56.7	455.2	521.3	456.3	20.76	20.09
2012	57.3	53.7	57.2	462.9	526.3	463.9	20.90	19.79
2013	57.8	54.0	57.7	471.3	531.3	472.2	20.97	19.50
2014	58.2	54.3	58.1	479.5	536.3	480.4	21.05	19.20
2015	58.6	54.6	58.5	487.9	541.3	488.8	21.14	18.92
2016	58.9	54.9	58.9	495.2	546.3	496.0	21.25	18.65
2017	59.3	55.2	59.2	502.7	551.3	503.4	21.36	18.38
2018	59.7	55.5	59.7	510.2	556.3	510.9	21.46	18.12
2019	60.3	55.8	60.2	517.8	561.3	518.5	21.55	17.86
2020	60.8	56.1	60.7	525.6	566.3	526.3	21.62	17.61
2021	61.3	56.4	61.2	532.2	571.3	532.8	21.69	17.37
2022	61.8	56.7	61.7	538.8	576.3	539.4	21.78	17.14
2023	62.3	57.0	62.2	545.6	581.3	546.1	21.86	16.91
2024	62.7	57.3	62.6	552.4	586.3	552.9	21.96	16.68
2025	63.1	57.6	63.0	559.3	591.3	559.8	22.07	16.46
2026	63.6	57.9	63.5	564.9	596.3	565.4	22.27	16.30
2027	64.0	58.2	63.9	570.5	601.3	571.0	22.48	16.14
2028	64.5	58.5	64.4	576.2	606.3	576.7	22.69	15.99
2029	64.9	58.8	64.8	582.0	611.3	582.5	22.92	15.83
2030	65.4	59.1	65.3	587.8	616.3	588.3	23.16	15.68
Avg Annual Growth								
2000-09							-5.0%	-7.4%
2009-10							6.3%	4.8%
2010-20							0.7%	-1.2%
2009-30							0.9%	-0.9%

* Source: Form 41 and 298C, U.S. Department of Transportation.
** Reporting carriers.

TABLE 24

U.S. REGIONAL CARRIERS

SCHEDULED PASSENGER TRAFFIC

(In Millions)

FISCAL YEAR	REVENUE PASSENGERS			REVENUE PASSENGER MILES		
	DOMESTIC	INTERNATIONAL	SYSTEM	DOMESTIC	INTERNATIONAL	SYSTEM
Historical*						
2000	79.7	3.1	82.8	22,825	814	23,639
2005	146.4	3.3	149.7	63,654	1,417	65,071
2006	152.2	3.5	155.7	68,532	1,634	70,166
2007	156.2	3.4	159.6	70,528	1,772	72,300
2008	159.1	3.5	162.6	73,305	1,867	75,172
2009E	153.8	2.6	156.3	70,188	1,304	71,492
Forecast						
2010	160.8	2.7	163.4	72,953	1,377	74,330
2011	166.2	2.8	168.9	75,641	1,437	77,078
2012	172.0	2.9	174.8	79,596	1,502	81,098
2013	177.7	2.9	180.6	83,732	1,566	85,298
2014	182.9	3.0	186.0	87,725	1,628	89,353
2015	188.0	3.1	191.1	91,717	1,688	93,406
2016	193.0	3.2	196.2	95,577	1,750	97,327
2017	198.1	3.3	201.4	99,578	1,812	101,390
2018	203.7	3.4	207.0	103,900	1,880	105,780
2019	209.7	3.5	213.1	108,574	1,953	110,527
2020	216.3	3.6	219.9	113,692	2,033	115,725
2021	222.5	3.7	226.2	118,417	2,109	120,526
2022	228.7	3.8	232.5	123,233	2,187	125,420
2023	235.1	3.9	239.0	128,266	2,268	130,534
2024	241.6	4.0	245.6	133,462	2,351	135,812
2025	248.6	4.1	252.7	139,025	2,439	141,464
2026	255.6	4.2	259.9	144,398	2,529	146,928
2027	262.6	4.4	266.9	149,803	2,620	152,423
2028	269.7	4.5	274.2	155,417	2,713	158,130
2029	276.9	4.6	281.5	161,163	2,809	163,972
2030	284.6	4.7	289.3	167,265	2,910	170,175
Avg Annual Growth						
2000-09	7.6%	-2.2%	7.3%	13.3%	5.4%	13.1%
2009-10	4.6%	4.6%	4.6%	3.9%	5.6%	4.0%
2010-20	3.0%	3.0%	3.0%	4.5%	4.0%	4.5%
2009-30	3.0%	3.0%	3.0%	4.2%	3.9%	4.2%

* Source: Form 41 and 298C, U.S. Department of Transportation.

TABLE 25

U.S. REGIONAL CARRIERS

SCHEDULED PASSENGER CAPACITY, TRAFFIC, AND LOAD FACTORS

FISCAL YEAR	DOMESTIC			INTERNATIONAL			SYSTEM		
	ASMs (MIL)	RPMs (MIL)	% LOAD FACTOR	ASMs (MIL)	RPMs (MIL)	% LOAD FACTOR	ASMs (MIL)	RPMs (MIL)	% LOAD FACTOR
Historical*									
2000	38,332	22,825	59.5	1,338	814	60.8	39,670	23,639	59.6
2005	90,028	63,654	70.7	2,213	1,417	64.0	92,240	65,071	70.5
2006	91,458	68,532	74.9	2,387	1,634	68.5	93,845	70,166	74.8
2007	93,452	70,528	75.5	2,550	1,772	69.5	96,002	72,300	75.3
2008	99,469	73,305	73.7	2,632	1,867	70.9	102,101	75,172	73.6
2009E	94,421	70,188	74.3	1,873	1,304	69.6	96,294	71,492	74.2
Forecast									
2010	96,258	72,953	75.8	1,964	1,377	70.1	98,222	74,330	75.7
2011	98,734	75,641	76.6	2,035	1,437	70.6	100,769	77,078	76.5
2012	103,810	79,596	76.7	2,111	1,502	71.1	105,922	81,098	76.6
2013	109,120	83,732	76.7	2,187	1,566	71.6	111,306	85,298	76.6
2014	114,242	87,725	76.8	2,257	1,628	72.1	116,499	89,353	76.7
2015	119,361	91,717	76.8	2,325	1,688	72.6	121,686	93,406	76.8
2016	124,307	95,577	76.9	2,392	1,750	73.1	126,699	97,327	76.8
2017	129,435	99,578	76.9	2,461	1,812	73.6	131,896	101,390	76.9
2018	134,979	103,900	77.0	2,536	1,880	74.1	137,515	105,780	76.9
2019	140,979	108,574	77.0	2,617	1,953	74.6	143,596	110,527	77.0
2020	147,553	113,692	77.1	2,705	2,033	75.1	150,259	115,725	77.0
2021	153,615	118,417	77.1	2,789	2,109	75.6	156,404	120,526	77.1
2022	159,793	123,233	77.1	2,873	2,187	76.1	162,666	125,420	77.1
2023	166,253	128,266	77.2	2,959	2,268	76.6	169,212	130,534	77.1
2024	172,920	133,462	77.2	3,048	2,351	77.1	175,967	135,812	77.2
2025	180,062	139,025	77.2	3,142	2,439	77.6	183,204	141,464	77.2
2026	186,957	144,398	77.2	3,248	2,529	77.9	190,205	146,928	77.2
2027	193,890	149,803	77.3	3,353	2,620	78.1	197,243	152,423	77.3
2028	201,093	155,417	77.3	3,462	2,713	78.4	204,555	158,130	77.3
2029	208,466	161,163	77.3	3,572	2,809	78.6	212,038	163,972	77.3
2030	216,296	167,265	77.3	3,696	2,910	78.7	219,993	170,175	77.4
Avg Annual Growth									
2000-09	10.5%	13.3%		3.8%	5.4%		10.4%	13.1%	
2009-10	1.9%	3.9%		4.8%	5.6%		2.0%	4.0%	
2010-20	4.4%	4.5%		3.3%	4.0%		4.3%	4.5%	
2009-30	4.0%	4.2%		3.3%	3.9%		4.0%	4.2%	

* Source: Form 41 and 298C, U.S. Department of Transportation.

TABLE 26

U.S. REGIONAL CARRIERS

PASSENGER AIRCRAFT

AS OF JANUARY 1	REGIONAL AIRCRAFT											
	LESS THAN 9 SEATS	10 TO 19 SEATS	20 TO 30 SEATS	31 TO 40 SEATS			OVER 40 SEATS			TOTAL FLEET		
				PROP	JET	TOTAL	PROP	JET**	TOTAL	NON JET	JET	TOTAL
Historical*												
2000	470	470	262	474	74	548	155	496	651	1,704	570	2,274
2005	449	449	99	253	98	351	81	1,630	1,711	1,102	1,728	2,830
2006	453	453	88	224	96	320	87	1,632	1,719	1,056	1,728	2,784
2007	453	453	79	228	98	326	101	1,656	1,757	1,033	1,754	2,787
2008	451	451	68	180	43	223	121	1,730	1,851	927	1,773	2,700
2009E	466	466	65	153	6	159	115	1,704	1,819	902	1,710	2,612
Forecast												
2010	454	454	65	145	0	145	129	1,603	1,732	896	1,603	2,499
2011	444	444	65	138	0	138	143	1,669	1,812	893	1,669	2,562
2012	393	393	65	103	0	103	156	1,705	1,861	820	1,705	2,525
2013	418	418	65	121	0	121	169	1,743	1,912	875	1,743	2,618
2014	405	405	65	113	0	113	183	1,748	1,931	867	1,748	2,615
2015	391	391	64	104	0	104	197	1,723	1,920	857	1,723	2,580
2016	376	376	64	95	0	95	209	1,704	1,913	844	1,704	2,548
2017	363	363	64	87	0	87	222	1,708	1,930	835	1,708	2,543
2018	347	347	63	78	0	78	235	1,706	1,941	821	1,706	2,527
2019	346	346	63	77	0	77	250	1,722	1,972	834	1,722	2,556
2020	346	346	63	77	0	77	265	1,766	2,031	849	1,766	2,615
2021	343	343	62	77	0	77	276	1,787	2,063	855	1,787	2,642
2022	341	341	62	77	0	77	292	1,852	2,144	868	1,852	2,720
2023	341	341	62	77	0	77	306	1,912	2,218	882	1,912	2,794
2024	338	338	61	77	0	77	320	1,976	2,296	891	1,976	2,867
2025	337	337	61	77	0	77	334	2,060	2,394	903	2,060	2,963
2026	334	334	60	77	0	77	345	2,125	2,470	909	2,125	3,034
2027	332	332	60	77	0	77	358	2,200	2,558	919	2,200	3,119
2028	331	331	59	77	0	77	373	2,280	2,653	932	2,280	3,212
2029	331	331	59	77	0	77	388	2,360	2,748	947	2,360	3,307
2030	330	330	58	77	0	77	403	2,441	2,844	960	2,441	3,401
Avg Annual Growth												
2000-09	-0.1%	-0.1%	-14.3%	-11.8%	-24.4%	-12.8%	-3.3%	14.7%	12.1%	-6.8%	13.0%	1.6%
2009-10	-2.6%	-2.6%	0.0%	-5.2%	N/A	-8.8%	12.2%	-5.9%	-4.8%	-0.7%	-6.3%	-4.3%
2010-20	-2.7%	-2.7%	-0.3%	-6.1%	N/A	-6.1%	7.5%	1.0%	1.6%	-0.5%	1.0%	0.5%
2009-30	-1.6%	-1.6%	-0.5%	-3.2%	-99.9%	-3.4%	6.2%	1.7%	2.2%	0.3%	1.7%	1.3%

*Source: The Velocity Group for the Regional Airline Association.
**Independence Air A319 aircraft are included in Table 20 - U.S. Mainline Air Carriers Passenger Jet Aircraft.

TABLE 27

ACTIVE GENERAL AVIATION AND AIR TAXI AIRCRAFT

AS OF DEC. 31	FIXED WING						ROTORCRAFT			EXPERI-MENTAL	SPORT AIRCRAFT	OTHER	TOTAL GENERAL AVIATION FLEET	TOTAL PISTONS	TOTAL TURBINES
	PISTON			TURBINE											
	SINGLE ENGINE	MULTI-ENGINE	TOTAL	TURBO PROP	TURBO JET	TOTAL	PISTON	TURBINE	TOTAL						
Historical*															
2000	149,422	21,091	170,513	5,762	7,001	12,763	2,680	4,470	7,150	20,407	NA	6,700	217,533	173,193	17,233
2005	148,102	19,504	167,606	7,942	9,823	17,765	3,039	5,689	8,728	23,627	170	6,454	224,350	170,645	23,454
2006	145,033	18,708	163,741	8,063	10,379	18,442	3,264	5,895	9,159	23,047	1,273	6,277	221,939	167,005	24,337
2007	147,571	19,335	166,906	9,514	10,385	19,899	2,769	6,798	9,567	23,228	6,066	5,940	231,606	169,675	26,697
2008	145,497	17,519	163,016	8,907	11,042	19,949	3,498	6,378	9,876	23,364	6,811	5,652	228,668	166,514	26,327
2009E	144,745	17,351	162,096	9,010	11,418	20,428	3,666	6,540	10,206	23,435	7,311	5,673	229,149	165,762	26,968
Forecast															
2010	144,104	17,177	161,281	9,100	11,779	20,879	3,830	6,715	10,545	23,605	7,711	5,679	229,699	165,111	27,594
2011	143,502	17,041	160,543	9,214	12,184	21,398	4,005	6,920	10,925	24,320	8,711	5,684	231,581	164,548	28,318
2012	142,996	16,916	159,912	9,349	12,657	22,006	4,180	7,125	11,305	25,030	9,711	5,677	233,642	164,092	29,131
2013	142,581	16,791	159,372	9,500	13,217	22,718	4,360	7,335	11,695	25,680	10,611	5,670	235,746	163,732	30,053
2014	142,240	16,656	158,896	9,650	13,827	23,477	4,550	7,555	12,105	26,325	11,111	5,663	237,577	163,446	31,032
2015	141,955	16,520	158,475	9,799	14,466	24,265	4,755	7,795	12,550	26,965	11,611	5,657	239,522	163,230	32,060
2016	141,748	16,384	158,132	9,943	15,122	25,065	4,945	8,015	12,960	27,550	12,011	5,650	241,369	163,077	33,080
2017	141,613	16,241	157,854	10,085	15,798	25,883	5,125	8,225	13,350	28,125	12,411	5,644	243,267	162,979	34,108
2018	141,594	16,098	157,692	10,227	16,486	26,713	5,290	8,415	13,705	28,695	12,711	5,637	245,153	162,982	35,128
2019	141,727	15,955	157,682	10,370	17,191	27,561	5,455	8,605	14,060	29,260	13,011	5,631	247,206	163,137	36,166
2020	142,052	15,815	157,867	10,516	17,925	28,442	5,625	8,800	14,425	29,770	13,311	5,625	249,440	163,492	37,242
2021	142,550	15,681	158,231	10,665	18,691	29,357	5,795	9,000	14,795	30,275	13,611	5,618	251,888	164,026	38,357
2022	143,084	15,552	158,636	10,812	19,487	30,299	5,970	9,200	15,170	30,775	13,911	5,612	254,404	164,606	39,499
2023	143,696	15,424	159,120	10,959	20,315	31,274	6,145	9,400	15,545	31,270	14,211	5,606	257,026	165,265	40,674
2024	144,438	15,299	159,737	11,108	21,175	32,283	6,320	9,600	15,920	31,760	14,511	5,600	259,812	166,057	41,883
2025	145,323	15,176	160,499	11,259	22,069	33,328	6,495	9,800	16,295	32,245	14,811	5,594	262,772	166,994	43,128
2026	146,143	15,059	161,202	11,411	22,996	34,407	6,670	10,005	16,675	32,675	15,111	5,588	265,658	167,872	44,412
2027	147,078	14,941	162,019	11,564	23,957	35,520	6,845	10,210	17,055	33,100	15,411	5,582	268,688	168,864	45,730
2028	148,139	14,827	162,966	11,717	24,952	36,669	7,020	10,415	17,435	33,520	15,711	5,576	271,877	169,986	47,084
2029	149,319	14,711	164,030	11,870	25,979	37,849	7,195	10,620	17,815	33,935	16,011	5,571	275,210	171,225	48,469
2030	150,646	14,597	165,243	12,023	27,035	39,059	7,370	10,825	18,195	34,350	16,311	5,565	278,723	172,613	49,884
Avg Annual Growth															
2000-09	-0.4%	-2.1%	-0.6%	5.1%	5.6%	5.4%	3.5%	4.3%	4.0%	1.5%	N/A	-1.8%	0.6%	-0.5%	5.1%
2009-10	-0.4%	-1.0%	-0.5%	1.0%	3.2%	2.2%	4.5%	2.7%	3.3%	0.7%	5.5%	0.1%	0.2%	-0.4%	2.3%
2010-20	-0.1%	-0.8%	-0.2%	1.5%	4.3%	3.1%	3.9%	2.7%	3.2%	2.3%	5.6%	-0.1%	0.8%	-0.1%	3.0%
2009-30	0.2%	-0.8%	0.1%	1.4%	4.2%	3.1%	3.4%	2.4%	2.8%	1.8%	3.9%	-0.1%	0.9%	0.2%	3.0%

* Source: 2000-2008, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.

Note: An active aircraft is one that has a current registration and was flown at least one hour during the calendar year.

TABLE 28

ACTIVE GENERAL AVIATION AND AIR TAXI HOURS FLOWN

(In Thousands)

CALENDAR YEAR	FIXED WING						ROTORCRAFT			EXPERI-MENTAL	SPORT AIRCRAFT	OTHER	TOTAL GENERAL AVIATION HOURS	TOTAL PISTONS	TOTAL TURBINES
	PISTON			TURBINE											
	SINGLE ENGINE	MULTI-ENGINE	TOTAL	TURBO PROP	TURBO JET	TOTAL	PISTON	TURBINE	TOTAL						
Historical*															
2000	18,089	3,400	21,489	1,986	2,755	4,741	530	1,661	2,191	1,307	NA	374	30,102	22,019	6,402
2005	13,739	2,677	16,416	2,160	3,767	5,927	678	2,438	3,116	1,340	9	271	27,078	17,094	8,365
2006	13,976	2,550	16,525	2,162	4,077	6,240	918	2,528	3,446	1,218	66	211	27,705	17,443	8,767
2007	13,571	2,686	16,257	2,661	3,938	6,600	704	2,541	3,245	1,275	260	215	27,852	16,962	9,141
2008	12,746	2,328	15,074	2,457	3,600	6,057	751	2,470	3,222	1,155	293	209	26,009	15,825	8,527
2009E	11,436	2,132	13,568	2,241	2,902	5,143	709	2,356	3,065	1,031	314	208	23,330	14,277	7,499
Forecast															
2010	11,004	2,105	13,109	2,272	2,904	5,176	726	2,371	3,096	1,000	332	208	22,921	13,835	7,547
2011	11,705	2,137	13,842	2,458	3,487	5,945	761	2,455	3,216	1,088	382	209	24,681	14,602	8,400
2012	11,856	2,122	13,978	2,537	4,196	6,733	796	2,541	3,336	1,198	435	210	25,889	14,774	9,273
2013	11,965	2,071	14,036	2,609	4,924	7,533	832	2,628	3,461	1,303	484	210	27,027	14,868	10,162
2014	11,855	2,019	13,875	2,650	5,170	7,821	871	2,721	3,591	1,403	517	211	27,418	14,745	10,541
2015	11,839	1,985	13,823	2,688	5,425	8,113	912	2,821	3,733	1,480	551	212	27,913	14,735	10,934
2016	11,747	1,946	13,692	2,714	5,697	8,411	951	2,915	3,866	1,520	582	213	28,284	14,643	11,326
2017	11,788	1,924	13,713	2,740	5,957	8,697	988	3,007	3,995	1,560	613	214	28,791	14,701	11,704
2018	11,868	1,911	13,779	2,776	6,197	8,973	1,022	3,092	4,114	1,599	641	214	29,320	14,802	12,064
2019	11,994	1,900	13,894	2,812	6,463	9,275	1,057	3,177	4,234	1,639	669	215	29,926	14,951	12,452
2020	12,127	1,887	14,014	2,842	6,739	9,581	1,093	3,265	4,358	1,676	698	216	30,543	15,107	12,846
2021	12,350	1,867	14,217	2,863	7,021	9,884	1,128	3,356	4,485	1,713	728	217	31,244	15,345	13,240
2022	12,459	1,862	14,321	2,898	7,311	10,209	1,165	3,448	4,614	1,750	759	218	31,870	15,486	13,657
2023	12,613	1,871	14,484	2,935	7,616	10,551	1,203	3,541	4,743	1,787	791	219	32,575	15,687	14,092
2024	12,842	1,883	14,725	2,963	7,933	10,896	1,240	3,634	4,874	1,824	824	219	33,362	15,965	14,530
2025	13,134	1,900	15,034	2,986	8,257	11,243	1,277	3,728	5,006	1,862	857	220	34,222	16,312	14,971
2026	13,426	1,928	15,354	3,015	8,588	11,603	1,315	3,825	5,140	1,896	892	221	35,107	16,669	15,428
2027	13,739	1,953	15,693	3,054	8,930	11,984	1,353	3,923	5,276	1,930	928	222	36,034	17,046	15,907
2028	14,046	1,988	16,034	3,097	9,283	12,380	1,391	4,022	5,413	1,965	965	223	36,980	17,425	16,402
2029	14,320	2,027	16,347	3,138	9,662	12,800	1,429	4,122	5,551	1,999	1,003	224	37,925	17,776	16,922
2030	14,613	2,051	16,663	3,180	10,051	13,232	1,468	4,222	5,690	2,034	1,043	225	38,886	18,131	17,454
Avg Annual Growth															
2000-09	-5.0%	-5.1%	-5.0%	1.4%	0.6%	0.9%	3.3%	4.0%	3.8%	-2.6%	N/A	-6.3%	-2.8%	-4.7%	1.8%
2009-10	-3.8%	-1.3%	-3.4%	1.4%	0.1%	0.7%	2.4%	0.6%	1.0%	-3.0%	5.5%	-0.4%	-1.8%	-3.1%	0.6%
2010-20	1.0%	-1.1%	0.7%	2.3%	8.8%	6.4%	4.2%	3.3%	3.5%	5.3%	7.7%	0.4%	2.9%	0.9%	5.5%
2009-30	1.2%	-0.2%	1.0%	1.7%	6.1%	4.6%	3.5%	2.8%	3.0%	3.3%	5.9%	0.4%	2.5%	1.1%	4.1%

* Source: 2000-2008, FAA General Aviation and Air Taxi Surveys.

Note: An active aircraft is one that has a current registration and was flown at least one hour during the previous calendar year.

TABLE 29

ACTIVE PILOTS BY TYPE OF CERTIFICATE

AS OF DEC. 31	STUDENTS	RECREA-TIONAL	SPORT PILOT	PRIVATE	COMMERCIAL	AIRLINE TRANSPORT	ROTOR-CRAFT ONLY	GLIDER ONLY	TOTAL PILOTS	TOTAL LESS AT PILOTS	INSTRUMENT RATED PILOTS[1]
Historical*											
2000	93,064	340	NA	251,561	121,858	141,596	7,775	9,387	625,581	483,985	311,944
2005	87,213	278	134	228,619	120,614	141,992	9,518	21,369	609,737	467,745	311,500
2006	84,866	239	939	219,233	117,610	141,935	10,690	21,597	597,109	455,174	309,333
2007	84,339	239	2,031	211,096	115,127	143,953	12,290	21,274	590,349	446,396	309,865
2008	80,989	252	2,623	222,596	124,746	146,838	14,647	21,055	613,746	466,908	325,247
2009E	72,280	234	3,248	211,619	125,738	144,600	15,298	21,268	594,285	449,685	323,495
Forecast											
2010	70,700	235	4,060	206,400	124,950	142,650	15,380	21,270	585,645	442,995	322,300
2011	69,050	235	4,872	202,000	125,150	142,750	15,540	21,350	580,947	438,197	321,100
2012	71,400	235	5,846	200,500	123,900	142,800	16,250	21,380	582,311	439,511	322,800
2013	73,150	235	6,150	200,550	119,850	143,750	17,010	21,410	582,105	438,355	324,500
2014	73,850	235	6,500	201,000	119,750	145,100	17,700	21,440	585,575	440,475	326,200
2015	74,300	235	6,850	201,600	119,650	145,750	18,300	21,470	588,155	442,405	327,900
2016	74,700	235	7,200	202,250	121,250	146,700	18,860	21,510	592,705	446,005	329,600
2017	74,950	235	7,600	202,850	122,650	147,300	19,420	21,540	596,545	449,245	332,100
2018	75,350	235	8,000	203,500	123,650	148,200	19,880	21,570	600,385	452,185	334,600
2019	75,500	235	8,400	204,050	124,550	149,100	20,240	21,600	603,675	454,575	337,200
2020	75,800	235	8,850	204,600	125,450	150,300	20,400	21,630	607,265	456,965	339,800
2021	76,200	235	9,250	205,200	126,300	151,250	20,390	21,670	610,495	459,245	343,200
2022	76,800	235	9,700	205,950	127,300	151,900	20,270	21,700	613,855	461,955	346,700
2023	77,400	235	10,150	206,800	128,400	153,450	20,140	21,730	618,305	464,855	350,200
2024	78,100	235	10,650	207,800	129,600	154,550	20,010	21,760	622,705	468,155	353,800
2025	79,000	235	11,150	209,000	130,900	156,050	20,060	21,800	628,195	472,145	357,400
2026	80,100	235	11,700	210,450	132,350	157,350	20,210	21,830	634,225	476,875	361,000
2027	81,400	235	12,250	212,200	133,850	158,550	20,420	21,860	640,765	482,215	364,700
2028	82,850	235	12,850	214,250	135,450	160,000	20,670	21,890	648,195	488,195	368,400
2029	84,450	235	13,450	216,550	137,200	161,400	21,000	21,930	656,215	494,815	372,100
2030	86,050	235	14,100	219,050	139,100	162,900	21,380	21,960	664,775	501,875	375,900
Avg Annual Growth											
2000-09	-2.8%	-4.1%	N/A	-1.9%	0.3%	0.2%	7.8%	9.5%	-0.6%	-0.8%	0.4%
2009-10	-2.2%	0.4%	25.0%	-2.5%	-0.6%	-1.3%	0.5%	0.0%	-1.5%	-1.5%	-0.4%
2010-20	0.7%	0.0%	8.1%	-0.1%	0.0%	0.5%	2.9%	0.2%	0.4%	0.3%	0.5%
2009-30	0.8%	0.0%	7.2%	0.2%	0.5%	0.6%	1.6%	0.2%	0.5%	0.5%	0.7%

* Source: FAA U.S. Civil Airmen Statistics.

1 Instrument rated pilots should not be added to other categories in deriving total.

Note: An active pilot is a person with a pilot certificate and a valid medical certificate.

TABLE 30

GENERAL AVIATION AIRCRAFT FUEL CONSUMPTION

(In Millions of Gallons)

CALENDAR YEAR	FIXED WING				ROTORCRAFT		EXPERI-MENTAL/ OTHER	SPORT	TOTAL FUEL CONSUMED		
	PISTON		TURBINE								
	SINGLE ENGINE	MULTI-ENGINE	TURBO-PROP	TURBO-JET	PISTON	TURBINE			AVGAS	JET FUEL	TOTAL
Historical											
2000	200.8	108.4	176.3	736.7	8.4	59.0	15.2	NA	332.8	972.0	1,304.8
2005	173.1	89.7	196.1	1,181.3	14.6	149.2	17.7	0.0	295.0	1,526.7	1,821.7
2006	164.9	79.9	190.1	1,303.9	16.7	148.6	21.6	0.3	283.4	1,642.6	1,926.0
2007	157.6	83.0	205.2	1,148.0	9.3	132.4	22.6	1.2	273.6	1,485.6	1,759.2
2008	143.0	69.5	230.4	1,313.2	10.7	162.1	23.3	1.5	248.1	1,705.7	1,953.8
2009E	129.0	64.0	210.2	1,014.1	10.1	140.0	20.7	1.6	225.3	1,364.3	1,589.6
Forecast											
2010	124.7	63.5	211.0	1,004.6	10.3	140.2	20.1	1.6	220.2	1,355.8	1,576.0
2011	133.3	64.8	228.2	1,194.4	10.8	144.4	21.9	1.9	232.6	1,567.1	1,799.7
2012	133.7	63.7	235.6	1,422.8	11.3	148.7	24.0	2.1	234.7	1,807.1	2,041.8
2013	133.6	61.5	239.8	1,653.2	11.8	153.1	26.1	2.3	235.2	2,046.1	2,281.3
2014	131.0	59.4	243.6	1,718.4	12.3	157.7	28.1	2.5	233.2	2,119.7	2,352.9
2015	129.5	57.8	247.2	1,784.9	12.8	162.7	29.4	2.6	232.2	2,194.8	2,427.0
2016	127.9	56.3	247.0	1,855.8	13.4	167.3	30.2	2.8	230.6	2,270.1	2,500.7
2017	127.7	55.5	249.4	1,920.9	13.9	171.7	31.0	2.9	231.0	2,342.0	2,573.0
2018	127.9	54.8	252.6	1,978.3	14.3	175.6	31.7	3.1	231.8	2,406.6	2,638.3
2019	128.6	54.2	253.3	2,042.8	14.8	179.6	32.5	3.1	233.2	2,475.7	2,708.9
2020	129.4	53.6	256.1	2,108.7	15.3	183.6	33.2	3.3	234.7	2,548.4	2,783.1
2021	131.1	52.7	258.0	2,174.9	15.8	187.8	33.9	3.4	237.0	2,620.6	2,857.6
2022	131.6	52.3	258.5	2,242.0	16.3	192.0	34.5	3.5	238.1	2,692.5	2,930.7
2023	132.6	52.3	261.8	2,312.2	16.8	196.1	35.2	3.6	240.5	2,770.2	3,010.7
2024	134.3	52.4	264.3	2,384.4	17.3	200.3	35.9	3.8	243.7	2,849.0	3,092.8
2025	136.7	52.6	266.4	2,456.9	17.8	204.5	36.7	3.9	247.7	2,927.8	3,175.5
2026	139.0	53.1	268.9	2,530.0	18.3	208.8	37.4	4.1	251.9	3,007.7	3,259.6
2027	141.5	53.5	272.4	2,604.5	18.9	213.0	38.0	4.3	256.2	3,089.9	3,346.1
2028	144.0	54.2	276.3	2,680.1	19.4	217.3	38.7	4.4	260.7	3,173.7	3,434.4
2029	146.1	55.0	279.9	2,761.9	19.9	221.6	39.4	4.6	265.0	3,263.4	3,528.4
2030	148.3	55.4	283.7	2,844.3	20.5	225.8	40.1	4.8	269.0	3,353.8	3,622.8
Avg Annual Growth											
2000-09	-4.8%	-5.7%	2.0%	3.6%	2.1%	10.1%	3.5%	N/A	-4.2%	3.8%	2.2%
2009-10	-3.3%	-0.8%	0.4%	-0.9%	2.4%	0.1%	-3.0%	3.4%	-2.3%	-0.6%	-0.9%
2010-20	0.4%	-1.7%	2.0%	7.7%	4.0%	2.7%	5.1%	7.3%	0.6%	6.5%	5.9%
2009-30	0.7%	-0.7%	1.4%	5.0%	3.4%	2.3%	3.2%	5.5%	0.8%	4.4%	4.0%

Source: FAA APO Estimates.

Note: Detail may not add to total because of independent rounding.

TABLE 31

TOTAL COMBINED AIRCRAFT OPERATIONS AT AIRPORTS WITH FAA AND CONTRACT TRAFFIC CONTROL SERVICE

(In Thousands)

FISCAL YEAR	AIR CARRIER	AIR TAXI/ COMMUTER	GENERAL AVIATION			MILITARY			TOTAL	NUMBER OF TOWERS	
			ITINERANT	LOCAL	TOTAL	ITINERANT	LOCAL	TOTAL		FAA	CONTRACT
Historical*											
2000	15,158.7	10,760.5	22,844.1	17,034.4	39,878.5	1,439.8	1,448.2	2,888.0	68,685.7	266	192
2005	13,533.6	12,550.5	19,303.2	14,843.6	34,146.8	1,414.5	1,449.1	2,863.6	63,094.5	264	229
2006	13,256.3	11,967.6	18,707.1	14,365.4	33,072.5	1,358.4	1,417.4	2,775.8	61,072.2	263	231
2007	13,611.2	11,667.3	18,575.2	14,556.8	33,132.0	1,313.9	1,405.7	2,719.6	61,130.0	264	235
2008	13,779.1	11,028.9	17,521.3	14,146.7	31,668.0	1,283.7	1,217.7	2,501.4	58,977.4	264	239
2009E	12,831.3	9,510.4	15,554.5	12,419.9	27,974.4	1,294.0	1,262.5	2,556.5	52,872.6	264	244
Forecast											
2010	12,519.5	9,326.0	14,982.3	12,114.9	27,097.2	1,278.0	1,238.6	2,516.6	51,459.3	264	244
2011	12,611.5	9,329.4	15,167.4	12,265.4	27,432.7	1,278.0	1,238.6	2,516.6	51,890.3	264	244
2012	12,915.9	9,441.2	15,356.1	12,418.3	27,774.5	1,278.0	1,238.6	2,516.6	52,648.2	264	244
2013	13,246.6	9,546.6	15,547.7	12,572.5	28,120.2	1,278.0	1,238.6	2,516.6	53,430.1	264	244
2014	13,552.9	9,643.0	15,741.7	12,727.3	28,469.1	1,278.0	1,238.6	2,516.6	54,181.6	264	244
2015	13,858.7	9,727.0	15,947.5	12,885.9	28,833.4	1,278.0	1,238.6	2,516.6	54,935.7	264	244
2016	14,162.6	9,831.9	16,155.6	13,046.7	29,202.3	1,278.0	1,238.6	2,516.6	55,713.4	264	244
2017	14,470.8	9,942.4	16,366.9	13,208.6	29,575.5	1,278.0	1,238.6	2,516.6	56,505.4	264	244
2018	14,803.6	10,059.4	16,581.9	13,372.5	29,954.4	1,278.0	1,238.6	2,516.6	57,334.0	264	244
2019	15,167.5	10,183.0	16,799.7	13,538.9	30,338.6	1,278.0	1,238.6	2,516.6	58,205.7	264	244
2020	15,562.9	10,327.8	17,020.9	13,708.0	30,728.9	1,278.0	1,238.6	2,516.6	59,136.2	264	244
2021	15,932.7	10,478.4	17,245.2	13,879.2	31,124.4	1,278.0	1,238.6	2,516.6	60,052.1	264	244
2022	16,303.5	10,638.9	17,473.1	14,052.6	31,525.7	1,278.0	1,238.6	2,516.6	60,984.7	264	244
2023	16,681.6	10,810.6	17,704.5	14,241.0	31,945.4	1,278.0	1,238.6	2,516.6	61,954.2	264	244
2024	17,058.8	10,993.9	17,939.4	14,432.4	32,371.8	1,278.0	1,238.6	2,516.6	62,941.1	264	244
2025	17,457.8	11,202.2	18,177.9	14,627.1	32,805.0	1,278.0	1,238.6	2,516.6	63,981.6	264	244
2026	17,861.9	11,427.8	18,420.1	14,823.4	33,243.5	1,278.0	1,238.6	2,516.6	65,049.8	264	244
2027	18,252.7	11,670.4	18,666.1	15,023.1	33,689.1	1,278.0	1,238.6	2,516.6	66,128.8	264	244
2028	18,658.9	11,931.4	18,915.8	15,224.5	34,140.3	1,278.0	1,238.6	2,516.6	67,247.2	264	244
2029	19,063.3	12,212.3	19,169.5	15,429.3	34,598.8	1,278.0	1,238.6	2,516.6	68,390.9	264	244
2030	19,481.9	12,514.7	19,427.1	15,637.5	35,064.5	1,278.0	1,238.6	2,516.6	69,577.7	264	244
Avg Annual Growth											
2000-09	-1.8%	-1.4%	-4.2%	-3.4%	-3.9%	-1.2%	-1.5%	-1.3%	-2.9%		
2009-10	-2.4%	-1.9%	-3.7%	-2.5%	-3.1%	-1.2%	-1.9%	-1.6%	-2.7%		
2010-20	2.2%	1.0%	1.3%	1.2%	1.3%	0.0%	0.0%	0.0%	1.4%		
2009-30	2.0%	1.3%	1.1%	1.1%	1.1%	-0.1%	-0.1%	-0.1%	1.3%		

* Source: FAA Air Traffic Activity.

TABLE 32

TOTAL TRACON OPERATIONS

(In Thousands)

FISCAL YEAR	AIR CARRIER	AIR TAXI/ COMMUTER	GENERAL AVIATION	MILITARY	TOTAL
Historical*					
2000	16,395.0	11,197.7	20,799.2	3,466.9	51,858.8
2005	14,123.4	12,751.1	17,388.9	2,798.7	47,062.1
2006	13,963.3	12,035.7	17,005.3	2,669.9	45,674.2
2007	14,366.0	11,675.8	16,747.4	2,498.7	45,288.0
2008	14,438.8	11,043.1	15,756.5	2,398.8	43,637.2
2009E	13,295.7	9,604.8	14,116.3	2,385.8	39,402.6
Forecast					
2010	13,131.2	9,372.3	14,074.9	2,383.4	38,961.8
2011	13,366.0	9,375.7	14,230.3	2,383.4	39,355.4
2012	13,767.3	9,484.0	14,393.5	2,383.4	40,028.2
2013	14,160.4	9,586.1	14,559.0	2,383.4	40,688.9
2014	14,515.8	9,679.4	14,726.6	2,383.4	41,305.2
2015	14,876.9	9,760.8	14,901.7	2,383.4	41,922.8
2016	15,237.7	9,862.3	15,078.7	2,383.4	42,562.1
2017	15,605.8	9,969.2	15,258.3	2,383.4	43,216.7
2018	16,006.5	10,082.3	15,441.0	2,383.4	43,913.3
2019	16,447.2	10,201.9	15,626.1	2,383.4	44,658.5
2020	16,924.0	10,341.8	15,813.9	2,383.4	45,463.1
2021	17,361.2	10,487.2	16,004.3	2,383.4	46,236.0
2022	17,807.6	10,642.1	16,197.7	2,383.4	47,030.8
2023	18,263.3	10,807.7	16,393.9	2,383.4	47,848.3
2024	18,718.5	10,984.5	16,579.5	2,383.4	48,665.9
2025	19,207.8	11,185.2	16,795.2	2,383.4	49,571.6
2026	19,699.6	11,402.4	17,000.3	2,383.4	50,485.7
2027	20,175.8	11,635.8	17,208.6	2,383.4	51,403.5
2028	20,676.3	11,886.7	17,420.0	2,383.4	52,366.4
2029	21,173.7	12,156.6	17,634.5	2,383.4	53,348.1
2030	21,692.7	12,446.8	17,852.3	2,383.4	54,375.3
Avg Annual Growth					
2000-09	-2.3%	-1.7%	-4.2%	-4.1%	-3.0%
2009-10	-1.2%	-2.4%	-0.3%	-0.1%	-1.1%
2010-20	2.6%	1.0%	1.2%	0.0%	1.6%
2009-30	2.4%	1.2%	1.1%	0.0%	1.5%

* Source: FAA Air Traffic Activity.

TABLE 33

IFR AIRCRAFT HANDLED

AT FAA AIR ROUTE TRAFFIC CONTROL CENTERS

(In Thousands)

FISCAL YEAR	IFR AIRCRAFT HANDLED				
	AIR CARRIER	AIR TAXI/ COMMUTER	GENERAL AVIATION	MILITARY	TOTAL
Historical*					
2000	24,987.0	8,100.9	8,744.3	4,192.5	46,024.8
2005	25,004.6	10,053.9	8,367.7	4,052.0	47,478.1
2006	24,394.5	9,436.7	8,197.0	4,149.7	46,177.8
2007	25,006.2	9,652.9	8,294.3	3,803.3	46,756.7
2008	23,847.3	10,174.1	7,664.7	3,648.8	45,334.9
2009E	22,216.7	8,543.9	6,305.8	2,991.7	40,058.1
Forecast					
2010	22,051.3	8,222.7	6,138.2	2,991.1	39,403.2
2011	22,542.5	8,245.5	6,194.0	2,991.1	39,973.1
2012	23,400.4	8,360.0	6,251.2	2,991.1	41,002.6
2013	24,288.0	8,482.6	6,308.3	2,991.1	42,069.9
2014	25,135.6	8,601.3	6,365.1	2,991.1	43,093.1
2015	25,999.9	8,694.4	6,423.6	2,991.1	44,108.9
2016	26,867.2	8,802.1	6,481.9	2,991.1	45,142.3
2017	27,757.1	8,921.3	6,540.5	2,991.1	46,209.9
2018	28,721.5	9,038.2	6,599.5	2,991.1	47,350.2
2019	29,757.4	9,151.6	6,658.7	2,991.1	48,558.8
2020	30,855.7	9,270.4	6,718.3	2,991.1	49,835.4
2021	31,927.4	9,402.3	6,778.3	2,991.1	51,099.0
2022	33,014.8	9,543.8	6,838.8	2,991.1	52,388.4
2023	34,130.2	9,689.7	6,899.8	2,991.1	53,710.8
2024	35,264.1	9,843.4	6,957.2	2,991.1	55,055.8
2025	36,482.2	10,009.2	7,023.4	2,991.1	56,505.8
2026	37,700.4	10,184.5	7,086.1	2,991.1	57,962.1
2027	38,918.5	10,370.3	7,149.4	2,991.1	59,429.2
2028	40,185.9	10,563.0	7,213.4	2,991.1	60,953.3
2029	41,476.3	10,767.3	7,278.0	2,991.1	62,512.6
2030	42,819.8	10,982.6	7,343.2	2,991.1	64,136.7
Avg Annual Growth					
2000-09	-1.3%	0.6%	-3.6%	-3.7%	-1.5%
2009-10	-0.7%	-3.8%	-2.7%	0.0%	-1.6%
2010-20	3.4%	1.2%	0.9%	0.0%	2.4%
2009-30	3.2%	1.2%	0.7%	0.0%	2.3%

* Source: FAA Air Traffic Activity.

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