APPENDIX A: ADDITIONAL FORECAST TABLES

Table A.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Historical Population

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US (a)
1980	196,934	37,246	195,537	944,339	460,972	44,037	114,207	1,993,272	227,224,719	0.88%
1981	200,223	37,960	200,120	953,632	464,661	44,949	116,489	2,018,034	229,465,744	0.88%
1982	203,185	38,516	204,814	961,435	467,807	45,803	118,856	2,040,416	231,664,432	0.88%
1983	205,362	38,799	207,632	966,876	469,240	46,005	120,247	2,054,161	233,792,014	0.88%
1984	208,888	39,342	213,995	972,868	469,887	47,187	122,543	2,074,710	235,824,907	0.88%
1985	213,359	40,208	221,244	985,599	473,859	48,987	124,760	2,108,016	237,923,734	0.89%
1986	218,309	41,263	228,968	997,454	478,857	50,405	127,522	2,142,778	240,132,831	0.89%
1987	224,834	42,741	241,271	1,005,648	480,597	52,568	131,170	2,178,829	242,288,936	0.90%
1988	232,370	44,715	255,030	1,018,825	483,483	54,895	137,085	2,226,403	244,499,004	0.91%
1989	237,833	46,304	265,585	1,026,682	485,633	56,454	141,537	2,260,028	246,819,222	0.92%
1990	245,255	48,409	277,866	1,035,132	486,531	58,285	146,940	2,298,418	249,622,814	0.92%
1991	251,565	50,251	286,916	1,043,220	488,277	60,328	152,340	2,332,897	252,980,941	0.92%
1992	257,253	52,089	296,694	1,050,216	491,517	62,549	158,392	2,368,710	256,514,224	0.92%
1993	261,729	54,436	305,852	1,059,615	492,298	65,393	166,677	2,406,000	259,918,588	0.93%
1994	268,278	56,936	311,008	1,069,030	493,614	68,352	173,796	2,441,014	263,125,821	0.93%
1995	273,226	59,644	319,218	1,076,932	495,857	70,987	179,062	2,474,926	266,278,393	0.93%
1996	278,260	62,197	328,159	1,083,757	498,326	73,883	183,824	2,508,406	269,394,284	0.93%
1997	282,976	63,939	335,640	1,089,694	502,514	77,754	188,208	2,540,725	272,646,925	0.93%
1998	288,089	65,838	343,231	1,099,002	506,075	80,878	192,341	2,575,454	275,854,104	0.93%
1999	293,599	68,181	350,520	1,109,634	509,175	85,094	197,391	2,613,594	279,040,168	0.94%
2000	299,754	70,862	357,873	1,118,377	511,629	91,084	202,537	2,652,116	282,194,308	0.94%
2001	304,984	73,107	363,610	1,125,610	513,256	97,214	206,673	2,684,454	285,112,030	0.94%
2002	309,066	75,693	368,275	1,124,701	511,199	103,206	209,263	2,701,403	287,888,021	0.94%
2003	312,222	78,410	372,100	1,124,394	506,457	108,025	212,425	2,714,033	290,447,644	0.93%
2004	317,286	81,053	377,009	1,125,515	501,889	113,764	214,030	2,730,546	293,191,511	0.93%
2005	320,626	83,995	381,608	1,124,933	498,369	118,629	217,609	2,745,769	295,895,897	0.93%
2006	323,954	86,438	385,827	1,128,798	497,815	122,893	222,009	2,767,734	298,754,819	0.93%
Average Annual Growth Rate										
1980-2006	1.9%	3.3%	2.6%	0.7%	0.3%	4.0%	2.6%	1.3%	1.1%	
1980-1990	2.2%	2.7%	3.6%	0.9%	0.5%	2.8%	2.6%	1.4%	0.9%	
1990-2006	1.8%	3.7%	2.1%	0.5%	0.1%	4.8%	2.6%	1.2%	1.1%	

(a) Seven-county Metropolitan Council share of U.S.

Source: United States Department of Commerce, Bureau of Economic Analysis.

Table A.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Projected Population

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US
				Metropolitan Council - Regional Development Framework (RFD) Forecasts (a)						
2000	298,084	70,205	355,904	1,116,206	511,035	89,498	201,130	2,642,062	n/a	n/a
2005 (b)	*329,177*	*90,373*	*392,382*	*1,165,728*	*529,368*	*117,919*	*229,836*	2,854,782	n/a	n/a
2010	360,270	110,540	428,860	1,215,250	547,700	146,340	258,542	3,067,502	n/a	n/a
2015 (b)	*383,990*	*136,920*	*458,655*	*1,263,840*	*559,280*	*166,570*	*287,313*	3,256,568	n/a	n/a
2020	407,710	163,300	488,450	1,312,430	570,860	186,800	316,083	3,445,633	n/a	n/a
2025 (b)	*416,485*	*179,015*	*504,080*	*1,350,165*	*584,880*	*204,285*	*340,837*	3,579,747	n/a	n/a
2030	425,260	194,730	519,710	1,387,900	598,900	221,770	365,590	3,713,860	n/a	n/a
				Average Annual Growth Rate						
2005-2030	1.0%	3.1%	1.1%	0.7%	0.5%	2.6%	1.9%	1.1%	n/a	n/a
				Woods & Poole (W&P) Forecasts (c)						
2000	299,855	70,886	357,929	1,117,817	511,411	91,125	202,666	2,651,689	282,216,952	0.94%
2005	323,403	84,930	383,368	1,118,746	494,883	120,008	220,167	2,745,505	296,507,061	0.93%
2010	359,221	95,792	432,334	1,144,752	496,227	137,776	258,174	2,924,276	311,884,330	0.94%
2015	398,993	105,974	487,066	1,172,696	499,931	154,669	299,132	3,118,461	327,310,599	0.95%
2020	439,273	116,295	542,351	1,203,116	504,780	171,743	340,347	3,317,905	343,360,101	0.97%
2025	480,429	126,849	598,683	1,236,422	510,889	189,151	382,180	3,524,603	360,201,776	0.98%
2030	523,268	137,848	657,111	1,274,061	518,788	207,221	425,352	3,743,649	378,316,819	0.99%
				Average Annual Growth Rate						
2005-2030	1.9%	2.0%	2.2%	0.5%	0.2%	2.2%	2.7%	1.2%	1.0%	
				Metropolitan Council - Regional Development Framework (RFD) Forecasts Adjusted for Base Year and Scaled to W&P (d)						
2000	298,084	70,205	355,904	1,116,206	511,035	89,498	201,130	2,642,062	282,194,308	0.94%
2005	320,626	83,995	381,608	1,124,933	498,369	118,629	217,609	2,745,769	295,895,897	0.93%
2006	323,954	86,438	385,827	1,128,798	497,815	122,893	222,009	2,767,734	298,754,819	0.93%
2010	347,756	101,815	413,334	1,162,177	510,991	145,897	242,587	2,924,557	311,241,470	0.94%
2015	372,306	126,676	444,023	1,214,039	524,124	166,807	270,785	3,118,761	326,635,942	0.95%
2020	397,498	151,921	475,492	1,267,710	537,945	188,104	299,554	3,318,224	342,652,363	0.97%
2025	415,194	170,290	501,753	1,333,517	563,563	210,342	330,284	3,524,942	359,459,324	0.98%
2030	434,032	189,648	529,624	1,403,414	590,808	233,780	362,703	3,744,009	377,558,394	0.99%
				Average Annual Growth Rate						
2006-2030	1.2%	3.3%	1.3%	0.9%	0.7%	2.7%	2.1%	1.3%	1.0%	

(a) Metropolitan Council, Regional Development Framework 2030 Forecasts, revised January 2007

(b) Interpolated.

(c) Woods & Poole Economics, The Complete Economic and Demographic Data Source (CEDDS) 2007

(d) Forecast growth rates for each county applied to actual 2005 base year data and then adjusted proportionately so that the sum for the seven counties is equal to the Woods and Poole projection for the seven-counties.

Sources: As noted and HNTB analysis.

Table A.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Historical Employment

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US (a)
1980	71,250	15,375	76,173	726,794	315,451	18,189	36,572	1,259,804	114,231,200	1.10%
1981	71,162	15,860	76,664	726,485	312,531	18,278	38,320	1,259,300	115,304,000	1.09%
1982	71,292	15,540	76,468	713,831	306,446	18,298	38,283	1,240,158	114,557,300	1.08%
1983	74,117	15,820	79,088	720,189	308,835	18,809	40,821	1,257,679	116,056,700	1.08%
1984	80,808	16,400	88,692	767,297	326,963	19,872	42,907	1,342,939	121,091,100	1.11%
1985	83,765	17,772	95,754	796,146	333,929	21,181	45,079	1,393,626	124,509,700	1.12%
1986	86,853	17,955	100,331	815,034	337,165	22,056	47,560	1,426,954	126,970,300	1.12%
1987	92,616	19,427	110,435	850,058	345,939	23,435	51,691	1,493,601	130,400,400	1.15%
1988	97,741	20,399	121,207	872,162	352,956	24,674	53,311	1,542,450	134,506,900	1.15%
1989	101,414	21,904	127,684	889,872	354,128	25,081	54,815	1,574,898	137,199,800	1.15%
1990	104,479	24,435	133,888	901,274	356,281	26,151	56,536	1,603,044	139,380,900	1.15%
1991	107,472	25,900	137,606	893,801	355,350	27,208	57,844	1,605,181	138,605,800	1.16%
1992	109,571	28,192	143,206	902,511	356,107	29,476	59,225	1,628,288	139,162,100	1.17%
1993	112,016	30,810	147,745	919,139	359,840	31,925	61,093	1,662,568	141,779,400	1.17%
1994	116,186	32,959	155,510	941,673	366,900	33,997	66,184	1,713,409	145,223,600	1.18%
1995	120,102	35,477	163,862	966,633	375,292	36,571	68,914	1,766,851	148,982,800	1.19%
1996	123,382	36,117	170,393	983,582	377,989	38,314	72,478	1,802,255	152,150,200	1.18%
1997	125,877	37,155	174,971	996,767	383,013	39,100	77,642	1,834,525	155,608,200	1.18%
1998	130,644	39,013	181,302	1,023,599	390,128	38,829	80,646	1,884,161	159,628,200	1.18%
1999	139,474	39,878	192,330	1,038,891	393,937	41,487	81,993	1,927,990	162,955,300	1.18%
2000	144,501	41,954	199,367	1,057,734	398,286	44,544	85,883	1,972,269	166,758,800	1.18%
2001	149,589	43,660	205,024	1,046,186	401,445	47,128	88,983	1,982,015	167,014,700	1.19%
2002	149,633	45,119	211,387	1,022,064	398,008	49,058	89,580	1,964,849	166,633,100	1.18%
2003	152,965	46,126	218,313	1,014,417	397,044	50,534	92,016	1,971,415	167,553,500	1.18%
2004	157,055	47,710	224,025	1,027,266	400,767	53,808	93,903	2,004,534	170,512,700	1.18%
2005	161,903	49,337	229,914	1,045,476	406,265	55,483	96,690	2,045,068	174,176,400	1.17%
2006	165,173	51,726	235,730	1,063,321	411,180	57,291	98,306	2,082,727	178,332,900	1.17%
					Average Annual Growth Rate					
1980-2006	3.3%	4.8%	4.4%	1.5%	1.0%	4.5%	3.9%	2.0%	1.7%	
1980-1990	3.9%	4.7%	5.8%	2.2%	1.2%	3.7%	4.5%	2.4%	2.0%	
1990-2006	2.9%	4.8%	3.6%	1.0%	0.9%	5.0%	3.5%	1.6%	1.6%	

(a) Seven-county Metropolitan Council share of U.S.

Source: United States Department of Commerce, Bureau of Economic Analysis.

Table A.4

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Projected Employment

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US
				Metropolitan Council - Regional Development Framework (RFD) Forecasts (a)						
2000	110,050	28,740	154,242	877,346	333,305	34,931	67,649	1,606,263	n/a	n/a
2005 (b)	*118,365*	*34,300*	*166,876*	*923,618*	*352,668*	*38,621*	*77,580*	*1,712,027*	n/a	n/a
2010	126,680	39,860	179,510	969,890	372,030	42,310	87,510	1,817,790	n/a	n/a
2015 (b)	*133,305*	*45,645*	*189,425*	*1,007,750*	*388,205*	*46,020*	*98,460*	*1,908,810*	n/a	n/a
2020	139,930	51,430	199,340	1,045,610	404,380	49,730	109,410	1,999,830	n/a	n/a
2025 (b)	*145,920*	*55,175*	*206,745*	*1,075,420*	*416,910*	*52,960*	*118,980*	*2,072,110*	n/a	n/a
2030	151,910	58,920	214,150	1,105,230	429,440	56,190	128,550	2,144,390	n/a	n/a
				Average Annual Growth Rate						
2005-2030	1.0%	2.2%	1.0%	0.7%	0.8%	1.5%	2.0%	0.9%	n/a	n/a
				Woods & Poole (W&P) Forecasts (c)						
2000	144,501	41,954	199,370	1,057,730	398,290	44,540	85,880	1,972,265	166,758,782	1.18%
2005	160,813	48,710	229,193	1,044,860	405,789	54,435	96,931	2,040,731	174,249,503	1.17%
2010	183,125	54,726	275,188	1,106,756	431,709	62,424	114,840	2,228,768	188,632,666	1.18%
2015	205,420	60,747	321,257	1,168,320	457,551	70,425	132,793	2,416,513	203,211,415	1.19%
2020	227,692	66,757	367,358	1,229,573	483,311	78,431	150,772	2,603,894	217,790,437	1.20%
2025	249,927	72,766	413,460	1,290,518	508,977	86,439	168,770	2,790,857	232,369,644	1.20%
2030	272,120	78,762	459,543	1,351,166	534,550	94,435	186,771	2,977,347	246,949,026	1.21%
				Average Annual Growth Rate						
2005-2030	2.1%	1.9%	2.8%	1.0%	1.1%	2.2%	2.7%	1.5%	1.4%	0.1%
				Metropolitan Council - Regional Development Framework (RFD) Forecasts Adjusted for Base Year and Scaled to W&P (d)						
2000	144,501	41,954	199,370	1,057,730	398,290	44,540	85,880	1,972,265	166,758,800	1.18%
2005	161,903	49,337	229,914	1,045,476	406,265	55,483	96,690	2,045,068	174,176,400	1.17%
2006	165,173	51,726	235,730	1,063,321	411,180	57,291	98,306	2,082,727	178,332,900	1.17%
2010	178,002	58,898	254,066	1,127,796	440,259	62,441	112,041	2,233,505	188,474,425	1.19%
2015	193,182	69,560	276,502	1,208,548	473,799	70,045	130,012	2,421,649	203,040,944	1.19%
2020	208,343	80,525	298,953	1,288,334	507,073	77,767	148,432	2,609,428	217,607,736	1.20%
2025	224,568	89,294	320,486	1,369,626	540,366	85,604	166,844	2,796,788	232,174,713	1.20%
2030	240,832	98,228	341,968	1,450,008	573,380	93,562	185,696	2,983,675	246,741,864	1.21%
				Average Annual Growth Rate						
2006-2030	1.6%	2.7%	1.6%	1.3%	1.4%	2.1%	2.7%	1.5%	1.4%	0.1%

(a) Metropolitan Council, Regional Development Framework 2030 Forecasts, revised January 2007.

(b) Interpolated.

(c) Woods & Poole Economics, The Complete Economic and Demographic Data Source (CEDDS) 2007

(d) Forecast growth rates for each county applied to actual 2005 base year data and then adjusted proportionately so that the sum for the seven counties is equal to the Woods and Poole projection for the seven-counties.

Sources: As noted and HNTB analysis.

Table A.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Historical Real Personal Income (thousands of 2007 dollars)

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US (a)
1980	4,341,846	873,889	4,885,448	27,267,470	11,756,339	1,019,856	2,726,291	52,871,140	5,060,724,147	1.04%
1981	4,390,053	903,009	5,085,472	27,715,947	11,976,872	1,045,639	2,868,254	53,985,246	5,217,389,016	1.03%
1982	4,497,178	919,724	5,290,286	28,412,643	12,268,235	1,071,951	3,000,269	55,460,285	5,296,835,932	1.05%
1983	4,697,950	938,368	5,543,281	29,091,493	12,556,249	1,104,152	3,155,976	57,087,469	5,417,993,354	1.05%
1984	5,110,128	1,046,108	6,183,164	31,369,038	13,421,846	1,218,911	3,490,491	61,839,685	5,797,560,589	1.07%
1985	5,354,877	1,121,987	6,622,046	32,852,275	13,868,745	1,301,183	3,722,022	64,843,136	6,015,647,383	1.08%
1986	5,586,886	1,187,157	6,946,592	34,139,548	14,270,959	1,372,541	3,934,719	67,438,403	6,201,603,062	1.09%
1987	5,795,677	1,262,713	7,428,358	35,343,546	14,569,361	1,437,358	4,158,870	69,995,883	6,359,769,435	1.10%
1988	5,999,111	1,310,308	7,968,063	36,518,410	14,803,519	1,497,616	4,349,422	72,446,449	6,588,444,519	1.10%
1989	6,234,736	1,435,645	8,512,581	37,789,563	15,047,374	1,564,501	4,453,908	75,038,307	6,810,199,511	1.10%
1990	6,331,356	1,490,907	8,774,152	38,320,257	15,397,098	1,604,223	4,628,653	76,546,647	6,926,166,002	1.11%
1991	6,427,510	1,528,169	8,930,113	37,972,071	15,328,535	1,634,537	4,746,609	76,567,544	6,917,693,527	1.11%
1992	6,755,005	1,649,320	9,496,386	39,276,719	15,500,991	1,755,850	5,118,397	79,552,668	7,147,658,117	1.11%
1993	7,063,311	1,760,463	9,792,387	39,233,088	15,407,133	1,856,596	5,379,193	80,492,172	7,246,034,072	1.11%
1994	7,492,448	1,902,716	10,403,238	40,551,201	15,891,803	1,991,746	5,813,786	84,046,939	7,462,056,021	1.13%
1995	7,808,920	2,073,229	10,933,901	42,501,645	16,423,333	2,141,947	6,122,551	88,005,525	7,694,597,707	1.14%
1996	8,210,585	2,249,883	11,657,436	44,015,722	17,058,709	2,333,739	6,439,804	91,965,878	7,983,358,284	1.15%
1997	8,632,107	2,425,659	12,436,733	46,616,925	17,372,205	2,554,379	6,836,601	96,874,609	8,327,007,875	1.16%
1998	9,348,352	2,696,896	13,631,738	50,203,159	18,485,815	2,809,731	7,468,835	104,644,525	8,860,326,633	1.18%
1999	9,905,016	2,889,691	14,239,847	52,265,375	18,714,918	3,089,573	7,904,400	109,008,820	9,162,408,511	1.19%
2000	10,579,530	3,162,800	15,010,929	55,208,023	19,582,125	3,522,466	8,466,433	115,532,307	9,658,013,360	1.20%
2001	10,667,823	3,321,840	15,020,668	54,937,230	19,843,169	3,660,273	8,717,724	116,168,728	9,791,183,200	1.19%
2002	10,953,161	3,418,339	15,332,408	54,473,382	20,183,427	3,746,493	8,847,508	116,954,718	9,826,896,157	1.19%
2003	11,138,031	3,473,898	15,701,219	55,119,438	20,076,235	3,872,888	9,084,137	118,465,846	9,936,957,925	1.19%
2004	11,396,520	3,668,390	16,172,984	57,204,756	20,952,455	4,114,863	9,592,481	123,102,449	10,274,287,328	1.20%
2005	11,404,951	3,905,705	16,355,470	58,278,620	20,897,566	4,371,509	9,613,791	124,827,612	10,568,865,149	1.18%
2006	11,545,682	4,100,882	16,627,273	59,719,128	21,305,673	4,531,505	9,905,571	127,735,714	10,968,393,000	1.16%
2007 (b)								131,147,791		
2008 (b)								131,859,584		
					Average Annual Growth Rate					
1980-2006	3.8%	6.1%	4.8%	3.1%	2.3%	5.9%	5.1%	3.5%	3.0%	
1980-1990	3.8%	5.5%	6.0%	3.5%	2.7%	4.6%	5.4%	3.8%	3.2%	
1990-2006	3.8%	6.5%	4.1%	2.8%	2.1%	6.7%	4.9%	3.3%	2.9%	

(a) Seven-county Metropolitan Council share of U.S.

(b) Estimated based on available data on MSA and state income.

Source: United States Department of Commerce, Bureau of Economic Analysis.

Table A.6

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Historical Real Per Capita Personal Income (2007 dollars)

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US (a)
1980	22,047	23,463	24,985	28,875	25,503	23,159	23,871	26,525	22,272	119.1%
1981	21,926	23,788	25,412	29,064	25,776	23,263	24,623	26,751	22,737	117.7%
1982	22,133	23,879	25,830	29,552	26,225	23,404	25,243	27,181	22,864	118.9%
1983	22,876	24,185	26,698	30,088	26,759	24,001	26,246	27,791	23,174	119.9%
1984	24,463	26,590	28,894	32,244	28,564	25,831	28,484	29,806	24,584	121.2%
1985	25,098	27,905	29,931	33,332	29,268	26,562	29,833	30,760	25,284	121.7%
1986	25,592	28,770	30,339	34,227	29,802	27,230	30,855	31,472	25,826	121.9%
1987	25,778	29,543	30,788	35,145	30,315	27,343	31,706	32,125	26,249	122.4%
1988	25,817	29,304	31,244	35,844	30,618	27,281	31,728	32,540	26,947	120.8%
1989	26,215	31,005	32,052	36,807	30,985	27,713	31,468	33,202	27,592	120.3%
1990	25,815	30,798	31,577	37,020	31,647	27,524	31,500	33,304	27,747	120.0%
1991	25,550	30,411	31,124	36,399	31,393	27,094	31,158	32,821	27,345	120.0%
1992	26,258	31,664	32,007	37,399	31,537	28,072	32,315	33,585	27,865	120.5%
1993	26,987	32,340	32,017	37,026	31,296	28,391	32,273	33,455	27,878	120.0%
1994	27,928	33,418	33,450	37,933	32,195	29,140	33,452	34,431	28,359	121.4%
1995	28,580	34,760	34,252	39,465	33,121	30,174	34,192	35,559	28,897	123.1%
1996	29,507	36,173	35,524	40,614	34,232	31,587	35,032	36,663	29,634	123.7%
1997	30,505	37,937	37,054	42,780	34,571	32,852	36,325	38,129	30,541	124.8%
1998	32,450	40,963	39,716	45,681	36,528	34,740	38,831	40,631	32,120	126.5%
1999	33,737	42,383	40,625	47,101	36,755	36,308	40,044	41,708	32,835	127.0%
2000	35,294	44,633	41,945	49,364	38,274	38,673	41,802	43,562	34,225	127.3%
2001	34,978	45,438	41,310	48,807	38,661	37,652	42,181	43,275	34,342	126.0%
2002	35,440	45,161	41,633	48,434	39,483	36,301	42,279	43,294	34,134	126.8%
2003	35,673	44,304	42,196	49,021	39,641	35,852	42,764	43,649	34,213	127.6%
2004	35,919	45,259	42,898	50,825	41,747	36,170	44,818	45,083	35,043	128.7%
2005	35,571	46,499	42,859	51,806	41,932	36,850	44,179	45,462	35,718	127.3%
2006	35,640	47,443	43,095	52,905	42,798	36,874	44,618	46,152	36,714	125.7%
				Average Annual Growth Rate						
1980-2006	1.9%	2.7%	2.1%	2.4%	2.0%	1.8%	2.4%	2.2%	1.9%	0.2%
1980-1990	1.6%	2.8%	2.4%	2.5%	2.2%	1.7%	2.8%	2.3%	2.2%	0.1%
1990-2006	2.0%	2.7%	2.0%	2.3%	1.9%	1.8%	2.2%	2.1%	1.8%	0.3%

(a) Seven-county Metropolitan Council share of U.S.

Source: United States Department of Commerce, Bureau of Economic Analysis.

Table A.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Projected Per Capita Income (2007 Dollars)

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US
					Woods & Poole (W&P) Forecasts (a)					
2000	35,282	44,618	41,938	49,389	38,290	38,655	41,775	43,569	34,222	127.31%
2005	36,779	46,547	43,677	52,273	43,115	36,864	45,379	46,193	36,353	127.07%
2010	40,192	46,640	46,260	52,816	45,937	36,387	48,808	47,798	38,480	124.21%
2015	42,434	48,626	49,516	56,251	49,448	38,395	50,715	50,665	40,945	123.74%
2020	44,946	50,926	53,028	60,019	53,290	40,630	53,068	53,821	43,655	123.29%
2025	47,735	53,524	56,831	64,128	57,481	43,092	55,809	57,278	46,617	122.87%
2030	50,764	56,363	60,899	68,536	61,994	45,745	58,859	60,996	49,802	122.48%
					Average Annual Growth Rate					
2005-2030	1.3%	0.8%	1.3%	1.1%	1.5%	0.9%	1.0%	1.1%	1.3%	-0.1%
					Woods & Poole Forecasts Adjusted for Base Year (b)					
2000	35,294	44,633	41,945	49,364	38,274	38,673	41,802	43,562	34,225	127.28%
2005	35,571	46,499	42,859	51,806	41,932	36,850	44,179	45,462	35,718	127.28%
2006	35,640	47,443	43,095	52,905	42,798	36,874	44,618	46,152	36,714	125.71%
2010	38,872	46,592	45,393	52,344	44,677	36,374	47,517	47,023	37,808	124.37%
2015	41,040	48,576	48,588	55,749	48,091	38,381	49,373	49,913	40,230	124.07%
2020	43,470	50,874	52,035	59,483	51,828	40,615	51,664	53,087	42,892	123.77%
2025	46,167	53,469	55,767	63,556	55,904	43,076	54,334	56,602	45,803	123.58%
2030	49,097	56,306	59,758	67,924	60,293	45,728	57,303	60,379	48,929	123.40%
					Average Annual Growth Rate					
2006-2030	1.3%	0.7%	1.4%	1.0%	1.4%	0.9%	1.0%	1.1%	1.2%	-0.1%

(a) Woods & Poole Economics, The Complete Economic and Demographic Data Source (CEDDS) 2007.
(b) Woods & Poole forecasts adjusted for 2006 base year.

Sources: As noted and HNTB analysis.

Table A.8

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Projected Income (thousands of 2007 dollars) Adjusted for Recession

Year	Anoka	Carver	Dakota	Hennepin	Ramsey	Scott	Washington	7-County Total	United States	Share of US
					Woods & Poole (W&P) Forecasts (a)					
2000	10,579,530	3,162,800	15,010,929	55,208,023	19,582,125	3,522,466	8,466,433	115,532,307	9,658,013,360	1.20%
2005	11,894,469	3,953,220	16,744,444	58,479,698	21,336,740	4,423,954	9,990,993	126,823,519	10,778,993,325	1.18%
2010	14,437,972	4,467,742	19,999,592	60,460,684	22,795,135	5,013,283	12,600,876	139,775,284	12,001,400,561	1.16%
2015	16,930,767	5,153,083	24,117,346	65,965,520	24,720,585	5,938,477	15,170,340	157,996,119	13,401,838,907	1.18%
2020	19,743,665	5,922,458	28,759,975	72,209,316	26,899,590	6,977,875	18,061,404	178,574,283	14,989,247,349	1.19%
2025	22,933,201	6,789,487	34,023,827	79,288,975	29,366,597	8,150,864	21,329,214	201,882,165	16,791,490,920	1.20%
2030	26,563,334	7,769,569	40,017,254	87,318,612	32,161,850	9,479,279	25,035,910	228,345,809	18,840,803,785	1.21%
					Average Annual Growth Rate					
2005-2030	3.3%	2.7%	3.5%	1.6%	1.7%	3.1%	3.7%	2.4%	2.3%	0.1%
					Metropolitan Council - Regional Development Framework (RFD) Forecasts Adjusted for Base Year and Scaled to W&P (b)					
2000	10,579,530	3,162,800	15,010,929	55,208,023	19,582,125	3,522,466	8,466,433	115,532,307	9,658,013,360	1.20%
2005	11,404,951	3,905,705	16,355,470	58,278,620	20,897,566	4,371,509	9,613,791	124,827,612	10,568,865,149	1.18%
2006	11,545,682	4,100,882	16,627,273	59,719,128	21,305,673	4,531,505	9,905,571	127,735,714	10,968,393,000	1.16%
2010	12,727,587	4,466,446	17,665,542	57,276,472	21,494,532	4,996,541	10,853,007	129,480,127	11,079,383,163	1.17%
2015	14,385,959	5,793,654	20,312,881	63,724,532	23,732,061	6,027,821	12,587,856	146,564,763	12,372,231,689	1.18%
2020	16,268,801	7,276,932	23,295,672	70,998,353	26,250,285	7,193,101	14,571,320	165,854,464	13,837,686,182	1.20%
2025	18,047,348	8,572,909	26,345,135	79,797,076	29,663,499	8,530,889	16,896,191	187,853,049	15,501,470,919	1.21%
2030	20,063,537	10,053,891	29,798,907	89,752,139	33,538,986	10,065,217	19,568,657	212,841,334	17,393,343,649	1.22%
					Average Annual Growth Rate					
2006-2030	2.3%	3.8%	2.5%	1.7%	1.9%	3.4%	2.9%	2.2%	1.9%	0.2%

(a) Woods & Poole Economics, The Complete Economic and Demographic Data Source (CEDDS) 2007.

(b) Population forecasts adjusted for base year and scaled (Table A.2) multiplied by per capita income forecasts adjusted for base year (Table A.7) and adjusted for recession.

Sources: As noted and HNTB analysis.

Table B.1

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Historical and Projected Average Domestic Fares and Yields including Airline Fees and Taxes

					Additional Taxes and Fees									
							Security	Passenger Facility Charge (per Enplanement)						
Year	Nominal Fare (a)	Nominal Yield (a)	Average Distance (a)	Average Segments (a)	Excise Tax (b) (% of Fare)	Segment Tax (b) (per Enplanement)	Surcharge (b) (per Enplanement)	MSP (c)	General (d)	Nominal Fare w/ Fees (e)	Nominal Yield w/ Fees (f)	Real Fare w/ Fees (g)	Real Yield w/ Fees (h)	GDP Price Deflator (i)
1990	178.03	0.179	997	1.31	8.2%	$ -	$ -	$ -	$ -	192.57	19.31	281.33	28.22	1.461
1991	174.97	0.175	1001	1.30	10.0%	$ -	$ -	$ -	$ -	192.47	19.22	271.34	27.10	1.410
1992	166.94	0.167	1003	1.31	10.0%	$ -	$ -	$ 1.75	$ 1.75	185.92	18.54	254.76	25.41	1.370
1993	179.04	0.179	999	1.28	10.0%	$ -	$ -	$ 3.00	$ 3.00	200.79	20.10	268.92	26.93	1.339
1994	188.80	0.187	1010	1.29	10.0%	$ -	$ -	$ 3.00	$ 3.00	211.56	20.96	277.51	27.49	1.312
1995	183.74	0.186	988	1.27	10.0%	$ -	$ -	$ 3.00	$ 3.00	205.92	20.85	264.44	26.77	1.284
1996	197.18	0.198	994	1.26	3.5%	$ -	$ -	$ 3.00	$ 3.00	207.78	20.90	261.21	26.28	1.257
1997	191.64	0.192	996	1.27	7.9%	$ 0.25	$ -	$ 3.00	$ 3.00	210.97	21.18	260.82	26.18	1.236
1998	196.32	0.196	1001	1.28	8.8%	$ 1.25	$ -	$ 3.00	$ 3.00	218.93	21.86	268.25	26.79	1.225
1999	186.66	0.185	1007	1.24	7.9%	$ 2.06	$ -	$ 3.00	$ 3.00	207.65	20.61	250.27	24.84	1.205
2000	179.50	0.175	1028	1.23	7.5%	$ 2.50	$ -	$ 3.00	$ 3.00	199.71	19.42	234.86	22.84	1.176
2001	174.01	0.164	1058	1.26	7.5%	$ 2.75	$ -	$ 4.13	$ 3.90	195.65	18.49	225.36	21.30	1.152
2002	173.24	0.160	1081	1.30	7.5%	$ 3.00	$ 2.29	$ 4.50	$ 3.90	198.74	18.39	225.72	20.88	1.136
2003	173.33	0.160	1086	1.29	7.5%	$ 3.00	$ 1.67	$ 4.50	$ 3.90	197.96	18.23	220.46	20.30	1.114
2004	165.56	0.152	1088	1.26	7.5%	$ 3.10	$ 2.50	$ 4.50	$ 3.90	190.52	17.51	206.71	19.00	1.085
2005	153.92	0.143	1074	1.23	7.5%	$ 3.20	$ 2.50	$ 4.50	$ 3.90	177.90	16.56	187.49	17.45	1.054
2006	167.30	0.156	1071	1.24	7.5%	$ 3.30	$ 2.50	$ 4.50	$ 3.90	192.45	17.97	197.36	18.43	1.026
2007	165.54	0.154	1076	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	190.64	17.72	190.64	17.72	1.000
								Aveage Annual Growth Rate						
1990-2000												-1.8%	-2.1%	
2001-2008												-2.6%	-3.1%	
1990-2008												-2.1%	-2.6%	

(a) USDOT Origin-Destination Survey as compiled by DataBase Products.
(b) Historical passenger ticket tax data from Air Transport Association. Values prorated when changes or expirations occurred within calendar year.
(c) Federal Aviation Administration. Values prorated when changes occurred within calendar year.
(d) Federal Aviation Administration. Estimated average of all airports.
(e) Nominal fares with taxes and fees included.
(f) Nominal yields with taxes and fees included.
(g) Average fares with taxes and fees included converted to 2007 prices.
(h) Average yields with taxes and fees included converted to 2007 prices.
(i) Gross Domestic Product Implicit Price Deflator for Consumer Expenditures from U.S. Bureau of Economic Analysis.

Sources: As noted, Air Transport Association web site and HNTB analysis.

Table B.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary National FAA Forecasts of Yield and Fare
(2007 Prices)

	FAA Forecasts (a)											
	US Yield			US Trip Length			US Average Fare (c)			US Enplanements		
Year	Mainline	Regional	Average (b)	Mainline	Regional	Average (b)	Mainline	Regional	Average (d)	Mainline	Regional	Total
2000	16.87	36.41	17.74	872.6	286.5	799.7	$147.21	$104.31	$141.88	561.50	79.70	641.20
2001	15.76	36.87	16.77	886.7	302.1	811.6	$139.74	$111.38	$136.10	545.40	80.40	625.80
2002	13.91	31.55	15.02	911.8	336.3	823.1	$126.83	$106.10	$123.64	486.50	88.60	575.10
2003	13.54	28.86	14.76	939.1	373.9	838.1	$127.15	$107.91	$123.72	482.80	105.00	587.80
2004	12.62	26.28	13.93	972.0	410.9	859.6	$122.67	$107.98	$119.73	502.60	125.90	628.50
2005	12.06	20.87	13.03	981.5	434.7	861.9	$118.37	$90.72	$112.32	523.00	146.40	669.40
2006	12.62	20.34	13.53	995.4	450.4	871.3	$125.62	$91.61	$117.88	516.30	152.20	668.50
2007	12.45	20.12	13.35	992.8	450.9	870.4	$123.60	$90.72	$116.18	533.80	155.70	689.50
2008	12.51	20.37	13.45	989.1	455.3	867.2	$123.74	$92.74	$116.66	537.30	159.00	696.30
2010	12.32	19.39	13.23	991.0	479.7	871.4	$122.09	$93.01	$115.29	571.70	174.50	746.20
2015	11.90	17.32	12.69	1,019.9	540.5	903.5	$121.37	$93.61	$114.63	650.50	208.50	859.00
2020	11.50	15.66	12.17	1,070.1	601.4	950.4	$123.06	$94.18	$115.68	732.60	251.40	984.00
2025	11.12	14.28	11.67	1,133.2	662.2	1,007.7	$126.01	$94.56	$117.63	820.30	297.90	1,118.20
2030 (e)			11.19			1,065.1			$119.23			

(a) FAA forecast data from FAA Aerospace Forecasts: Fiscal Years 2008-2025.
(b) Average weighted by number of enplanements in each category.
(c) Estimated by multiplying yield by trip length.
(d) Average weighted by number of enplanements in each category.
(e) Extrapolated.

Sources: USDOT Origin-Destination Survey as compiled by Data Base Products and HNTB analysis.

Table B.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Impact of Jet Fuel Prices on Cost of Air Travel

	Jet Fuel Costs (cents per gallon)			Jet Fuel Costs per Revenue Passenger Mile (cents) (c)					
Year	2008 DOE Forecast (a)	2009 DOE Forecast (b)	Difference (percent)	2008 DOE Forecast	2009 DOE Forecast	Difference	Difference Adjusted for Fuel Efficiency (d)	FAA Undajusted Yield (e)	FAA Adjusted Yield (f)
2006	205.8	205.8	0.0%	3.99	3.99	0.00		13.53	13.53
2007	208.2	217.3	4.4%	4.08	4.08	0.00		13.35	13.35
2008	218.4	297.5	36.2%	4.28	5.59	1.31	1.31	13.45	14.76
2009	225.8	197.4	-12.6%	4.43	3.71	-0.72	-0.71		
2010	218.8	203.5	-7.0%	4.29	3.82	-0.47	-0.46	13.23	12.77
2011	215.1	225.7	4.9%	4.22	4.24	0.02	0.02		
2012	204.3	245.5	20.1%	4.00	4.61	0.60	0.58		
2013	195.4	255.0	30.5%	3.83	4.79	0.96	0.91	12.89	13.81
2014	190.7	277.5	45.5%	3.74	5.21	1.47	1.39		
2015	182.6	286.2	56.7%	3.58	5.37	1.80	1.67	12.69	14.36
2020	184.2	295.5	60.5%	3.61	5.55	1.94	1.72	12.17	13.89
2025	196.3	307.2	56.5%	3.85	5.77	1.92	1.62	11.67	13.29
2030	213.3	331.3	55.3%	4.18	6.22	2.04	1.64	11.19	12.83
				Compounded Average Annual Growth Rate					
2008-2030	-0.1%	0.5%	1.9%	-0.1%	0.5%	2.0%	1.0%	-0.8%	-0.6%

(a) US Department of Energy, Energy Information Administration, Annual Energy Outlook 2008.
(b) US Department of Energy, Energy Information Administration, Annual Energy Outlook 2009, early release.
(c) Jet fuel costs per passenger mile for 2006 and 2007 from Air Transport Association. Assumed to increase at same rate as DOE forecasts for jet fuel.
(d) Difference in jet fuel costs per passenger mile adjusted downward based on estimated 1 percent per year increase in fuel efficiency.
(e) Table B.2.
(f) Unadjusted FAA yield forecast with differcence in jet fuel cost per RPM adjusted for fuel efficiency added.

Souces: As noted and HNTB analysis.

Table B.4

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Projected Domestic MSP Fares and Yields

Year	FAA Yield (a)	FAA Average Trip Length(b)	FAA Fare (c)	MSP Yield (d)	MSP Fare (e)
			Base Case		
2007	0.133	870.4	$ 116.18	0.154	$ 165.54
2008	0.148	867.2	$ 127.98	0.170	$ 188.57
2010	0.128	871.4	$ 111.30	0.147	$ 164.00
2015	0.144	903.5	$ 129.75	0.166	$ 191.18
2020	0.139	950.4	$ 132.02	0.160	$ 194.53
2025	0.133	1007.7	$ 133.95	0.153	$ 197.37
2030	0.128	1065.1	$ 136.64	0.148	$ 201.34

(a) Table B.3.

(b) Table B.2.

(c) FAA yield multiplied by average trip length.

(d) Assumed to increase at same rate as adjusted FAA U.S. yield forecast.

(e) Assumed to increase at same rate as adjusted FAA U.S. fare forecast.

Sources: As noted and HNTB analysis.

Table B.5

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Projected Average Domestic Fares and Yields including Airline Fees and Taxes: Base Fuel Cost Scenario

					Additional Taxes and Fees							
								Passenger Facility Charge (per Enplanement)				
Year	Fare Without Fees and Taxes (a)	Yield Without Fees and Taxes (a)	Average Distance (b)	Average Segments (c)	Excise Tax (c) (% of Fare)	Segment Tax (c) (per Enplanement)	Security Surcharge (c) (per Enplanement)	MSP (c)	General (c)	Real Fare w/ Fees (d)	Real Yield w/ Fees (e)
2007	165.54	0.154	1076	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	190.64	17.72
2008	188.57	0.170	1072	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	215.40	20.10
2010	164.00	0.147	1077	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	188.98	17.55
2015	191.18	0.166	1117	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	218.20	19.54
2020	194.53	0.160	1175	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	221.79	18.88
2025	197.37	0.153	1246	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	224.85	18.05
2030	201.34	0.148	1316	1.23	7.5%	$ 3.40	$ 2.50	$ 4.50	$ 3.90	229.12	17.40

(a) Table B.4.
(b) Assumed to increase at same rate as FAA forecast of average US trip length.
(c) Assumed to remain constant.
(d) MSP Fare with taxes and fees added.
(e) MSP Yield with taxes and fees added.

Sources: As noted and HNTB analysis.

Table C.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Data Used To Estimate Regression Equations

Year	Domestic Originations	Charter Enplanements	Average Trip Distance	Average Fare (2007 Prices)	Average Yield (2004 Prices)	Employment 7-County Area	Income 7-County Area (2004 $)	No Sched. Service By Sun Country	NWA Work Stoppage	1991 Gulf War	Instrument Variable for 2001	Instrument Variable for 2002	Instrument Variable for 2003	Instrument Variable for 2004	NWA Chapter 11
1990	4284240	387320	997	281.33	28.22	1603044	76546647	1	0	0	0	0	0	0	0
1991	4288090	353590	1001	271.34	27.10	1605181	76567544	1	0	1	0	0	0	0	0
1992	4414590	419060	1003	254.76	25.41	1628288	79552668	1	0	0	0	0	0	0	0
1993	4511050	350918	999	268.92	26.93	1662568	80492172	1	0	0	0	0	0	0	0
1994	4598270	457715	1010	277.51	27.49	1713409	84046939	1	0	0	0	0	0	0	0
1995	5021830	501792	988	264.44	26.77	1766851	88005525	1	0	0	0	0	0	0	0
1996	5411820	481532	994	261.21	26.28	1802255	91965878	1	0	0	0	0	0	0	0
1997	5750780	465628	996	260.82	26.18	1834525	96874609	1	0	0	0	0	0	0	0
1998	5736650	635290	1001	268.25	26.79	1884161	104644525	1	1	0	0	0	0	0	0
1999	6365610	650350	1007	250.27	24.84	1927990	109008820	1	0	0	0	0	0	0	0
2000	7225020	399683	1028	234.86	22.84	1972269	115532307	0	0	0	0	0	0	0	0
2001	6603320	280609	1058	225.36	21.30	1982015	116168728	0	0	0	1	0	0	0	0
2002	6207930	365023	1081	225.72	20.88	1964849	116954718	0	0	0	1	1	0	0	0
2003	6390140	233692	1086	220.46	20.30	1971415	118465846	1	0	0	1	1	1	0	0
2004	7074980	240250	1088	206.71	19.00	2004534	123102449	0	0	0	1	1	1	1	0
2005	7609360	205975	1074	187.49	17.45	2045068	124827612	0	0	0	1	1	1	1	0
2006	7643820	151412	1071	197.36	18.43	2082727	127735714	0	0	0	1	1	1	1	1

Sources: Tables 2, 3, B.1, A.3, A.5 and HNTB analysis.

Table C.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Data Used To Estimate Log Form Regression Equations

Year	Domestic Originations	Charter Enplanements	Average Trip Distance	Average Fare (2007 Prices)	Average Yield (2004 Prices)	Employment 7-County Area	Income 7-County Area (2004 $)	No Sched. Service By Sun Country	NWA Work Stoppage	1991 Gulf War	Instrument Variable for 2001	Instrument Variable for 2002	Instrument Variable for 2003	Instrument Variable for 2004	NWA Chapter 11
YEAR	ORIG	CHARTER	DIST	FARE	YIELD	EMP	INC	SY	STRIKE	GULF	2001	2002	2003	2004	CH11
1990	6.63187	5.58807	2.99873	2.44921	1.45049	6.20495	7.88393	1	0	0	0	0	0	0	0
1991	6.63226	5.54850	3.00060	2.43351	1.43291	6.20552	7.88404	1	0	1	0	0	0	0	0
1992	6.64489	5.62228	3.00112	2.40613	1.40501	6.21173	7.90065	1	0	0	0	0	0	0	0
1993	6.65428	5.54521	2.99947	2.42963	1.43017	6.22078	7.90575	1	0	0	0	0	0	0	0
1994	6.66259	5.66060	3.00414	2.44328	1.43914	6.23386	7.92452	1	0	0	0	0	0	0	0
1995	6.70086	5.70052	2.99461	2.42232	1.42771	6.24720	7.94451	1	0	0	0	0	0	0	0
1996	6.73334	5.68263	2.99741	2.41699	1.41959	6.25582	7.96363	1	0	0	0	0	0	0	0
1997	6.75973	5.66804	2.99833	2.41634	1.41801	6.26352	7.98621	1	0	0	0	0	0	0	0
1998	6.75866	5.80297	3.00064	2.42855	1.42791	6.27512	8.01972	1	1	0	0	0	0	0	0
1999	6.80384	5.81315	3.00321	2.39840	1.39519	6.28510	8.03746	1	0	0	0	0	0	0	0
2000	6.85884	5.60172	3.01220	2.37082	1.35862	6.29497	8.06270	0	0	0	0	0	0	0	0
2001	6.81976	5.44810	3.02446	2.35288	1.32842	6.29711	8.06509	0	0	0	1	0	0	0	0
2002	6.79295	5.56232	3.03374	2.35357	1.31983	6.29333	8.06802	0	0	0	1	1	0	0	0
2003	6.80551	5.36864	3.03585	2.34333	1.30748	6.29478	8.07359	1	0	0	1	1	1	0	0
2004	6.84973	5.38066	3.03661	2.31536	1.27875	6.30201	8.09027	0	0	0	1	1	1	1	0
2005	6.88135	5.31381	3.03119	2.27297	1.24178	6.31071	8.09631	0	0	0	1	1	1	1	0
2006	6.88331	5.18016	3.02967	2.29527	1.26560	6.31863	8.10631	0	0	0	1	1	1	1	1

Sources: Table C.2 and HNTB analysis

Table D.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Relative Change in Airport Share of U.S. Originations
After Introduction of Southwest Service

Airport	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BWI																			
Total Relative Share of U.S. (a)					1.38	1.40	1.43	1.55	1.69	1.81	1.95	2.14	2.07	2.09	1.94	1.80	1.85	1.82	1.90
Southwest Portion					0.13	0.21	0.27	0.36	0.43	0.53	0.64	0.79	0.84	0.91	0.86	0.83	0.89	0.90	
Non-Southwest Portion					1.25	1.19	1.16	1.19	1.26	1.28	1.31	1.35	1.24	1.18	1.09	0.97	0.96	0.92	
CLE																			
Total Relative Share of U.S. (a)				1.02	1.20	1.13	1.06	1.07	1.09	1.05	1.01	0.96	0.93	0.87	0.87	0.88	0.87	0.87	0.91
Southwest Portion				0.12	0.13	0.13	0.13	0.12	0.13	0.14	0.15	0.16	0.15	0.14	0.13	0.13	0.13	0.13	
Non-Southwest Portion				0.90	1.07	1.01	0.93	0.95	0.96	0.91	0.86	0.81	0.77	0.72	0.74	0.75	0.74	0.74	
DEN																			
Total Relative Share of U.S. (a)																	1.08	1.12	1.19
Southwest Portion																	0.07	0.11	
Non-Southwest Portion																	1.01	1.01	
DTW																			
Total Relative Share of U.S. (a)	1.10	1.05	1.01	0.99	1.04	1.07	1.04	1.04	1.05	1.08	1.08	1.03	1.00	0.98	0.99	0.99	1.02	1.05	1.05
Southwest Portion	0.03	0.02	0.03	0.05	0.10	0.09	0.08	0.07	0.08	0.08	0.08	0.08	0.07	0.06	0.07	0.06	0.07	0.08	
Non-Southwest Portion	1.07	1.03	0.98	0.93	0.95	0.98	0.97	0.97	0.97	1.00	1.01	0.95	0.93	0.92	0.92	0.93	0.95	0.97	
FLL																			
Total Relative Share of U.S. (a)								1.11	1.12	1.23	1.35	1.50	1.60	1.65	1.71	1.70	1.60	1.61	1.70
Southwest Portion								0.15	0.16	0.18	0.20	0.21	0.24	0.23	0.23	0.25	0.26	0.26	
Non-Southwest Portion								0.95	0.96	1.05	1.15	1.28	1.36	1.43	1.48	1.45	1.35	1.35	
MCO																			
Total Relative Share of U.S. (a)								1.21	1.21	1.24	1.27	1.29	1.28	1.31	1.38	1.43	1.43	1.44	1.50
Southwest Portion								0.08	0.10	0.11	0.14	0.17	0.20	0.21	0.23	0.27	0.30	0.32	
Non-Southwest Portion								1.13	1.12	1.12	1.13	1.12	1.08	1.10	1.15	1.16	1.13	1.11	
PHL																			
Total Relative Share of U.S. (a)																1.19	1.17	1.14	1.15
Southwest Portion																0.17	0.20	0.23	
Non-Southwest Portion																1.02	0.97	0.91	
PIT																			
Total Relative Share of U.S. (a)																	1.05	1.06	1.06
Southwest Portion																	0.16	0.18	
Non-Southwest Portion																	0.89	0.88	
TPA																			
Total Relative Share of U.S. (a)								1.06	1.10	1.16	1.19	1.26	1.26	1.26	1.27	1.33	1.30	1.26	1.28
Southwest Portion								0.12	0.14	0.17	0.20	0.24	0.26	0.26	0.27	0.30	0.34	0.35	
Non-Southwest Portion								0.94	0.96	0.99	0.99	1.02	1.01	1.00	1.00	1.03	0.96	0.91	

(a) Index where airport share of U.S. originations in last two years prior to introduction of Southwest service is set at 1.00.

Sources: US DOT Origin-Destination Survey and HNTB analysis.

Table D.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Estimate of Southwest Effect at Other Airport Hubs

	Airport			
	DEN	**PHL**	**CLE**	**Average**
Share of U.S. Originations				
Average of two years Immediately prior to introduction of Southwest Service	2.24%	1.61%	0.92%	
Average of three years Immediately after introduction of Southwest Service	2.59%	1.90%	1.02%	
Percent Increase	0.16	0.18	0.11	0.15

Sources: As noted, USDOT Origin-Destination Survey as compiled by DataBase Products, and HNTB analysis

Table E.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Historical and Projected U.S. Hubbing Ratio

Year	US Domestic Originations (a)	US Domestic Enplanements (mil.) (b)	Enplanement /Origination Ratio (c)
1990	309,708,930	456.6	1.474
1991	298,682,290	445.7	1.492
1992	309,013,530	463.0	1.498
1993	321,385,460	470.4	1.464
1994	345,107,460	511.3	1.482
1995	361,589,460	531.1	1.469
1996	382,932,100	558.1	1.457
1997	394,540,870	577.8	1.464
1998	399,402,210	590.4	1.478
1999	415,932,070	610.9	1.469
2000	432,335,860	641.2	1.483
2002	391,376,320	575.1	1.469
2003	398,742,200	587.8	1.474
2004	434,868,840	628.5	1.445
2005	458,524,610	669.4	1.460
2006	461,580,390	668.4	1.448
2007	475,869,320	689.4	1.449
2008 3Q	340,543,945		
2010			1.447
2015			1.438
2020			1.428
2025			1.419
2030			1.405

(a) USDOT Origin-Destination Survey as compiled by Data Base Products.
(b) FAA Aerospace Forecasts.
(c) Enplanements divided by originations. Assumed to grow at historical rates.

Sources: As noted and HNTB analysis.

Table E.2

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Forecast of Domestic Hubbing Ratio

Year	Originations (a)	Enplanements (b)	Hubbing Ratio (c)	U.S. Connecting Ratio (d)
1990	4,284,240	9,105,077	2.125	
1991	4,288,090	9,175,307	2.140	
1992	4,414,590	10,117,172	2.292	
1993	4,511,050	10,501,014	2.328	
1994	4,598,270	10,908,116	2.372	
1995	5,021,830	11,905,794	2.371	
1996	5,411,820	12,863,532	2.377	
1997	5,750,780	13,450,964	2.339	
1998	5,736,650	13,465,957	2.347	
1999	6,365,610	15,231,610	2.393	
2000	7,225,020	16,483,608	2.281	
2001	6,603,320	15,188,607	2.300	
2002	6,207,930	14,848,546	2.392	
2003	6,390,140	15,295,811	2.394	
2004	7,074,980	16,680,071	2.358	
2005	7,609,360	16,987,530	2.232	
2006	7,643,820	16,334,138	2.137	
2007	7,857,050	15,903,109	2.024	1.449
2008	7,291,815	15,087,389	2.069	1.448
2010			2.021	1.447
2015			1.999	1.438
2020			1.978	1.428
2025			1.956	1.419
2030			1.924	1.405

(a) Table 2.
(b) Table 3.
(c) Assumed to change at same rate as US rate.
(d) Table E.1.

Sources: As noted and HNTB analysis.

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
US Income (billions) (a)			9904.36	10079.58	10193.46	10536.83	10839.71	11253.57		12271.87	13703.87	15327.05	17169.91	19265.41	
MSP Originations (Top Down) (b)			7225020	6207930	6390140	7074980	7609360	7643820	7857050	7,692,173	9,420,211	10,788,756	12,380,025	14,186,792	
MSP Originations (Bottom Up) (c)						-	-	-	-	7,468,129	8,191,488	9,381,527	10,765,239	12,336,341	
MSP Originations w/o WN Effect (d)									7,857,050	7,468,129	8,191,488	9,381,527	10,765,239	12,336,341	
Origination Adjustment Factor (e)										0.9905704	0.9764956	0.9643231	0.9535650	0.9440880	
WN Originations (Bottom Up) (f)										224,044	1,228,723	1,407,229	1,614,786	1,851,451	
Total Originations (Bottom Up)										7,692,173	9,420,211	10,788,756	12,380,025	14,187,792	
MSP Enplanements (g)			16483608	14848546	15295811	16680071		16334138	15903109	15,316,308	17,606,511	19,962,423	22,675,048	25,579,956	
MSP Bottom Up Enplanements (h)										15,316,308	17,606,511	19,962,423	22,675,048	25,579,956	
MSP Outbound Passengers (i)			0	0	15072525	16360553	16825798	16109602	15816838	15,454,999	17,765,940	20,143,185	22,880,373	25,811,585	
Enplanement/Origination Ratio			0.000	0.000	2.359	2.312	2.211	2.108	2.013	2.021	1.999	1.978	1.956	1.923	
Enp/Orig Adjustment Factor (j)										0.9954439	0.9963233	0.9970413	0.99912510	0.999199600	
FAA Load Factor (k)			70.5%	69.4%	72.0%	72.2%			79.8%	80.4%	80.6%	80.9%	81.6%	82.1%	
FAA Adj Load Factor (l)			70.5%	69.4%	72.0%				77.1%	77.7%	77.9%	78.2%	78.9%	79.4%	
Seat Departures (m)			0	0	0	0	0	0	20616044	19992260	22791496	25703880	28917181	32388328	
WN Effect Factor (n)										0.232377	0.3220237	0.3194667	0.31731	0.3156071	
ABE	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
ABE	Distance (p)	948	948	948	948	948	948	948	948	948	948	948	948	948	
ABE	Enp/Orig Ratio (q)	0.009	0.056	0.049	0.032	0.084	0.121	0.156	0.150	0.000	0.000	0.000	0.000	0.000	
ABE	Income (r)		26130	26741	27096	27378	27890	28860		30957	33923	37295	41129	45492	
ABE	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
ABE	Originations (t)	7410	7430	5760	6850	6350	5350	5420	4450	4139	4392	4883	5454	6100	
ABE	WN Effect Originations (u)									0	0	0	0	0	
ABE	Total Originations (v)									4139	4392	4883	5454	6100	
ABE	Total Revenue (w)								6293294	5,853,938	6,211,373	6,905,445	7,713,689	8,627,027	16,658,189
ABE	Outbound Passengers (x)	68	413	281	222	536	650	844	667	0	0	0	0	0	
ABE	Seat Departures (y)				0	0	0	0	0	0	0	0	0	0	
ABQ	AAD Seat Departures (o)	0	0	0	293	298	299	276	263	248	270	305	345	387	
ABQ	Distance (p)	981	981	981	981	981	981	981	981	981	981	981	981	981	
ABQ	Enp/Orig Ratio (q)	2.563	2.226	2.564	2.495	2.493	2.465	2.386	2.192	2.190	2.169	2.147	2.128	2.093	
ABQ	Income (r)		22239	23837	24109	24948	26143	27460		30417	34551	39225	44518	50524	
ABQ	Load Factor (s)				80.8%	80.8%	80.8%	84.1%	82.5%	83.1%	83.3%	83.6%	84.4%	84.9%	
ABQ	Originations (t)	28700	35330	34790	34660	35240	35750	35560	36080	34362	37795	43389	49880	57239	
ABQ	WN Effect Originations (u)									0	0	0	0	0	
ABQ	Total Originations (v)									34362	37795	43389	49880	57239	
ABQ	Total Revenue (w)								39066374	37205925	40923233	46980240	54008082	61977243	
ABQ	Outbound Passengers (x)	73552	78637	89202	86487	87869	88118	84845	79085	75267	81977	93165	106157	119784	
ABQ	Seat Departures (y)				107072	108726	109070	100916	95860	90551	98380	111391	125836	141125	
ABR	AAD Seat Departures (o)	0	0	0	153	161	155	132	131	120	125	135	147	159	
ABR	Distance (p)	257	257	257	257	257	257	257	257	257	257	257	257	257	
ABR	Enp/Orig Ratio (q)	N/A	12.500	15.043	15.977	16.119	15.572	12.184	12.668	12.660	12.536	12.410	12.300	12.095	
ABR	Income (r)		1305	1415	1462	1555	1534	1524		1619	1754	1907	2080	2276	
ABR	Load Factor (s)				61.3%	63.9%	63.7%	55.4%	47.6%	48.0%	48.1%	48.3%	48.7%	49.0%	
ABR	Originations (t)	2560	2220	2110	2140	2330	2320	2200	1800	1662	1743	1917	2118	2344	
ABR	WN Effect Originations (u)									0	0	0	0	0	
ABR	Total Originations (v)									1662	1743	1917	2118	2344	
ABR	Total Revenue (w)								593485	548068	574823	631995	698369	772768	
ABR	Outbound Passengers (x)	N/A	27750	31741	34191	37557	36128	26805	22803	21043	21855	23787	26054	28347	
ABR	Seat Departures (y)				55822	58751	56745	48353	47902	43876	45455	49290	53523	57880	
ALB	AAD Seat Departures (o)	0	0	0	84	148	112	52	49	45	47	51	56	60	
ALB	Distance (p)	979	979	979	979	979	979	979	979	979	979	979	979	979	
ALB	Enp/Orig Ratio (q)	0.000	0.029	0.123	1.215	1.803	1.448	0.882	0.848	0.847	0.839	0.831	0.823	0.810	
ALB	Income (r)		29597	29836	30521	31581	32233	33372		35517	38587	42111	46144	50755	
ALB	Load Factor (s)				72.3%	67.8%	76.7%	84.1%	82.4%	83.0%	83.2%	83.5%	84.2%	84.8%	
ALB	Originations (t)	12580	15390	16780	18150	20260	21610	17920	17440	16129	16967	18725	20783	23114	
ALB	WN Effect Originations (u)									0	0	0	0	0	
ALB	Total Originations (v)									16129	16967	18725	20783	23114	
ALB	Total Revenue (w)								20285755	18760707	19736090	21780103	24174122	26886003	
ALB	Outbound Passengers (x)	0	441	2069	22058	36530	31298	15812	14788	13667	14237	15553	17111	18712	
ALB	Seat Departures (y)				30500	53868	40800	18800	17950	16465	17109	18622	20311	22077	
ALO	AAD Seat Departures (o)	0	0	0	146	207	181	140	136	123	126	135	146	156	
ALO	Distance (p)	166	166	166	166	166	166	166	166	166	166	166	166	166	
ALO	Enp/Orig Ratio (q)	N/A	18.980	31.140	22.108	25.743	34.689	19.910	32.615	32.593	32.274	31.950	31.668	31.139	
ALO	Income (r)		4770	5006	5000	5189	5225	5349		5630	6030	6485	7000	7582	
ALO	Load Factor (s)				59.5%	53.9%	55.8%	63.1%	55.4%	55.8%	55.9%	56.1%	56.6%	57.0%	
ALO	Originations (t)	1980	1220	700	1430	1580	1060	1620	840	770	799	869	950	1041	
ALO	WN Effect Originations (u)									0	0	0	0	0	
ALO	Total Originations (v)									770	799	869	950	1041	
ALO	Total Revenue (w)								496635	455521	472457	513775	561713	615216	
ALO	Outbound Passengers (x)	N/A	23155	21798	31614	40674	36770	32255	27397	25112	25791	27764	30087	32402	
ALO	Seat Departures (y)				53137	75464	65954	51149	49470	45005	46107	49451	53129	56868	
ANC	AAD Seat Departures (o)	0	0	0	575	571	566	466	478	446	475	528	587	649	
ANC	Distance (p)	2518	2518	2518	2518	2518	2518	2518	2518	2518	2518	2518	2518	2518	
ANC	Enp/Orig Ratio (q)	3.125	6.822	5.924	6.082	5.852	4.864	3.971	3.917	3.914	3.876	3.837	3.803	3.739	
ANC	Income (r)		12148	13405	13443	13954	14649	15160		16514	18399	20519	22909	25608	
ANC	Load Factor (s)				81.2%	85.2%	83.0%	86.9%	88.2%	88.8%	89.0%	89.4%	90.1%	90.7%	
ANC	Originations (t)	19670	23360	31240	28020	30350	35250	37190	39260	36937	39847	44938	50820	57439	
ANC	WN Effect Originations (u)									0	0	0	0	0	
ANC	Total Originations (v)									36937	39847	44938	50820	57439	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
ANC	Total Revenue (w)								36406998	34252568	36951447	41672166	47126657	53265183	
ANC	Outbound Passengers (x)	61459	159364	185060	170417	177608	171460	147667	153764	144565	154431	172409	193257	214778	
ANC	Seat Departures (y)				209860	208344	206592	169920	174412	162754	173430	192902	214373	236794	
ASE	AAD Seat Departures (o)	0	0	0	47	55	68	41	0	35	38	44	50	56	
ASE	Distance (p)	802	802	802	802	802	802	802	802	802	802	802	802	802	
ASE	Enp/Orig Ratio (q)	0.475	3.031	2.327	2.791	3.114	3.479	2.295	0.000	3.165	3.134	3.102	3.075	3.024	
ASE	Income (r)		984	976	997	1079	1177	1288		1442	1654	1888	2148	2437	
ASE	Load Factor (s)				71.1%	64.6%	64.2%	69.3%	69.3%	69.8%	70.0%	70.2%	70.8%	71.3%	
ASE	Originations (t)	2900	4660	4610	4410	4150	4560	4520	2940	2822	3134	3618	4169	4782	
ASE	WN Effect Originations (u)									0	0	0	0	0	
ASE	Total Originations (v)									2822	3134	3618	4169	4782	
ASE	Total Revenue (w)								4003420	3,843,381	4,267,193	4,926,009	5,676,463	6,512,324	2,551,430
ASE	Outbound Passengers (x)	1377	14123	10726	12309	12925	15863	10372	0	8933	9821	11223	12819	14460	
ASE	Seat Departures (y)				17319	20010	24702	14973	0	12799	14036	15981	18097	20290	
ATL	AAD Seat Departures (o)	0	0	0	1992	2136	2187	1910	1906	1806	1972	2242	2541	2859	
ATL	Distance (p)	906	906	906	906	906	906	906	906	906	906	906	906	906	
ATL	Enp/Orig Ratio (q)	2.345	2.069	2.809	2.696	2.688	2.716	2.480	2.407	2.405	2.382	2.358	2.337	2.298	
ATL	Income (r)		166777	170208	170329	175714	184250	189719		211088	240932	274620	312773	356094	
ATL	Load Factor (s)				73.7%	71.9%	70.2%	80.3%	79.2%	79.8%	80.0%	80.3%	81.0%	81.5%	
ATL	Originations (t)	112460	221290	201590	198660	208640	206360	225610	228880	218692	241694	278582	321379	369972	
ATL	WN Effect Originations (u)									0	0	0	0	0	
ATL	Total Originations (v)									218692	241694	278582	321379	369972	
ATL	Total Revenue (w)								212052214	202613302	223924402	258099877	297750572	342770659	
ATL	Outbound Passengers (x)	263668	457846	566213	535626	560868	560519	559519	550851	525967	575606	656786	751007	850102	
ATL	Seat Departures (y)				727078	779695	798162	697201	695647	659265	719694	818151	927494	1043484	
ATW	AAD Seat Departures (o)	0	0	0	199	224	234	204	193	179	189	210	232	255	
ATW	Distance (p)	236	236	236	236	236	236	236	236	236	236	236	236	236	
ATW	Enp/Orig Ratio (q)	N/A	5.477	3.467	5.609	5.550	4.962	5.966	5.818	5.814	5.757	5.700	5.649	5.555	
ATW	Income (r)		6906	7187	7310	7416	7552	7717		8349	9242	10253	11396	12692	
ATW	Load Factor (s)				62.9%	66.4%	61.2%	71.7%	67.8%	68.3%	68.5%	68.8%	69.4%	69.8%	
ATW	Originations (t)	8010	7500	5600	8150	9780	10550	8940	8200	7676	8228	9230	10392	11702	
ATW	WN Effect Originations (u)									0	0	0	0	0	
ATW	Total Originations (v)									7676	8228	9230	10392	11702	
ATW	Total Revenue (w)								4919549	4605189	4936396	5537574	6234640	7020855	
ATW	Outbound Passengers (x)	N/A	41078	19415	45717	54283	52344	53333	47710	44630	47373	52608	58708	65006	
ATW	Seat Departures (y)				72713	81797	85549	74403	70347	65315	69156	76514	84653	93164	
ATY	AAD Seat Departures (o)	0	0	0	61	62	62	66	66	61	65	71	79	86	
ATY	Distance (p)	193	193	193	193	193	193	193	193	193	193	193	193	193	
ATY	Enp/Orig Ratio (q)	N/A	10.038	26.679	15.018	17.785	25.463	44.894	41.659	41.630	41.223	40.809	40.449	39.773	
ATY	Income (r)		940	943	977	1024	989	1007		1088	1201	1327	1469	1628	
ATY	Load Factor (s)				26.2%	30.9%	42.4%	63.4%	58.8%	59.2%	59.4%	59.6%	60.1%	60.5%	
ATY	Originations (t)	770	420	340	390	390	380	340	340	318	340	380	426	477	
ATY	WN Effect Originations (u)									0	0	0	0	0	
ATY	Total Originations (v)									318	340	380	426	477	
ATY	Total Revenue (w)								115844	108323	115797	129445	145123	162614	
ATY	Outbound Passengers (x)	N/A	4216	9071	5857	6936	9676	15264	14164	13235	14010	15504	17229	18982	
ATY	Seat Departures (y)				22374	22473	22803	24090	24090	22342	23592	26011	28656	31380	
AUS	AAD Seat Departures (o)	0	0	0	259	259	242	176	200	196	225	267	316	369	
AUS	Distance (p)	1035	1035	1035	1035	1035	1035	1035	1035	1035	1035	1035	1035	1035	
AUS	Enp/Orig Ratio (q)	0.714	1.267	1.469	1.601	1.516	1.299	1.120	1.080	1.079	1.068	1.058	1.048	1.031	
AUS	Income (r)		48401	47608	48018	50056	53741	57112		66535	79887	95239	112949	133423	
AUS	Load Factor (s)				60.4%	64.0%	64.0%	80.7%	72.2%	72.8%	73.0%	73.2%	73.9%	74.3%	
AUS	Originations (t)	27810	37140	36810	35670	39950	43600	46210	48830	48238	56081	67609	81215	97007	
AUS	WN Effect Originations (u)									0	0	0	0	0	
AUS	Total Originations (v)									48238	56081	67609	81215	97007	
AUS	Total Revenue (w)								56473583	55788846	64859678	78192373	93928427	112191843	
AUS	Outbound Passengers (x)	19858	47064	54080	57122	60563	56652	51767	52725	52050	59921	71512	85147	100002	
AUS	Seat Departures (y)				94608	94574	88468	64184	72976	71504	82113	97633	115251	134534	
AVL	AAD Seat Departures (o)	0	0	0	0	2	50	50	50	47	50	56	63	70	
AVL	Distance (p)	861	861	861	861	861	861	861	861	861	861	861	861	861	
AVL	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.171	1.462	2.012	1.819	1.817	1.800	1.782	1.766	1.736	
AVL	Income (r)		11388	11285	11216	11714	11972	12557		13773	15474	17391	19556	22006	
AVL	Load Factor (s)				0.0%	58.6%	57.7%	65.2%	64.9%	65.3%	65.5%	65.7%	66.3%	66.7%	
AVL	Originations (t)	2630	3150	2970	2550	2920	7180	5900	6490	6137	6676	7587	8641	9833	
AVL	WN Effect Originations (u)									0	0	0	0	0	
AVL	Total Originations (v)									6137	6676	7587	8641	9833	
AVL	Total Revenue (w)								4981976	4710696	5124544	5823933	6633481	7548013	
AVL	Outbound Passengers (x)	0	0	0	0	498	10498	11872	11803	11153	12014	13516	15259	17073	
AVL	Seat Departures (y)				0	850	18200	18200	18200	17069	18341	20558	23010	25588	
AZO	AAD Seat Departures (o)	0	0	0	97	127	118	51	46	42	44	48	52	57	
AZO	Distance (p)	426	426	426	426	426	426	426	426	426	426	426	426	426	
AZO	Enp/Orig Ratio (q)	5.464	3.985	1.849	3.217	0.100	3.190	2.120	2.004	2.003	1.983	1.963	1.946	1.914	
AZO	Income (r)		9790	10092	10275	10278	10344	10548		11277	12306	13473	14796	16297	
AZO	Load Factor (s)				59.5%	1.3%	56.9%	65.4%	55.3%	55.7%	55.8%	56.0%	56.5%	56.8%	
AZO	Originations (t)	7590	7710	5110	6530	5950	7690	5730	4590	4259	4500	4983	5543	6173	
AZO	WN Effect Originations (u)									0	0	0	0	0	
AZO	Total Originations (v)									4259	4500	4983	5543	6173	
AZO	Total Revenue (w)								3289924	3052718	3225676	3571287	3972687	4424341	
AZO	Outbound Passengers (x)	41473	30728	9449	21006	595	24534	12146	9200	8531	8926	9783	10787	11812	
AZO	Seat Departures (y)				35300	46496	43122	18575	16650	15324	15994	17464	19091	20778	
BDL	AAD Seat Departures (o)	0	0	0	371	414	396	385	378	346	358	387	420	454	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
BDL	Distance (p)	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	
BDL	Enp/Orig Ratio (q)	1.788	1.872	1.941	2.099	2.064	1.805	1.893	1.750	1.749	1.732	1.715	1.700	1.671	
BDL	Income (r)		50059	50322	50337	52249	53252	54529		57808	62473	67794	73850	80733	
BDL	Load Factor (s)				69.5%	68.0%	75.2%	76.7%	76.8%	77.4%	77.6%	77.8%	78.5%	79.0%	
BDL	Originations (t)	39030	46320	46200	44900	49810	60180	56910	60600	55884	58479	64172	70806	78269	
BDL	WN Effect Originations (u)									0	0	0	0	0	
BDL	Total Originations (v)									55884	58479	64172	70806	78269	
BDL	Total Revenue (w)								48495188	44721161	46797558	51353482	56662462	62634531	
BDL	Outbound Passengers (x)	69770	86723	89655	94236	102796	108601	107718	106072	97749	101288	110031	120336	130795	
BDL	Seat Departures (y)				135540	151063	144499	140487	138132	126344	130593	141340	153251	165556	
BGR	AAD Seat Departures (o)	0	0	0	0	2	10	2	2	1	1	2	2	2	
BGR	Distance (p)	1194	1194	1194	1194	1194	1194	1194	1194	1194	1194	1194	1194	1194	
BGR	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.196	0.766	0.118	0.121	0.121	0.119	0.118	0.117	0.115	
BGR	Income (r)		4025	4276	4317	4375	4423	4455		4769	5213	5719	6295	6949	
BGR	Load Factor (s)				0.0%	96.8%	72.6%	92.9%	74.5%	75.1%	75.3%	75.6%	76.2%	76.7%	
BGR	Originations (t)	1730	1980	2350	2640	2970	3410	4340	3400	3158	3343	3708	4134	4615	
BGR	WN Effect Originations (u)									0	0	0	0	0	
BGR	Total Originations (v)									3158	3343	3708	4134	4615	
BGR	Total Revenue (w)								3994792	3,710,238	3,927,258	4,356,800	4,857,176	5,422,017	18,046,279
BGR	Outbound Passengers (x)	0	0	0	0	581	2613	511	410	381	399	438	484	531	
BGR	Seat Departures (y)				0	600	3600	550	550	507	530	580	635	693	
BHM	AAD Seat Departures (o)	0	0	0	0	70	41	0	0	67	72	80	90	101	
BHM	Distance (p)	854	854	854	854	854	854	854	854	854	854	854	854	854	
BHM	Enp/Orig Ratio (q)	0.010	0.037	0.029	0.018	1.126	0.635	0.044	0.043	1.439	1.425	1.411	1.398	1.375	
BHM	Income (r)		35160	36971	37467	39731	40658	42135		46257	52048	58611	66067	74556	
BHM	Load Factor (s)				0.0%	53.4%	58.6%	0.0%	0.0%	65.3%	65.5%	65.7%	66.3%	66.7%	
BHM	Originations (t)	10100	10850	10560	9090	12140	13920	11050	11650	11023	12010	13676	15615	17817	
BHM	WN Effect Originations (u)									0	0	0	0	0	
BHM	Total Originations (v)									11023	12010	13676	15615	17817	
BHM	Total Revenue (w)								22393498	21,188,463	23,084,901	26,287,594	30,014,136	34,248,071	16,658,189
BHM	Outbound Passengers (x)	104	401	303	166	13664	8845	487	499	15865	17116	19294	21835	24499	
BHM	Seat Departures (y)				0	25600	15100	0	0	24280	26130	29347	32927	36718	
BIL	AAD Seat Departures (o)	0	0	0	299	297	307	281	286	266	282	314	348	384	
BIL	Distance (p)	748	748	748	748	748	748	748	748	748	748	748	748	748	
BIL	Enp/Orig Ratio (q)	7.989	6.779	7.797	8.550	7.174	7.628	6.640	6.361	6.357	6.295	6.231	6.176	6.073	
BIL	Income (r)		4294	4593	4695	4955	5110	5296		5749	6386	7108	7928	8859	
BIL	Load Factor (s)				75.3%	78.0%	79.8%	80.2%	75.2%	75.8%	76.0%	76.3%	76.9%	77.4%	
BIL	Originations (t)	12080	11530	11060	9590	11780	11720	12380	12330	11570	12444	14007	15824	17880	
BIL	WN Effect Originations (u)									0	0	0	0	0	
BIL	Total Originations (v)									11570	12444	14007	15824	17880	
BIL	Total Revenue (w)								7367692	6913342	7435965	8369979	9455674	10683996	
BIL	Outbound Passengers (x)	96513	78163	86230	81999	84511	89397	82207	78434	73546	78333	87286	97738	108588	
BIL	Seat Departures (y)				108962	108378	111964	102518	104266	97039	103098	114455	127062	140307	
BIS	AAD Seat Departures (o)	0	0	0	523	578	524	531	476	445	475	530	591	656	
BIS	Distance (p)	386	386	386	386	386	386	386	386	386	386	386	386	386	
BIS	Enp/Orig Ratio (q)	5.575	6.233	7.575	7.745	8.021	6.945	7.470	6.028	6.024	5.965	5.905	5.853	5.755	
BIS	Income (r)		2863	3002	3147	3340	3477	3569		3893	4348	4864	5451	6118	
BIS	Load Factor (s)				57.6%	54.2%	60.7%	59.5%	60.8%	61.2%	61.4%	61.6%	62.2%	62.5%	
BIS	Originations (t)	17710	17210	14560	14200	14240	16710	15430	17530	16508	17853	20197	22924	26015	
BIS	WN Effect Originations (u)									0	0	0	0	0	
BIS	Total Originations (v)									16508	17853	20197	22924	26015	
BIS	Total Revenue (w)								3658132	3444782	3725546	4214724	4783734	5428779	
BIS	Outbound Passengers (x)	98740	107262	110297	109981	114212	116051	115255	105677	99445	106499	119271	134180	149727	
BIS	Seat Departures (y)				190949	210900	191317	193647	173869	162394	173481	193567	215895	239442	
BJI	AAD Seat Departures (o)	0	0	0	150	159	154	123	113	105	113	126	140	155	
BJI	Distance (p)	199	199	199	199	199	199	199	199	199	199	199	199	199	
BJI	Enp/Orig Ratio (q)	N/A	9.641	13.893	13.928	14.831	15.086	12.972	14.958	14.948	14.802	14.653	14.524	14.281	
BJI	Income (r)		1007	1092	1125	1142	1119	1162		1270	1421	1590	1780	1994	
BJI	Load Factor (s)				58.4%	55.6%	58.6%	61.0%	57.9%	58.3%	58.5%	58.7%	59.2%	59.6%	
BJI	Originations (t)	3190	3770	2370	2300	2170	2190	2110	1590	1500	1624	1838	2084	2361	
BJI	WN Effect Originations (u)									0	0	0	0	0	
BJI	Total Originations (v)									1500	1624	1838	2084	2361	
BJI	Total Revenue (w)								490388	462520	500927	566810	642789	728199	
BJI	Outbound Passengers (x)	N/A	36348	32926	32035	32183	33039	27370	23784	22417	24041	26929	30270	33719	
BJI	Seat Departures (y)				54855	57933	56341	44871	41084	38433	41116	45885	51134	56613	
BKX	AAD Seat Departures (o)	0	0	0	33	22	0	0	0	0	0	0	0	0	
BKX	Distance (p)	182	182	182	182	182	182	182	182	182	182	182	182	182	
BKX	Enp/Orig Ratio (q)	0.000	N/A	1.070	2.975	2.744	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
BKX	Income (r)		792	790	818	857	879	912		1000	1123	1260	1412	1582	
BKX	Load Factor (s)				14.8%	15.6%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
BKX	Originations (t)	1260	780	610	590	450	0	0	0	0	0	0	0	0	
BKX	WN Effect Originations (u)									0	0	0	0	0	
BKX	Total Originations (v)									0	0	0	0	0	
BKX	Total Revenue (w)								18990	18,592	22,768	26,076	29,922	34,289	60,148
BKX	Outbound Passengers (x)	0	N/A	653	1755	1235	0	0	0	0	0	0	0	0	
BKX	Seat Departures (y)				11894	7942	0	0	0	0	0	0	0	0	
BNA	AAD Seat Departures (o)	0	0	0	425	432	417	310	254	254	340	388	442	501	
BNA	Distance (p)	695	695	695	695	695	695	695	695	695	695	695	695	695	
BNA	Enp/Orig Ratio (q)	2.008	2.204	2.416	2.469	2.390	2.077	1.699	1.440	1.439	1.322	1.311	1.302	1.285	
BNA	Income (r)		47404	49442	50579	52703	55119	57595		64083	73259	83776	95873	109830	
BNA	Load Factor (s)				62.3%	63.8%	67.7%	75.7%	84.6%	80.7%	80.9%	81.2%	81.9%	82.4%	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
BNA	Originations (t)	31160	40380	39040	39170	42050	49630	50430	54340	51922	57474	66462	77041	89241	
BNA	WN Effect Originations (u)									0	18508	21232	24446	28165	
BNA	Total Originations (v)									51922	75981	87695	101487	117406	
BNA	Total Revenue (w)								53681601	51292897	56777216	65656938	76107632	88159465	
BNA	Outbound Passengers (x)	62579	88986	94311	96730	100509	103089	85700	78261	74727	100416	114998	132179	150871	
BNA	Seat Departures (y)				155280	157556	152239	113221	92528	92553	124062	141552	161303	182992	
BOI	AAD Seat Departures (o)	0	0	0	316	334	349	320	311	295	322	365	413	464	
BOI	Distance (p)	1142	1142	1142	1142	1142	1142	1142	1142	1142	1142	1142	1142	1142	
BOI	Enp/Orig Ratio (q)	4.621	5.063	5.287	5.921	5.716	5.518	4.687	3.704	3.701	3.665	3.628	3.596	3.536	
BOI	Income (r)		15777	16465	16608	17778	18334	19673		21897	24984	28443	32332	36721	
BOI	Load Factor (s)				81.4%	86.9%	85.1%	84.9%	79.8%	80.4%	80.6%	80.9%	81.6%	82.1%	
BOI	Originations (t)	11290	16720	17230	15880	18510	19650	21140	24460	23377	25827	29732	34235	39315	
BOI	WN Effect Originations (u)									0	0	0	0	0	
BOI	Total Originations (v)									23377	25827	29732	34235	39315	
BOI	Total Revenue (w)								20040214	19153209	21160525	24359969	28048669	32211245	
BOI	Outbound Passengers (x)	52168	84646	91103	94021	105804	108420	99074	90600	86530	94664	107882	123123	139030	
BOI	Seat Departures (y)				115500	121740	127346	116700	113492	107585	117406	133303	150830	169280	
BOS	AAD Seat Departures (o)	0	0	0	885	895	830	777	778	720	757	833	918	1008	
BOS	Distance (p)	1124	1124	1124	1124	1124	1124	1124	1124	1124	1124	1124	1124	1124	
BOS	Enp/Orig Ratio (q)	2.295	1.718	1.600	1.513	1.418	1.434	1.218	1.210	1.209	1.197	1.185	1.175	1.155	
BOS	Income (r)		214479	214061	212449	217403	222989	231573		249087	273943	302336	334747	371745	
BOS	Load Factor (s)				64.7%	64.0%	70.3%	79.5%	79.3%	79.9%	80.1%	80.4%	81.1%	81.6%	
BOS	Originations (t)	121070	205070	146450	138000	147420	148660	185190	186190	173547	184811	206255	231314	259743	
BOS	WN Effect Originations (u)									0	0	0	0	0	
BOS	Total Originations (v)									173547	184811	206255	231314	259743	
BOS	Total Revenue (w)								171481733	159837378	170212062	189962077	213040672	239224573	
BOS	Outbound Passengers (x)	277875	352337	234367	208812	209006	213189	225485	225318	209873	221310	244506	271794	300096	
BOS	Seat Departures (y)				322952	326818	303100	283556	284132	262680	276308	304136	335179	367827	
BRD	AAD Seat Departures (o)	0	0	0	80	105	132	111	110	104	112	127	143	161	
BRD	Distance (p)	113	113	113	113	113	113	113	113	113	113	113	113	113	
BRD	Enp/Orig Ratio (q)	0.282	19.012	24.106	15.640	23.953	21.837	30.634	29.390	29.370	29.083	28.790	28.537	28.059	
BRD	Income (r)		2316	2424	2480	2562	2548	2634		2909	3295	3736	4239	4815	
BRD	Load Factor (s)				44.0%	48.7%	48.1%	53.7%	52.8%	53.2%	53.3%	53.5%	54.0%	54.3%	
BRD	Originations (t)	740	1380	1000	820	780	1060	710	720	684	751	860	989	1136	
BRD	WN Effect Originations (u)									0	0	0	0	0	
BRD	Total Originations (v)									684	751	860	989	1136	
BRD	Total Revenue (w)								374031	355400	389894	446960	513675	589987	
BRD	Outbound Passengers (x)	209	26237	24106	12825	18683	23147	21750	21161	20093	21828	24771	28217	31867	
BRD	Seat Departures (y)				29172	38346	48147	40524	40095	37787	40948	46297	52286	58690	
BTR	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
BTR	Distance (p)	996	996	996	996	996	996	996	996	996	996	996	996	996	
BTR	Enp/Orig Ratio (q)	0.026	0.065	0.030	0.000	0.000	0.112	0.018	0.037	0.000	0.000	0.000	0.000	0.000	
BTR	Income (r)		20234	21048	21156	22026	23205	24663		26583	29298	32381	35886	39872	
BTR	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	
BTR	Originations (t)	4040	4010	3710	3190	3440	5160	5500	5670	5293	5648	6313	7087	7961	
BTR	WN Effect Originations (u)									0	0	0	0	0	
BTR	Total Originations (v)									5293	5648	6313	7087	7961	
BTR	Total Revenue (w)								7921177	7,394,555	7,891,125	8,819,513	9,900,140	11,122,461	16,658,189
BTR	Outbound Passengers (x)	105	260	111	0	0	578	97	207	0	0	0	0	0	
BTR	Seat Departures (y)				0	0	0	0	0	0	0	0	0	0	
BTV	AAD Seat Departures (o)	0	0	0	0	2	14	10	14	8	8	9	10	11	
BTV	Distance (p)	986	986	986	986	986	986	986	986	986	986	986	986	986	
BTV	Enp/Orig Ratio (q)	0.000	0.000	0.005	0.007	0.054	0.309	0.206	0.264	0.264	0.261	0.258	0.256	0.252	
BTV	Income (r)		7087	7335	7480	7622	7627	7896		8542	9450	10479	11646	12970	
BTV	Load Factor (s)				#DIV/0!	74.8%	59.1%	54.9%	45.1%	74.8%	75.0%	75.3%	75.9%	76.4%	
BTV	Originations (t)	6780	7220	8290	8550	8360	9650	9710	8740	8181	8764	9827	11062	12457	
BTV	WN Effect Originations (u)									0	0	0	0	0	
BTV	Total Originations (v)									8181	8764	9827	11062	12457	
BTV	Total Revenue (w)								10531059	9,857,119	10,559,628	11,840,971	13,328,993	15,009,517	16,658,189
BTV	Outbound Passengers (x)	0	0	40	57	449	2979	1997	2305	2156	2287	2539	2833	3136	
BTV	Seat Departures (y)				0	600	5040	3640	5110	2882	3050	3373	3731	4106	
BUF	AAD Seat Departures (o)	0	0	0	186	206	171	135	67	61	62	67	72	77	
BUF	Distance (p)	734	734	734	734	734	734	734	734	734	734	734	734	734	
BUF	Enp/Orig Ratio (q)	0.532	1.240	2.411	2.969	2.838	2.193	1.605	0.948	0.947	0.938	0.928	0.920	0.905	
BUF	Income (r)		37404	37433	38036	38606	38284	39307		41258	44071	47300	50990	55195	
BUF	Load Factor (s)				81.3%	74.0%	79.6%	77.2%	86.1%	86.7%	87.0%	87.3%	88.0%	88.6%	
BUF	Originations (t)	15080	30690	19850	18550	19590	22630	23610	22280	20395	21095	22895	24999	27362	
BUF	WN Effect Originations (u)									0	0	0	0	0	
BUF	Total Originations (v)									20395	21095	22895	24999	27362	
BUF	Total Revenue (w)								29843236	27318722	28255665	30666612	33485713	36650799	
BUF	Outbound Passengers (x)	8027	38049	47860	55077	55602	49621	37894	21112	19313	19780	21252	23001	24754	
BUF	Seat Departures (y)				67725	75099	62313	49109	24521	22264	22746	24348	26125	27945	
BWI	AAD Seat Departures (o)	0	0	0	622	652	608	422	411	435	490	552	621	696	
BWI	Distance (p)	936	936	936	936	936	936	936	936	936	936	936	936	936	
BWI	Enp/Orig Ratio (q)	2.105	3.049	2.370	2.384	2.124	1.881	1.838	1.869	1.704	1.642	1.630	1.618	1.596	
BWI	Income (r)		100129	105938	107289	112102	114336	117571		129535	146276	165221	186707	211115	
BWI	Load Factor (s)				73.9%	70.2%	74.5%	81.1%	85.7%	86.4%	86.6%	86.9%	87.7%	88.2%	
BWI	Originations (t)	45530	56250	68680	70380	78630	87880	67870	68770	65239	71334	81478	93261	106629	
BWI	WN Effect Originations (u)									15160	22971	26029	29593	33653	
BWI	Total Originations (v)									80399	94305	107507	122854	140282	
BWI	Total Revenue (w)								97899320	92872583	101549449	115989484	132764444	151794285	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
BWI	Outbound Passengers (x)	95849	171527	162757	167820	167024	165289	124774	128523	136999	154891	175194	198825	223906	
BWI	Seat Departures (y)				226980	238052	221869	153864	149916	158611	178880	201576	226804	253859	
BZN	AAD Seat Departures (o)	0	0	0	344	333	344	315	326	317	361	424	495	571	
BZN	Distance (p)	874	874	874	874	874	874	874	874	874	874	874	874	874	
BZN	Enp/Orig Ratio (q)	4.744	7.605	7.096	7.447	7.524	6.883	6.723	6.243	6.239	6.178	6.116	6.062	5.960	
BZN	Income (r)		1998	2199	2363	2548	2722	2926		3385	4023	4743	5559	6487	
BZN	Load Factor (s)				73.1%	77.3%	81.1%	80.8%	74.1%	74.7%	74.9%	75.2%	75.8%	76.3%	
BZN	Originations (t)	8320	12140	11600	12320	12470	14810	13810	14110	13867	15960	19028	22588	26650	
BZN	WN Effect Originations (u)									0	0	0	0	0	
BZN	Total Originations (v)									13867	15960	19028	22588	26650	
BZN	Total Revenue (w)								6796857	6680014	7688023	9165718	10880697	12837493	
BZN	Outbound Passengers (x)	39466	92330	82317	91750	93830	101941	92851	88089	86515	98596	116366	136921	158844	
BZN	Seat Departures (y)				125504	121432	125656	114858	118826	115832	131680	154835	180623	208267	
CAE	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	34	
CAE	Distance (p)	992	992	992	992	992	992	992	992	992	992	992	992	992	
CAE	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.000	0.000	0.010	0.000	0.000	0.000	0.000	0.000	0.710	
CAE	Income (r)		20497	20819	21052	21865	22598	23550		25925	29263	33045	37342	42232	
CAE	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	
CAE	Originations (t)	6340	6810	6730	5860	6910	8060	8180	7420	7035	7689	8780	10049	11492	
CAE	WN Effect Originations (u)									0	0	0	0	0	
CAE	Total Originations (v)									7035	7689	8780	10049	11492	
CAE	Total Revenue (w)								11273690	10,688,426	11,681,707	13,339,773	15,268,754	17,460,925	16,658,189
CAE	Outbound Passengers (x)	0	0	0	0	0	0	79	0	0	0	0	0	8163	
CAE	Seat Departures (y)				0	0	0	0	0	0	0	0	0	12235	
CAK	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
CAK	Distance (p)	657	657	657	657	657	657	657	657	657	657	657	657	657	
CAK	Enp/Orig Ratio (q)	0.000	0.016	0.000	0.047	0.010	0.000	0.063	0.096	0.000	0.000	0.000	0.000	0.000	
CAK	Income (r)		24217	23848	24164	24382	24926	25275		26745	28846	31250	33996	37126	
CAK	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
CAK	Originations (t)	2080	2840	2920	3560	3690	3310	2290	2680	2468	2577	2824	3111	3436	
CAK	WN Effect Originations (u)									0	0	0	0	0	
CAK	Total Originations (v)									2468	2577	2824	3111	3436	
CAK	Total Revenue (w)								8316788	7,658,916	7,998,613	8,762,539	9,655,287	10,661,875	7,869,866
CAK	Outbound Passengers (x)	0	46	0	166	36	0	145	257	0	0	0	0	0	
CAK	Seat Departures (y)				0	0	0	0	0	0	0	0	0	0	
CHI	AAD Seat Departures (o)	0	0	0	5292	5325	5272	4537	4621	4802	5325	5926	6594	7307	
CHI	Distance (p)	334	334	334	334	334	334	334	334	334	334	334	334	334	
CHI	Enp/Orig Ratio (q)	2.002	1.883	2.341	2.469	2.475	2.323	2.087	2.025	1.830	1.759	1.745	1.733	1.709	
CHI	Income (r)		374484	373407	373829	382310	391202	403610		439042	488881	545370	609478	682326	
CHI	Load Factor (s)				60.4%	61.9%	65.3%	76.2%	77.0%	77.6%	77.8%	78.0%	78.7%	79.2%	
CHI	Originations (t)	510210	630960	459930	472320	486490	540790	604480	641270	602684	649815	733036	829775	939311	
CHI	WN Effect Originations (u)									140050	209256	234180	263296	296453	
CHI	Total Originations (v)									742734	859071	967216	1093071	1235764	
CHI	Total Revenue (w)								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
CHI	Outbound Passengers (x)	1021493	1188410	1076679	1166015	1204085	1256249	1261346	1298456	1359531	1511249	1688153	1894644	2112268	
CHI	Seat Departures (y)				1931709	1943656	1924124	1655971	1686688	1752844	1943621	2163086	2406844	2666959	
CHS	AAD Seat Departures (o)	0	0	0	0	3	6	5	4	4	46	53	60	68	
CHS	Distance (p)	1087	1087	1087	1087	1087	1087	1087	1087	1087	1087	1087	1087	1087	
CHS	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.102	0.128	0.110	0.063	0.063	0.736	0.729	0.722	0.710	
CHS	Income (r)		50709	53033	53380	56013	58689	62056		69914	80814	93042	106813	122376	
CHS	Load Factor (s)				0.0%	79.0%	69.1%	72.4%	78.4%	79.0%	79.2%	79.5%	80.1%	80.6%	
CHS	Originations (t)	6420	10600	9270	9110	9670	11630	11880	16690	16093	18012	20970	24385	28249	
CHS	WN Effect Originations (u)									0	0	0	0	0	
CHS	Total Originations (v)									16093	18012	20970	24385	28249	
CHS	Total Revenue (w)								17729599	17,095,333	19,133,836	22,276,195	25,903,399	30,008,258	18,046,279
CHS	Outbound Passengers (x)	0	0	0	0	988	1485	1303	1058	1019	13260	15283	17615	20065	
CHS	Seat Departures (y)				0	1250	2150	1800	1350	1291	16752	19236	21981	24886	
CID	AAD Seat Departures (o)	0	0	0	356	407	357	301	299	277	292	322	356	390	
CID	Distance (p)	221	221	221	221	221	221	221	221	221	221	221	221	221	
CID	Enp/Orig Ratio (q)	2.571	5.201	6.346	7.030	6.496	7.120	7.462	7.408	7.403	7.330	7.257	7.193	7.072	
CID	Income (r)		6708.23					8382		9053	9993	11052	12247	13600	
CID	Load Factor (s)				58.5%	51.5%	51.7%	62.2%	58.0%	58.4%	58.6%	58.8%	59.3%	59.7%	
CID	Originations (t)	13310	14320	9100	10820	11770	9450	9160	8530	7975	8524	9532	10700	12015	
CID	WN Effect Originations (u)									0	0	0	0	0	
CID	Total Originations (v)									7975	8524	9532	10700	12015	
CID	Total Revenue (w)								8241450	7705151	8235279	9209793	10337765	11608145	
CID	Outbound Passengers (x)	34214	74475	57749	76060	76459	67281	68352	63188	59035	62480	69171	76959	84971	
CID	Seat Departures (y)				129974	148516	130182	109805	108967	101046	106677	117663	129787	142426	
CLE	AAD Seat Departures (o)	0	0	0	628	630	562	512	462	431	459	511	568	628	
CLE	Distance (p)	622	622	622	622	622	622	622	622	622	622	622	622	622	
CLE	Enp/Orig Ratio (q)	2.069	2.813	2.854	2.582	2.432	2.036	2.002	1.799	1.798	1.780	1.763	1.747	1.718	
CLE	Income (r)		79891	78245	77643	78703	79405	80800		87980	98047	109410	122258	136806	
CLE	Load Factor (s)				60.6%	64.4%	70.6%	78.8%	80.0%	80.6%	80.8%	81.1%	81.8%	82.3%	
CLE	Originations (t)	53380	59870	55710	53840	60890	71080	73550	74970	70510	76086	85857	97177	109953	
CLE	WN Effect Originations (u)									0	0	0	0	0	
CLE	Total Originations (v)									70510	76086	85857	97177	109953	
CLE	Total Revenue (w)								56101764	52764441	56936901	64248980	72720109	82280315	
CLE	Outbound Passengers (x)	110467	168387	158972	139036	148111	144704	147272	134890	126778	135466	151326	169769	188875	
CLE	Seat Departures (y)				229301	229810	204987	186784	168542	157224	167581	186508	207443	229384	
CLT	AAD Seat Departures (o)	0	0	0	655	616	561	506	595	566	622	710	809	919	
CLT	Distance (p)	930	930	930	930	930	930	930	930	930	930	930	930	930	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
CLT	Enp/Orig Ratio (q)	2.060	2.248	2.715	2.830	2.518	2.475	2.308	2.437	2.435	2.411	2.387	2.366	2.327	
CLT	Income (r)		50709	53033	53380	56013	58689	62056		69411	79667	91223	104293	119121	
CLT	Load Factor (s)				59.1%	62.9%	73.4%	87.4%	88.2%	88.8%	89.1%	89.4%	90.0%	90.0%	
CLT	Originations (t)	31390	47550	48080	49980	56200	60790	70020	78600	75391	83786	97016	112348	129751	
CLT	WN Effect Originations (u)									0	0	0	0	0	
CLT	Total Originations (v)									75391	83786	97016	112348	129751	
CLT	Total Revenue (w)								72528067	69566732	77313267	89521620	103668747	119727772	
CLT	Outbound Passengers (x)	64654	106900	130540	141434	141512	150429	161618	191537	183589	202038	231590	265824	301868	
CLT	Seat Departures (y)				239156	224840	204891	184861	217236	206668	226872	259091	295360	335409	
CMI	AAD Seat Departures (o)									0	0	49	54	58	
CMI	Distance (p)								419	419	419	419	419	419	
CMI	Enp/Orig Ratio (q)									0.000	0.000	4.618	4.577	4.501	
CMI	Income (r)							6521		6942	7537	8212	8976	9838	
CMI	Load Factor (s)								0	0.0%	0.0%	64.9%	65.4%	65.8%	
CMI	Originations (t)								2360	2183	2295	2529	2799	3103	
CMI	WN Effect Originations (u)									0	0	0	0	0	
CMI	Total Originations (v)									2183	2295	2529	2799	3103	
CMI	Total Revenue (w)								1717585	1,588,662	1,670,252	1,840,298	2,037,365	2,258,044	1,715,990
CMI	Outbound Passengers (x)									0	0	11677	12814	13964	
CMI	Seat Departures (y)									0	0	18003	19586	21214	
CMH	AAD Seat Departures (o)	0	0	0	450	487	405	320	312	292	312	349	389	431	
CMH	Distance (p)	627	627	627	627	627	627	627	627	627	627	627	627	627	
CMH	Enp/Orig Ratio (q)	2.165	2.850	2.539	2.675	2.693	2.113	1.885	1.636	1.635	1.619	1.603	1.588	1.562	
CMH	Income (r)		58529	60693	60945	61569	62872	64263		70179	78463	87827	98437	110484	
CMH	Load Factor (s)				70.3%	67.4%	78.8%	86.6%	83.1%	83.7%	83.9%	84.3%	85.0%	85.5%	
CMH	Originations (t)	35040	42540	43160	43150	44430	55150	53710	57910	54582	59090	66884	75931	86174	
CMH	WN Effect Originations (u)									0	0	0	0	0	
CMH	Total Originations (v)									54582	59090	66884	75931	86174	
CMH	Total Revenue (w)								45511443	42895766	46438673	52564065	59674183	67723927	
CMH	Outbound Passengers (x)	75849	121256	109573	115409	119671	116557	101261	94741	89234	95660	107189	120616	134597	
CMH	Seat Departures (y)				164175	177586	147854	116928	113992	106565	113955	127216	141923	157410	
CMX	AAD Seat Departures (o)	0	0	0	97	105	109	117	114	105	110	120	131	142	
CMX	Distance (p)	277	277	277	277	277	277	277	277	277	277	277	277	277	
CMX	Enp/Orig Ratio (q)	N/A	20.372	38.593	29.676	25.594	19.908	11.925	16.098	16.086	15.929	15.769	15.630	15.369	
CMX	Income (r)		879	881	882	914	914	933		997	1087	1190	1306	1437	
CMX	Load Factor (s)				71.8%	69.4%	66.9%	63.2%	63.2%	63.7%	63.9%	64.1%	64.6%	65.0%	
CMX	Originations (t)	680	1040	700	860	1040	1340	2260	1640	1521	1606	1777	1975	2198	
CMX	WN Effect Originations (u)									0	0	0	0	0	
CMX	Total Originations (v)									1521	1606	1777	1975	2198	
CMX	Total Revenue (w)								502784	466339	492460	544855	605609	673808	
CMX	Outbound Passengers (x)	N/A	21187	27015	25521	26618	26677	26950	26400	24469	25587	28025	30876	33778	
CMX	Seat Departures (y)				35541	38353	39879	42637	41758	38415	40071	43726	47760	51931	
COS	AAD Seat Departures (o)	0	0	0	267	301	298	256	267	253	276	314	357	402	
COS	Distance (p)	725	725	725	725	725	725	725	725	725	725	725	725	725	
COS	Enp/Orig Ratio (q)	3.468	2.449	2.511	3.363	4.565	3.744	2.991	3.397	3.395	3.361	3.328	3.298	3.243	
COS	Income (r)		18805	19216	19224	19770	20583	21175		23544	26875	30661	34978	39912	
COS	Load Factor (s)				78.0%	76.0%	76.6%	80.8%	79.2%	79.8%	80.0%	80.3%	81.0%	81.5%	
COS	Originations (t)	11790	32030	26270	22580	18290	22240	25230	22720	21698	23982	27668	31971	36887	
COS	WN Effect Originations (u)									0	0	0	0	0	
COS	Total Originations (v)									21698	23982	27668	31971	36887	
COS	Total Revenue (w)								15618773	14915876	16486229	19020222	21978071	25357846	
COS	Outbound Passengers (x)	40888	78449	65959	75927	83489	83276	75470	77179	73655	80613	92069	105449	119630	
COS	Seat Departures (y)				97280	109796	108674	93460	97482	92336	100809	114708	130251	146868	
CPR	AAD Seat Departures (o)	0	0	0	0	24	86	60	60	55	57	62	68	73	
CPR	Distance (p)	674	674	674	674	674	674	674	674	674	674	674	674	674	
CPR	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	2.018	3.627	4.177	3.146	3.144	3.113	3.082	3.055	3.004	
CPR	Income (r)		2654	2590	2685	2836	2919	3182		3390	3685	4020	4398	4827	
CPR	Load Factor (s)				0.0%	48.6%	52.2%	62.8%	51.7%	52.1%	52.2%	52.4%	52.9%	53.2%	
CPR	Originations (t)	620	860	790	840	2130	4540	3310	3590	3322	3497	3858	4275	4744	
CPR	WN Effect Originations (u)									0	0	0	0	0	
CPR	Total Originations (v)									3322	3497	3858	4275	4744	
CPR	Total Revenue (w)								1483306	1372559	1444990	1593864	1766443	1960074	
CPR	Outbound Passengers (x)	0	0	0	0	4299	16468	13826	11295	10444	10888	11889	13060	14250	
CPR	Seat Departures (y)				0	8850	31550	22000	21850	20054	20854	22687	24708	26793	
CVG	AAD Seat Departures (o)	0	0	0	969	824	660	497	433	402	425	470	520	572	
CVG	Distance (p)	596	596	596	596	596	596	596	596	596	596	596	596	596	
CVG	Enp/Orig Ratio (q)	2.127	2.877	3.842	3.691	3.410	2.540	2.249	2.215	2.214	2.192	2.170	2.151	2.115	
CVG	Income (r)		72198	73962	74330	76683	78306	79761		86257	95413	105779	117525	130848	
CVG	Load Factor (s)				46.5%	57.2%	68.6%	71.4%	71.0%	71.5%	71.7%	71.9%	72.6%	73.0%	
CVG	Originations (t)	53960	75470	48260	44520	50440	65020	57570	50610	47361	50726	56869	63999	72048	
CVG	WN Effect Originations (u)									0	0	0	0	0	
CVG	Total Originations (v)									47361	50726	56869	63999	72048	
CVG	Total Revenue (w)								44770966	41896521	44873953	50307792	56615500	63735980	
CVG	Outbound Passengers (x)	114792	217106	185439	164334	172025	165161	129479	112112	104841	111194	123406	137655	152376	
CVG	Seat Departures (y)				353680	300817	240743	181406	158002	146653	155153	171554	189720	208731	
CWA	AAD Seat Departures (o)	0	0	0	298	305	317	272	237	219	229	251	274	297	
CWA	Distance (p)	175	175	175	175	175	175	175	175	175	175	175	175	175	
CWA	Enp/Orig Ratio (q)	N/A	26.813	22.879	30.459	34.068	31.701	18.220	49.080	49.046	48.567	48.079	47.655	46.858	
CWA	Income (r)		4034	4176	4237	4238	4331	4429		4752	5202	5701	6255	6872	
CWA	Load Factor (s)				61.4%	68.0%	58.4%	60.5%	68.5%	69.0%	69.2%	69.5%	70.1%	70.5%	
CWA	Originations (t)	1840	2090	1860	2190	2220	2130	3300	1210	1126	1193	1322	1470	1633	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
CWA	WN Effect Originations (u)									0	0	0	0	0	
CWA	Total Originations (v)									1126	1193	1322	1470	1633	
CWA	Total Revenue (w)								2740183	2549366	2702001	2994383	3328013	3697038	
CWA	Outbound Passengers (x)	N/A	56040	42555	66705	75631	67524	60127	59387	55213	57947	63572	70032	76497	
CWA	Seat Departures (y)				108698	111192	115705	99360	86677	79984	83736	91523	99959	108521	
DAY	AAD Seat Departures (o)	0	0	0	137	155	145	98	94	85	88	95	103	111	
DAY	Distance (p)	574	574	574	574	574	574	574	574	574	574	574	574	574	
DAY	Enp/Orig Ratio (q)	2.924	2.134	0.833	1.496	1.513	2.020	1.764	1.495	1.494	1.480	1.465	1.452	1.428	
DAY	Income (r)		28472	28548	28436	28002	28126	28547		30160	32471	35117	38139	41586	
DAY	Load Factor (s)				79.4%	76.4%	70.2%	85.9%	84.7%	85.4%	85.6%	85.9%	86.7%	87.2%	
DAY	Originations (t)	16520	15610	19920	26450	28560	18380	17440	19380	17827	18584	20324	22358	24650	
DAY	WN Effect Originations (u)									0	0	0	0	0	
DAY	Total Originations (v)									17827	18584	20324	22358	24650	
DAY	Total Revenue (w)								19226564	17685533	18436587	20162767	22180718	24455021	
DAY	Outbound Passengers (x)	48311	33314	16600	39565	43219	37135	30763	28981	26640	27500	29772	32463	35193	
DAY	Seat Departures (y)				49850	56591	52934	35800	34200	31202	32130	34656	37464	40367	
DBQ	AAD Seat Departures (o)	0	0	0	34	0	0	0	0	36	38	42	46	50	
DBQ	Distance (p)	212	212	212	212	212	212	212	212	212	212	212	212	212	
DBQ	Enp/Orig Ratio (q)	N/A	10.358	13.845	11.475	0.000	0.000	0.000	0.335	47.956	47.487	47.010	46.595	45.816	
DBQ	Income (r)		2697	2751	2776	2881	2923	3000		3225	3543	3904	4313	4777	
DBQ	Load Factor (s)				44.3%	0.0%	0.0%	0.0%	0.0%	57.7%	57.9%	58.1%	58.6%	59.0%	
DBQ	Originations (t)	1800	1980	1200	480	170	160	130	170	158	169	188	210	235	
DBQ	WN Effect Originations (u)									0	0	0	0	0	
DBQ	Total Originations (v)									158	169	188	210	235	
DBQ	Total Revenue (w)								715178	666404	708875	789753	883731	989764	
DBQ	Outbound Passengers (x)	N/A	20508	16614	5508	0	0	0	57	7597	8002	8825	9788	10779	
DBQ	Seat Departures (y)				12441	0	0	0	0	13158	13826	15192	16705	18284	
DEN	AAD Seat Departures (o)	0	0	0	2182	2442	2367	2119	2064	2184	2493	2850	3252	3692	
DEN	Distance (p)	680	680	680	680	680	680	680	680	680	680	680	680	680	
DEN	Enp/Orig Ratio (q)	2.076	2.102	2.538	2.721	2.460	2.121	2.118	2.043	1.846	1.773	1.759	1.747	1.723	
DEN	Income (r)		96663	100334	98999	101958	105872	110590		123428	141513	162175	185884	213187	
DEN	Load Factor (s)				78.3%	75.7%	80.0%	83.6%	81.7%	82.4%	82.6%	82.9%	83.6%	84.1%	
DEN	Originations (t)	215580	286260	231080	229240	274150	326030	305440	301420	288654	320453	371363	431146	499988	
DEN	WN Effect Originations (u)									67077	103193	118638	136807	157800	
DEN	Total Originations (v)									355731	423646	490000	567953	657787	
DEN	Total Revenue (w)								169035466	161876349	179708983	208259023	241785599	280391665	
DEN	Outbound Passengers (x)	447553	601749	586451	623697	674336	691538	646879	615934	656516	751169	862008	992241	1133233	
DEN	Seat Departures (y)				796349	891358	864096	773406	753460	797109	909770	1040140	1187014	1347426	
DFW	AAD Seat Departures (o)	0	0	0	1546	1682	1591	1566	1541	1462	1597	1816	2058	2315	
DFW	Distance (p)	852	852	852	852	852	852	852	852	852	852	852	852	852	
DFW	Enp/Orig Ratio (q)	2.092	1.785	1.850	1.916	1.935	1.916	1.999	1.931	1.930	1.911	1.892	1.875	1.844	
DFW	Income (r)		207599	211141	212315	220981	233137	245068		272938	311741	355423	404783	460730	
DFW	Load Factor (s)				54.3%	62.0%	74.0%	80.1%	81.1%	81.7%	81.9%	82.2%	82.9%	83.5%	
DFW	Originations (t)	128340	219780	163130	160080	196760	224470	229110	236300	225942	249880	288091	332335	382485	
DFW	WN Effect Originations (u)									0	0	0	0	0	
DFW	Total Originations (v)									225942	249880	288091	332335	382485	
DFW	Total Revenue (w)								179979269	172090205	190322449	219426474	253124858	291322112	
DFW	Outbound Passengers (x)	268457	392246	301784	306676	380752	430062	458032	456303	436000	477478	544960	623111	705148	
DFW	Seat Departures (y)				564281	613995	580783	571539	562508	533468	582769	662666	751197	844920	
DLH	AAD Seat Departures (o)	0	0	0	627	591	539	522	542	496	512	554	601	649	
DLH	Distance (p)	144	144	144	144	144	144	144	144	144	144	144	144	144	
DLH	Enp/Orig Ratio (q)	18.715	27.341	40.297	30.294	32.526	31.886	20.265	43.859	43.829	43.400	42.964	42.585	41.873	
DLH	Income (r)		8233	8462	8537	8679	8533	8755		9280	10027	10877	11843	12941	
DLH	Load Factor (s)				51.0%	54.9%	62.8%	60.1%	60.1%	60.5%	60.7%	60.9%	61.4%	61.8%	
DLH	Originations (t)	4530	3690	2870	3850	3640	3870	5650	2710	2499	2614	2868	3163	3495	
DLH	WN Effect Originations (u)									0	0	0	0	0	
DLH	Total Originations (v)									2499	2614	2868	3163	3495	
DLH	Total Revenue (w)								2928548	2700296	2825057	3098968	3417864	3776378	
DLH	Outbound Passengers (x)	84780	100890	115652	116630	118395	123398	114496	118858	109518	113458	123208	134689	146328	
DLH	Seat Departures (y)				228771	215766	196581	190596	197889	180978	187024	202342	219299	236799	
DRO	AAD Seat Departures (o)									0	25	30	36	42	
DRO	Distance (p)								926	926	926	926	926	926	
DRO	Enp/Orig Ratio (q)									0.000	3.028	2.998	2.971	2.922	
DRO	Income (r)							1544		1806	2177	2604	3097	3667	
DRO	Load Factor (s)								0	0.0%	73.7%	73.9%	74.6%	75.0%	
DRO	Originations (t)								1950	1933	2256	2728	3286	3934	
DRO	WN Effect Originations (u)									0	0	0	0	0	
DRO	Total Originations (v)									1933	2256	2728	3286	3934	
DRO	Total Revenue (w)								2286423	2,266,108	2,644,855	3,198,801	3,852,985	4,613,093	2,551,430
DRO	Outbound Passengers (x)									0	6831	8179	9764	11495	
DRO	Seat Departures (y)									0	9274	11062	13094	15321	
DSM	AAD Seat Departures (o)	0	0	0	482	523	412	423	383	356	379	421	467	517	
DSM	Distance (p)	232	232	232	232	232	232	232	232	232	232	232	232	232	
DSM	Enp/Orig Ratio (q)	2.563	5.045	6.461	8.869	9.250	7.111	7.569	6.872	6.867	6.800	6.732	6.672	6.561	
DSM	Income (r)		17897	18910	19180	20365	20812	21668		23522	26139	29113	32496	36350	
DSM	Load Factor (s)				59.0%	61.4%	64.6%	66.1%	65.1%	65.6%	65.8%	66.0%	66.6%	67.0%	
DSM	Originations (t)	43220	18360	11210	11710	12660	13650	13490	13240	12425	13369	15058	17024	19255	
DSM	WN Effect Originations (u)									0	0	0	0	0	
DSM	Total Originations (v)									12425	13369	15058	17024	19255	
DSM	Total Revenue (w)								15044537	14118407	15191594	17109757	19344440	21879699	
DSM	Outbound Passengers (x)	110790	92626	72425	103858	117110	97062	102112	90982	85322	90910	101360	113588	126326	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
DSM	Seat Departures (y)				176000	190866	150210	154450	139757	130085	138261	153581	170633	188613	
DTW	AAD Seat Departures (o)	0	0	0	2353	2357	2256	2467	2324	2137	2229	2433	2660	2897	
DTW	Distance (p)	528	528	528	528	528	528	528	528	528	528	528	528	528	
DTW	Enp/Orig Ratio (q)	6.080	3.657	5.316	5.384	5.048	4.861	5.480	5.046	5.043	4.994	4.943	4.900	4.818	
DTW	Income (r)		178508	176538	178425	174850	176613	175794		187686	204653	224009	246070	271206	
DTW	Load Factor (s)				67.7%	66.1%	75.0%	77.4%	76.5%	77.1%	77.3%	77.5%	78.2%	78.7%	
DTW	Originations (t)	100950	186860	110240	108050	112600	127020	127210	128590	119202	125856	139306	155000	172737	
DTW	WN Effect Originations (u)									0	0	0	0	0	
DTW	Total Originations (v)									119202	125856	139306	155000	172737	
DTW	Total Revenue (w)								112032759	103853531	109650819	121368979	135042159	150495585	
DTW	Outbound Passengers (x)	613803	683394	585988	581739	568356	617428	697164	648926	601133	628485	688657	759485	832243	
DTW	Seat Departures (y)				859018	860430	823458	900354	848355	780010	813476	888055	970989	1057529	
EAU	AAD Seat Departures (o)	0	0	0	153	157	149	129	128	119	128	142	158	175	
EAU	Distance (p)	85	85	85	85	85	85	85	85	85	85	85	85	85	
EAU	Enp/Orig Ratio (q)	N/A	27.309	40.520	42.485	27.698	46.637	56.824	48.623	48.589	48.114	47.631	47.211	46.421	
EAU	Income (r)		4473	4522	4538	4536	4651	4780		5219	5830	6516	7289	8160	
EAU	Load Factor (s)				50.4%	53.0%	50.5%	50.6%	54.2%	54.6%	54.8%	55.0%	55.4%	55.8%	
EAU	Originations (t)	560	910	750	660	1100	590	420	520	490	530	599	679	768	
EAU	WN Effect Originations (u)									0	0	0	0	0	
EAU	Total Originations (v)									490	530	599	679	768	
EAU	Total Revenue (w)								368027	346796	375135	424014	480404	543814	
EAU	Outbound Passengers (x)	N/A	24851	30390	28040	30468	27516	23866	25284	23809	25503	28536	32046	35669	
EAU	Seat Departures (y)				55671	57453	54450	47201	46632	43584	46569	51914	57799	63943	
EGE	AAD Seat Departures (o)	0	0	0	52	53	54	52	55	56	67	81	98	115	
EGE	Distance (p)	788	788	788	788	788	788	788	788	788	788	788	788	788	
EGE	Enp/Orig Ratio (q)	5.827	3.692	3.038	2.995	2.525	3.645	2.700	2.215	2.213	2.191	2.169	2.150	2.114	
EGE	Income (r)		1584	1687	1759	1918	2147	2365		2895	3624	4438	5352	6380	
EGE	Load Factor (s)				66.4%	66.0%	67.0%	69.4%	62.1%	62.5%	62.7%	62.9%	63.5%	63.9%	
EGE	Originations (t)	2620	3600	4260	4190	5080	3640	4860	5600	5732	6948	8605	10509	12668	
EGE	WN Effect Originations (u)									0	0	0	0	0	
EGE	Total Originations (v)									5732	6948	8605	10509	12668	
EGE	Total Revenue (w)								4627221	4736448	5741313	7109831	8683562	10467625	
EGE	Outbound Passengers (x)	15266	13290	12943	12550	12829	13268	13122	12402	12686	15227	18667	22598	26785	
EGE	Seat Departures (y)				18900	19440	19800	18900	19980	20285	24288	29664	35603	41943	
ELP	AAD Seat Departures (o)	0	0	0	1	0	74	33	0	71	77	88	99	111	
ELP	Distance (p)	1148	1148	1148	1148	1148	1148	1148	1148	1148	1148	1148	1148	1148	
ELP	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.026	0.001	1.092	0.523	0.011	1.460	1.446	1.431	1.419	1.395	
ELP	Income (r)		14876	16132	16345	16977	18083	18594		20692	23611	26897	30607	34808	
ELP	Load Factor (s)				66.3%	7.7%	71.2%	69.5%	#DIV/0!	72.7%	72.9%	73.1%	73.8%	74.2%	
ELP	Originations (t)	6450	9610	10690	12700	13190	17660	16030	13430	12834	14180	16335	18828	21650	
ELP	WN Effect Originations (u)									0	0	0	0	0	
ELP	Total Originations (v)									12834	14180	16335	18828	21650	
ELP	Total Revenue (w)								23151287	22,123,992	24,443,935	28,158,310	32,456,350	37,322,011	18,046,279
ELP	Outbound Passengers (x)	0	0	0	334	13	19285	8376	151	18738	20500	23378	26709	30199	
ELP	Seat Departures (y)				504	168	27100	12050	0	25780	28134	31965	36206	40688	
EUG	AAD Seat Departures (o)									0	0	0	0	0	
EUG	Distance (p)								1494	1494	1494	1494	1494	1494	
EUG	Enp/Orig Ratio (q)									0.000	0.000	0.000	0.000	0.000	
EUG	Income (r)							9928		10983	12465	14148	16064	18250	
EUG	Load Factor (s)								0	0.0%	0.0%	0.0%	0.0%	0.0%	
EUG	Originations (t)								4860	4624	5082	5833	6708	7706	
EUG	WN Effect Originations (u)									0	0	0	0	0	
EUG	Total Originations (v)									4624	5082	5833	6708	7706	
EUG	Total Revenue (w)								5902955	5,616,818	6,172,249	7,084,299	8,147,977	9,359,468	20,131,549
EUG	Outbound Passengers (x)									0	0	0	0	0	
EUG	Seat Departures (y)									0	0	0	0	0	
FAI	AAD Seat Departures (o)	0	0	0	104	102	106	99	100	92	96	105	115	125	
FAI	Distance (p)	2466	2466	2466	2466	2466	2466	2466	2466	2466	2466	2466	2466	2466	
FAI	Enp/Orig Ratio (q)	2.803	4.142	4.218	6.472	8.328	6.800	6.568	5.571	5.568	5.513	5.458	5.410	5.319	
FAI	Income (r)		2709	2864	2879	2968	3188	3377		3619	3957	4336	4763	5243	
FAI	Load Factor (s)				84.2%	92.5%	87.3%	92.2%	91.0%	91.7%	91.9%	92.3%	93.1%	93.6%	
FAI	Originations (t)	3370	3710	3860	4940	4140	4970	5080	5940	5522	5845	6477	7206	8021	
FAI	WN Effect Originations (u)									0	0	0	0	0	
FAI	Total Originations (v)									5522	5845	6477	7206	8021	
FAI	Total Revenue (w)								8538927	7937531	8402228	9311203	10359457	11530670	
FAI	Outbound Passengers (x)	9447	15367	16281	31972	34479	33794	33367	33094	30742	32224	35351	38984	42665	
FAI	Seat Departures (y)				37980	37260	38700	36180	36360	33524	35052	38311	41886	45563	
FAR	AAD Seat Departures (o)	0	0	0	812	770	822	756	667	625	670	750	839	933	
FAR	Distance (p)	223	223	223	223	223	223	223	223	223	223	223	223	223	
FAR	Enp/Orig Ratio (q)	6.678	9.252	13.255	15.729	15.701	14.338	14.428	12.889	12.880	12.754	12.626	12.515	12.306	
FAR	Income (r)		5669	5903	6038	6265	6489	6727		7366	8261	9273	10420	11722	
FAR	Load Factor (s)				58.8%	62.9%	61.3%	64.3%	67.2%	67.7%	67.9%	68.1%	68.7%	69.1%	
FAR	Originations (t)	25450	19250	12130	11070	11250	12830	12300	12690	11984	13014	14773	16814	19126	
FAR	WN Effect Originations (u)									0	0	0	0	0	
FAR	Total Originations (v)									11984	13014	14773	16814	19126	
FAR	Total Revenue (w)								5799323	5476506	5947309	6751132	7684185	8740703	
FAR	Outbound Passengers (x)	169951	178110	160788	174121	176640	183954	177462	163564	154352	165983	186523	210430	235360	
FAR	Seat Departures (y)				296374	280944	300022	276009	243386	227965	244534	273775	306217	340409	
FAT	AAD Seat Departures (o)									0	0	0	0	0	
FAT	Distance (p)								1501	1501	1501	1501	1501	1501	
FAT	Enp/Orig Ratio (q)									0.000	0.000	0.000	0.000	0.000	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
FAT	Income (r)							22556		24825	27991	31555	35575	40117	
FAT	Load Factor (s)								0	0.0%	0.0%	0.0%	0.0%	0.0%	
FAT	Originations (t)								10680	10124	11053	12600	14389	16407	
FAT	WN Effect Originations (u)									0	0	0	0	0	
FAT	Total Originations (v)									10124	11053	12600	14389	16407	
FAT	Total Revenue (w)								9967079	9,448,166	10,315,068	11,758,984	13,428,249	15,311,554	20,131,549
FAT	Outbound Passengers (x)									0	0	0	0	0	
FAT	Seat Departures (y)									0	0	0	0	0	
FCA	AAD Seat Departures (o)	0	0	0	90	79	77	67	98	94	105	122	140	160	
FCA	Distance (p)	1025	1025	1025	1025	1025	1025	1025	1025	1025	1025	1025	1025	1025	
FCA	Enp/Orig Ratio (q)	3.845	2.896	4.224	5.160	4.294	3.901	3.675	3.738	3.735	3.699	3.661	3.629	3.568	
FCA	Income (r)		2110	2317	2412	2578	2654	2819		3209	3749	4356	5043	5823	
FCA	Load Factor (s)				77.4%	79.9%	85.9%	91.3%	79.3%	79.9%	80.1%	80.4%	81.1%	81.5%	
FCA	Originations (t)	2690	4800	5390	4930	5370	6170	6110	7550	7335	8298	9749	11432	13349	
FCA	WN Effect Originations (u)									0	0	0	0	0	
FCA	Total Originations (v)									7335	8298	9749	11432	13349	
FCA	Total Revenue (w)								3938957	3826834	4328994	5086302	5964172	6964367	
FCA	Outbound Passengers (x)	10344	13901	22767	25438	23058	24071	22456	28219	27397	30689	35695	41487	47634	
FCA	Seat Departures (y)				32876	28868	28008	24600	35602	34307	38334	44422	51187	58413	
FLL	AAD Seat Departures (o)	0	0	0	188	212	195	175	179	171	263	303	348	398	
FLL	Distance (p)	1487	1487	1487	1487	1487	1487	1487	1487	1487	1487	1487	1487	1487	
FLL	Enp/Orig Ratio (q)	0.289	0.668	0.715	0.828	0.899	0.818	0.797	0.816	0.816	0.854	0.848	0.842	0.832	
FLL	Income (r)		58962	62310	62667	65460	69807	72286		81201	93798	108206	124728	143719	
FLL	Load Factor (s)				81.2%	82.4%	86.5%	88.7%	89.3%	90.0%	90.2%	90.5%	91.3%	91.9%	
FLL	Originations (t)	30010	47700	68690	67140	71030	75180	71210	71350	68651	76786	89575	104585	121852	
FLL	WN Effect Originations (u)									0	24727	28616	33186	38457	
FLL	Total Originations (v)									68651	101513	118191	137770	160309	
FLL	Total Revenue (w)								112027696	107789907	120562783	140642658	164209791	191321303	
FLL	Outbound Passengers (x)	8666	31853	49106	55598	63878	61505	56774	58233	55991	86741	100231	116064	133405	
FLL	Seat Departures (y)				68512	77548	71068	64008	65212	62234	96172	110718	127107	145208	
FNT	AAD Seat Departures (o)	0	0	0	142	188	173	87	55	50	51	54	58	61	
FNT	Distance (p)	491	491	491	491	491	491	491	491	491	491	491	491	491	
FNT	Enp/Orig Ratio (q)	N/A	4.347	3.623	3.204	3.146	3.776	2.332	1.627	1.626	1.610	1.594	1.580	1.553	
FNT	Income (r)		13583	13369	13679	12997	12786	12944		13587	14490	15499	16624	17883	
FNT	Load Factor (s)				74.9%	79.4%	69.5%	68.3%	71.4%	71.9%	72.1%	72.3%	73.0%	73.4%	
FNT	Originations (t)	1760	7600	10010	12080	17290	11610	9250	8750	8010	8272	8947	9720	10573	
FNT	WN Effect Originations (u)									0	0	0	0	0	
FNT	Total Originations (v)									8010	8272	8947	9720	10573	
FNT	Total Revenue (w)								6433529	5889536	6082032	6578230	7147056	7773773	
FNT	Outbound Passengers (x)	N/A	33035	36265	38703	54387	43842	21573	14237	13024	13318	14260	15357	16424	
FNT	Seat Departures (y)				51692	68456	63108	31589	19950	18114	18477	19711	21044	22370	
FOD	AAD Seat Departures (o)									40	41	44	47	50	
FOD	Distance (p)								168	168	168	168	168	168	
FOD	Enp/Orig Ratio (q)									47.956	47.487	47.010	46.595	45.816	
FOD	Income (r)							1101		1159	1241	1335	1440	1559	
FOD	Load Factor (s)									57.7%	57.9%	58.1%	58.6%	59.0%	
FOD	Originations (t)								190	174	181	197	215	235	
FOD	WN Effect Originations (u)									0	0	0	0	0	
FOD	Total Originations (v)									174	181	197	215	235	
FOD	Total Revenue (w)								130281	119,520	123,971	134,804	147,349	161,312	60,148
FOD	Outbound Passengers (x)									8359	8586	9242	10013	10778	
FOD	Seat Departures (y)									14479	14834	15909	17089	18283	
FSD	AAD Seat Departures (o)	0	0	0	703	711	688	643	577	539	577	645	720	800	
FSD	Distance (p)	197	197	197	197	197	197	197	197	197	197	197	197	197	
FSD	Enp/Orig Ratio (q)	5.717	12.060	13.166	14.648	17.503	16.583	15.461	17.360	17.348	17.178	17.005	16.855	16.574	
FSD	Income (r)		6642	7111	7399	7736	7987	8190		8945	10007	11212	12583	14143	
FSD	Load Factor (s)				54.0%	54.1%	58.2%	60.2%	67.2%	67.7%	67.9%	68.1%	68.7%	69.1%	
FSD	Originations (t)	22060	13390	9990	9450	8020	8820	9140	8150	7682	8322	9429	10718	12181	
FSD	WN Effect Originations (u)									0	0	0	0	0	
FSD	Total Originations (v)									7682	8322	9429	10718	12181	
FSD	Total Revenue (w)								7019236	6616188	7167171	8120580	9230601	10491260	
FSD	Outbound Passengers (x)	126113	161481	131527	138420	140372	146259	141315	141481	133265	142951	160339	180650	201889	
FSD	Seat Departures (y)				256422	259679	251131	234783	210518	196813	210595	235335	262871	291987	
FWA	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	48	51	57	63	70	
FWA	Distance (p)	488	488	488	488	488	488	488	488	488	488	488	488	488	
FWA	Enp/Orig Ratio (q)	0.003	0.009	0.015	0.063	0.007	0.000	0.003	0.015	2.765	2.738	2.711	2.687	2.642	
FWA	Income (r)		13184	13163	12983	13107	13085	13397		14531	16134	17960	20041	22413	
FWA	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	80.2%	80.4%	80.7%	81.4%	81.9%	
FWA	Originations (t)	7720	6680	6150	5750	7450	6840	6410	5440	5102	5485	6174	6979	7892	
FWA	WN Effect Originations (u)									0	0	0	0	0	
FWA	Total Originations (v)									5102	5485	6174	6979	7892	
FWA	Total Revenue (w)								5023797	4,711,409	5,065,505	5,702,093	6,444,698	7,287,934	1,715,990
FWA	Outbound Passengers (x)	22	59	92	362	51	0	21	83	14107	15019	16736	18749	20848	
FWA	Seat Departures (y)				0	0	0	0	0	17584	18674	20732	23026	25448	
GEG	AAD Seat Departures (o)	0	0	0	390	375	365	329	329	310	335	379	427	479	
GEG	Distance (p)	1175	1175	1175	1175	1175	1175	1175	1175	1175	1175	1175	1175	1175	
GEG	Enp/Orig Ratio (q)	7.524	6.298	5.662	6.367	5.923	5.941	5.691	5.187	5.184	5.133	5.081	5.036	4.952	
GEG	Income (r)		12807	12853	12975	13219	13252	13893		15336	17366	19670	22292	25287	
GEG	Load Factor (s)				82.3%	83.8%	85.0%	89.0%	85.7%	86.4%	86.6%	86.9%	87.7%	88.2%	
GEG	Originations (t)	15550	15590	19130	18410	19350	19090	18750	19820	18829	20645	23647	27144	31135	
GEG	WN Effect Originations (u)									0	0	0	0	0	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
GEG	Total Originations (v)									18829	20645	23647	27144	31135	
GEG	Total Revenue (w)								21366552	20298408	22256096	25492191	29262099	33564311	
GEG	Outbound Passengers (x)	116999	98185	108305	117211	114617	113413	106713	102809	97602	105969	120157	136711	154188	
GEG	Seat Departures (y)				142404	136804	133402	119968	119916	112993	122375	138245	155941	174806	
GFK	AAD Seat Departures (o)	0	0	0	425	448	382	362	373	343	358	391	427	464	
GFK	Distance (p)	284	284	284	284	284	284	284	284	284	284	284	284	284	
GFK	Enp/Orig Ratio (q)	6.980	8.261	10.893	10.837	12.474	10.875	10.146	11.761	11.752	11.638	11.521	11.419	11.228	
GFK	Income (r)		2715	2790	2911	2929	2975	3022		3228	3519	3850	4226	4651	
GFK	Load Factor (s)				57.4%	56.6%	62.2%	64.4%	60.3%	60.7%	60.9%	61.1%	61.6%	62.0%	
GFK	Originations (t)	11680	10950	8120	8220	7410	7980	8380	6980	6473	6834	7561	8405	9354	
GFK	WN Effect Originations (u)									0	0	0	0	0	
GFK	Total Originations (v)									6473	6834	7561	8405	9354	
GFK	Total Revenue (w)								1823239	1690816	1785080	1974904	2195391	2443347	
GFK	Outbound Passengers (x)	81531	90458	88450	89084	92429	86784	85022	82089	76074	79530	87103	95974	105027	
GFK	Seat Departures (y)				155183	163421	139496	132016	136195	125274	130640	142549	155719	169371	
GJT	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	22	24	27	30	34	
GJT	Distance (p)	880	880	880	880	880	880	880	880	880	880	880	880	880	
GJT	Enp/Orig Ratio (q)	N/A	0.288	0.974	0.411	0.362	0.387	0.520	0.351	3.058	3.028	2.998	2.971	2.922	
GJT	Income (r)		3443	3537	3581	3742	3951	4229		4676	5307	6024	6842	7777	
GJT	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	73.5%	73.7%	73.9%	74.6%	75.0%	
GJT	Originations (t)	1160	1800	1400	2150	1830	2070	2050	2020	1921	2111	2423	2788	3205	
GJT	WN Effect Originations (u)									0	0	0	0	0	
GJT	Total Originations (v)									1921	2111	2423	2788	3205	
GJT	Total Revenue (w)								3223043	3,065,651	3,368,493	3,866,752	4,448,685	5,113,179	2,551,430
GJT	Outbound Passengers (x)	N/A	519	1364	884	662	801	1066	710	5876	6393	7265	8285	9363	
GJT	Seat Departures (y)				0	0	0	0	0	7997	8679	9827	11110	12479	
GPT	AAD Seat Departures (o)	0	0	0	8	8	0	0	0	0	0	0	0	0	
GPT	Distance (p)	1024	1024	1024	1024	1024	1024	1024	1024	1024	1024	1024	1024	1024	
GPT	Enp/Orig Ratio (q)	N/A	0.000	0.030	0.314	0.273	0.103	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
GPT	Income (r)		6852	6965	7078	7139	6794	7276		8346	9866	11615	13634	15969	
GPT	Load Factor (s)				73.1%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
GPT	Originations (t)	2090	3940	6340	6650	9410	6390	7530	7490	7316	8374	9970	11854	14039	
GPT	WN Effect Originations (u)									0	0	0	0	0	
GPT	Total Originations (v)									7316	8374	9970	11854	14039	
GPT	Total Revenue (w)								6810549	6,652,762	7,614,764	9,065,599	10,778,649	12,765,343	18,046,279
GPT	Outbound Passengers (x)	N/A	0	189	2087	2570	655	0	0	0	0	0	0	0	
GPT	Seat Departures (y)				2856	2856	0	0	0	0	0	0	0	0	
GPZ	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
GPZ	Distance (p)	161	161	161	161	161	161	161	161	161	161	161	161	161	
GPZ	Enp/Orig Ratio (q)	N/A	6.428	0.531	0.434	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
GPZ	Income (r)		977	1038	1076	1118	1127	1193		1295	1440	1603	1789	1999	
GPZ	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
GPZ	Originations (t)	900	820	350	470	80	0	0	0	0	0	0	0	0	
GPZ	WN Effect Originations (u)									0	0	0	0	0	
GPZ	Total Originations (v)									0	0	0	0	0	
GPZ	Total Revenue (w)								0	0	0	0	0	0	
GPZ	Outbound Passengers (x)	N/A	5271	186	204	24	0	0	0	0	0	0	0	0	
GPZ	Seat Departures (y)				0	0	0	0	0	0	0	0	0	0	
GRB	AAD Seat Departures (o)	0	0	0	537	565	571	421	441	412	439	490	545	603	
GRB	Distance (p)	252	252	252	252	252	252	252	252	252	252	252	252	252	
GRB	Enp/Orig Ratio (q)	6.876	7.794	9.312	9.564	9.731	7.715	7.036	7.956	7.951	7.873	7.794	7.725	7.596	
GRB	Income (r)		9569	9858	9967	10118	10156	10299		11231	12538	14009	15669	17544	
GRB	Load Factor (s)				58.1%	60.3%	53.0%	68.0%	68.2%	68.7%	68.9%	69.1%	69.7%	70.1%	
GRB	Originations (t)	10820	12540	10860	11910	12770	14300	14850	13780	12975	14025	15847	17953	20325	
GRB	WN Effect Originations (u)									0	0	0	0	0	
GRB	Total Originations (v)									12975	14025	15847	17953	20325	
GRB	Total Revenue (w)								7133098	6716249	7260136	8203072	9293043	10521159	
GRB	Outbound Passengers (x)	74394	97742	101123	113905	124261	110330	104482	109637	103158	110422	123510	138687	154390	
GRB	Seat Departures (y)				196023	206213	208281	153604	160833	150200	160377	178720	198961	220139	
GRR	AAD Seat Departures (o)	0	0	0	539	562	578	492	452	420	444	491	544	599	
GRR	Distance (p)	408	408	408	408	408	408	408	408	408	408	408	408	408	
GRR	Enp/Orig Ratio (q)	4.246	4.413	3.756	4.356	4.297	4.397	4.127	3.828	3.825	3.788	3.750	3.717	3.655	
GRR	Income (r)		24482	24789	25090	25509	25921	26302		28452	31488	34929	38832	43266	
GRR	Load Factor (s)				67.2%	73.3%	71.5%	75.7%	78.4%	79.0%	79.2%	79.5%	80.2%	80.7%	
GRR	Originations (t)	25200	28200	32210	30380	34950	34300	32940	33800	31636	33902	38029	42824	48246	
GRR	WN Effect Originations (u)									0	0	0	0	0	
GRR	Total Originations (v)									31636	33902	38029	42824	48246	
GRR	Total Revenue (w)								15322232	14341387	15368654	17239158	19412863	21870763	
GRR	Outbound Passengers (x)	107010	124442	120981	132338	150180	150809	135950	129391	121024	128425	142608	159174	176328	
GRR	Seat Departures (y)				196794	205006	210946	179607	164954	153136	162098	179331	198446	218495	
GSO	AAD Seat Departures (o)	0	0	0	55	52	50	43	49	45	47	52	56	61	
GSO	Distance (p)	924	924	924	924	924	924	924	924	924	924	924	924	924	
GSO	Enp/Orig Ratio (q)	0.008	0.008	0.000	0.659	0.688	0.806	0.701	0.744	0.743	0.736	0.729	0.722	0.710	
GSO	Income (r)		21330	21129	21167	21766	22151	22927		24471	26663	29149	31965	35157	
GSO	Load Factor (s)				69.1%	75.3%	76.6%	72.1%	73.7%	74.3%	74.5%	74.8%	75.4%	75.9%	
GSO	Originations (t)	10760	15230	15800	20890	20960	17350	16180	17890	16580	17492	19338	21480	23888	
GSO	WN Effect Originations (u)									0	0	0	0	0	
GSO	Total Originations (v)									16580	17492	19338	21480	23888	
GSO	Total Revenue (w)								15349726	14226029	15008636	16591969	18430192	20496420	
GSO	Outbound Passengers (x)	90	126	0	13768	14422	13984	11348	13310	12327	12878	14094	15517	16968	
GSO	Seat Departures (y)				19919	19150	18250	15750	18050	16592	17291	18853	20579	22366	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
GSP	AAD Seat Departures (o)	0	0	0	0	13	44	0	0	0	0	0	0	31	
GSP	Distance (p)	902	902	902	902	902	902	902	902	902	902	902	902	902	
GSP	Enp/Orig Ratio (q)	0.000	0.017	0.009	0.023	0.274	0.633	0.000	0.023	0.000	0.000	0.000	0.000	0.710	
GSP	Income (r)		17726	17536	17554	17933	18474	19099		20838	23296	26095	29288	32934	
GSP	Load Factor (s)				0.0%	50.2%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.9%	
GSP	Originations (t)	7920	10390	8810	9320	8780	10780	8480	8050	7582	8208	9297	10570	12018	
GSP	WN Effect Originations (u)									0	0	0	0	0	
GSP	Total Originations (v)									7582	8208	9297	10570	12018	
GSP	Total Revenue (w)								12402552	11,681,889	12,645,645	14,324,444	16,284,498	18,515,482	16,658,189
GSP	Outbound Passengers (x)	0	176	80	217	2409	6819	0	189	0	0	0	0	8536	
GSP	Seat Departures (y)				0	4800	15890	0	0	0	0	0	0	11252	
GTF	AAD Seat Departures (o)	0	0	0	206	217	220	224	179	164	170	184	200	216	
GTF	Distance (p)	887	887	887	887	887	887	887	887	887	887	887	887	887	
GTF	Enp/Orig Ratio (q)	11.007	9.238	8.403	12.284	11.893	9.347	11.236	7.344	7.339	7.267	7.194	7.131	7.012	
GTF	Income (r)		2314	2442	2468	2552	2557	2667		2832	3065	3330	3632	3975	
GTF	Load Factor (s)				71.5%	72.5%	74.3%	69.8%	70.7%	71.2%	71.4%	71.7%	72.3%	72.8%	
GTF	Originations (t)	5640	5370	5270	4370	4820	6390	5090	6300	5816	6095	6698	7399	8187	
GTF	WN Effect Originations (u)									0	0	0	0	0	
GTF	Total Originations (v)									5816	6095	6698	7399	8187	
GTF	Total Revenue (w)								3056083	2821251	2956740	3249066	3589291	3971629	
GTF	Outbound Passengers (x)	62077	49607	44283	53680	57326	59730	57193	46269	42684	44297	48187	52763	57408	
GTF	Seat Departures (y)				75088	79104	80348	81930	65428	59908	62017	67213	72966	78905	
HDN	AAD Seat Departures (o)	0	0	0	42	37	37	36	38	37	41	48	56	63	
HDN	Distance (p)	774	774	774	774	774	774	774	774	774	774	774	774	774	
HDN	Enp/Orig Ratio (q)	4.920	2.563	2.959	3.603	2.922	3.249	2.842	3.060	3.058	3.028	2.998	2.971	2.922	
HDN	Income (r)		649	750	757	832	914	991		1143	1350	1578	1829	2108	
HDN	Load Factor (s)				68.8%	67.4%	74.3%	75.1%	72.9%	73.5%	73.7%	73.9%	74.6%	75.0%	
HDN	Originations (t)	2050	3250	3510	2900	3090	3120	3440	3280	3217	3679	4348	5105	5948	
HDN	WN Effect Originations (u)									0	0	0	0	0	
HDN	Total Originations (v)									3217	3679	4348	5105	5948	
HDN	Total Revenue (w)								2371236	2325644	2659808	3143154	3690859	4300040	
HDN	Outbound Passengers (x)	10087	8331	10387	10450	9028	10137	9776	10038	9838	11142	13034	15170	17379	
HDN	Seat Departures (y)				15180	13392	13640	13020	13764	13389	15126	17629	20343	23162	
HIB	AAD Seat Departures (o)	0	0	0	66	66	66	66	66	60	63	68	74	80	
HIB	Distance (p)	174	174	174	174	174	174	174	174	174	174	174	174	174	
HIB	Enp/Orig Ratio (q)	N/A	13.216	7.935	31.579	33.432	26.804	34.038	32.191	32.169	31.855	31.535	31.257	30.734	
HIB	Income (r)		5260	5607	5780	6048	6122	6482		6883	7453	8104	8845	9689	
HIB	Load Factor (s)				61.6%	56.7%	61.2%	66.4%	62.8%	63.3%	63.4%	63.7%	64.2%	64.6%	
HIB	Originations (t)	1720	980	430	470	410	550	470	470	434	455	500	553	613	
HIB	WN Effect Originations (u)									0	0	0	0	0	
HIB	Total Originations (v)									434	455	500	553	613	
HIB	Total Revenue (w)								168179	155267	162797	178995	197890	219189	
HIB	Outbound Passengers (x)	N/A	12952	3412	14842	13707	14742	15998	15130	13959	14493	15774	17286	18826	
HIB	Seat Departures (y)				24090	24156	24090	24090	24090	22059	22846	24775	26915	29135	
HLN	AAD Seat Departures (o)	0	0	0	0	17	50	50	50	46	49	54	60	66	
HLN	Distance (p)	913	913	913	913	913	913	913	913	913	913	913	913	913	
HLN	Enp/Orig Ratio (q)	N/A	N/A	0.000	0.036	1.722	4.599	4.217	4.071	4.068	4.028	3.988	3.953	3.886	
HLN	Income (r)		1971	2086	2148	2220	2257	2392		2588	2863	3174	3528	3930	
HLN	Load Factor (s)				#DIV/0!	54.8%	60.7%	70.5%	72.7%	73.2%	73.4%	73.7%	74.3%	74.8%	
HLN	Originations (t)	1420	1520	1490	1960	1940	2410	3050	3250	3042	3258	3654	4113	4632	
HLN	WN Effect Originations (u)									0	0	0	0	0	
HLN	Total Originations (v)									3042	3258	3654	4113	4632	
HLN	Total Revenue (w)								1879816	1759311	1884591	2113354	2379126	2679310	
HLN	Outbound Passengers (x)	N/A	N/A	0	70	3340	11083	12862	13230	12373	13125	14570	16258	18003	
HLN	Seat Departures (y)				0	6100	18250	18250	18200	16894	17876	19771	21872	24072	
HNL	AAD Seat Departures (o)	0	0	0	300	527	439	275	298	274	287	314	344	376	
HNL	Distance (p)	3972	3972	3972	3972	3972	3972	3972	3972	3972	3972	3972	3972	3972	
HNL	Enp/Orig Ratio (q)	0.942	1.317	2.567	2.375	3.788	3.038	1.971	2.095	2.094	2.073	2.053	2.035	2.000	
HNL	Income (r)		31287	31602	32178	33900	35503	36889		39532	43262	47484	52273	57721	
HNL	Load Factor (s)				92.2%	83.1%	88.6%	87.2%	89.6%	90.3%	90.5%	90.8%	91.6%	92.2%	
HNL	Originations (t)	36990	37030	40490	42510	42230	46740	44460	46440	43169	45743	50771	56613	63210	
HNL	WN Effect Originations (u)									0	0	0	0	0	
HNL	Total Originations (v)									43169	45743	50771	56613	63210	
HNL	Total Revenue (w)								101931082	94750882	100401423	111436520	124259108	138739081	
HNL	Outbound Passengers (x)	34852	48777	103930	100946	159962	141997	87620	97309	90392	94846	104212	115179	126451	
HNL	Seat Departures (y)				109492	192465	160251	100464	108595	100123	104796	114718	125703	137163	
HON	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	53	59	
HON	Distance (p)	249	249	249	249	249	249	249	249	249	249	249	249	249	
HON	Enp/Orig Ratio (q)	N/A	N/A	0.015	0.049	0.042	0.000	0.000	0.000	0.000	0.000	0.000	12.300	12.095	
HON	Income (r)		537	513	531	563	557	547		573	611	654	702	757	
HON	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48.7%	49.0%	
HON	Originations (t)	1570	630	750	700	500	0	10	0	0	0	0	761	872	
HON	WN Effect Originations (u)									0	0	0	0	0	
HON	Total Originations (v)									0	0	0	761	872	
HON	Total Revenue (w)								44703	42490	46606	53377	61249	70188	60,148
HON	Outbound Passengers (x)	N/A	N/A	11	34	21	0	0	0	0	0	0	9358	10545	
HON	Seat Departures (y)				0	0	0	0	0	0	0	0	19225	21530	
HOU	AAD Seat Departures (o)	0	0	0	1117	1091	963	838	807	764	833	947	1073	1207	
HOU	Distance (p)	1034	1034	1034	1034	1034	1034	1034	1034	1034	1034	1034	1034	1034	
HOU	Enp/Orig Ratio (q)	2.367	2.797	3.393	3.033	2.759	2.435	2.417	2.211	2.209	2.188	2.166	2.147	2.111	
HOU	Income (r)		189804	195267	199095	211388	228471	243966		271106	309148	352138	400894	456363	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
HOU	Load Factor (s)				58.3%	59.8%	71.0%	76.5%	74.5%	75.1%	75.3%	75.5%	76.2%	76.7%	
HOU	Originations (t)	50830	84460	77520	78380	86280	102460	96780	99280	94774	104646	120536	138995	159991	
HOU	WN Effect Originations (u)									0	0	0	0	0	
HOU	Total Originations (v)									94774	104646	120536	138995	159991	
HOU	Total Revenue (w)								36515807	34858509	38489297	44333722	51123342	58845735	
HOU	Outbound Passengers (x)	120331	236221	263032	237725	238048	249442	233959	219482	209376	228924	261034	298358	337683	
HOU	Seat Departures (y)				407673	398321	351460	306010	294571	278910	304193	345575	391598	440514	
HRL	AAD Seat Departures (o)	0	0	0	38	46	54	55	70	67	74	85	98	111	
HRL	Distance (p)	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	
HRL	Enp/Orig Ratio (q)	0.000	0.795	0.258	0.904	0.906	0.924	0.947	0.958	0.957	0.948	0.938	0.930	0.914	
HRL	Income (r)		5907	6432	6653	6766	6977	7230		8128	9395	10842	12502	14408	
HRL	Load Factor (s)				68.4%	85.4%	78.8%	81.4%	74.2%	74.8%	75.0%	75.3%	75.9%	76.4%	
HRL	Originations (t)	2960	13090	4640	10550	15670	16910	17180	19800	19062	21333	24897	29078	33884	
HRL	WN Effect Originations (u)									0	0	0	0	0	
HRL	Total Originations (v)									19062	21333	24897	29078	33884	
HRL	Total Revenue (w)								5320246	5,121,814	5,732,049	6,689,731	7,813,124	9,104,626	45,436,353
HRL	Outbound Passengers (x)	0	10408	1197	9535	14198	15622	16266	18959	18239	20213	23353	27034	30976	
HRL	Seat Departures (y)				13944	16632	19824	19992	25536	24383	26955	31026	35609	40553	
HSV	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
HSV	Distance (p)	785	785	785	785	785	785	785	785	785	785	785	785	785	
HSV	Enp/Orig Ratio (q)	0.000	0.051	0.000	0.000	0.045	0.022	0.000	0.048	0.000	0.000	0.000	0.000	0.000	
HSV	Income (r)		11145	11630	12022	12329	12831	13455		14578	16139	17888	19851	22058	
HSV	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
HSV	Originations (t)	6260	5430	4600	5600	5560	5060	5250	5760	5397	5786	6485	7290	8190	
HSV	WN Effect Originations (u)									0	0	0	0	0	
HSV	Total Originations (v)									5397	5786	6485	7290	8190	
HSV	Total Revenue (w)								11309284	10,597,407	11,360,487	12,732,943	14,312,371	16,080,459	16,658,189
HSV	Outbound Passengers (x)	0	276	0	0	251	112	0	276	0	0	0	0	0	
HSV	Seat Departures (y)				0	0	0	0	0	0	0	0	0	0	
ICT	AAD Seat Departures (o)	0	0	0	133	158	139	110	97	89	93	102	112	122	
ICT	Distance (p)	545	545	545	545	545	545	545	545	545	545	545	545	545	
ICT	Enp/Orig Ratio (q)	0.000	0.055	0.658	2.808	2.699	2.149	2.137	1.829	1.828	1.810	1.792	1.776	1.746	
ICT	Income (r)		18720	19650	19534	20318	21259	22655		24246	26498	29046	31925	35181	
ICT	Load Factor (s)				62.2%	62.4%	59.7%	70.6%	74.6%	75.1%	75.3%	75.6%	76.2%	76.7%	
ICT	Originations (t)	11100	7710	8410	10760	13360	14040	13290	14430	13400	14181	15718	17500	19499	
ICT	WN Effect Originations (u)									0	0	0	0	0	
ICT	Total Originations (v)									13400	14181	15718	17500	19499	
ICT	Total Revenue (w)								11752643	10914081	11549660	12801983	14252684	15881164	
ICT	Outbound Passengers (x)	0	426	5535	30213	36060	30172	28402	26393	24493	25666	28163	31078	34050	
ICT	Seat Departures (y)				48600	57800	50557	40250	35400	32606	34083	37260	40764	44390	
IDA	AAD Seat Departures (o)	0	0	0	0	0	28	50	49	47	51	58	65	73	
IDA	Distance (p)	939	939	939	939	939	939	939	939	939	939	939	939	939	
IDA	Enp/Orig Ratio (q)	N/A	N/A	N/A	0.173	0.146	2.146	3.095	3.034	3.032	3.002	2.972	2.946	2.896	
IDA	Income (r)		2730	2945	3036	3220	3410	3600		3994	4542	5158	5852	6638	
IDA	Load Factor (s)				0.0%	0.0%	69.4%	72.4%	67.6%	68.1%	68.2%	68.5%	69.1%	69.5%	
IDA	Originations (t)	1860	1780	1360	1200	1700	3330	4270	4020	3833	4220	4846	5570	6388	
IDA	WN Effect Originations (u)									0	0	0	0	0	
IDA	Total Originations (v)									3833	4220	4846	5570	6388	
IDA	Total Revenue (w)								3177591	3029846	3335870	3830583	4402606	5049516	
IDA	Outbound Passengers (x)	N/A	N/A	N/A	208	248	7145	13215	12196	11621	12670	14402	16407	18503	
IDA	Seat Departures (y)				0	0	10300	18250	18050	17070	18565	21025	23747	26617	
IFP	AAD Seat Departures (o)	0	0	0	13	14	38	53	63	62	72	86	102	120	
IFP	Distance (p)	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	
IFP	Enp/Orig Ratio (q)	N/A	0.917	0.979	0.310	0.480	0.966	0.895	0.898	0.897	0.889	0.880	0.872	0.857	
IFP	Income (r)		2908	3236	3431	3755	4140	4513		5316	6450	7750	9250	10986	
IFP	Load Factor (s)				81.2%	100.9%	84.9%	80.2%	69.6%	70.1%	70.3%	70.5%	71.1%	71.6%	
IFP	Originations (t)	20	5130	8050	12760	10940	12250	17450	17700	17626	20705	25159	30416	36528	
IFP	WN Effect Originations (u)									0	0	0	0	0	
IFP	Total Originations (v)									17626	20705	25159	30416	36528	
IFP	Total Revenue (w)								585728	583,263	685,165	832,577	1,006,525	1,208,782	2,526,788
IFP	Outbound Passengers (x)	N/A	4703	7884	3956	5253	11835	15621	15895	15817	18399	22133	26521	31318	
IFP	Seat Departures (y)				4872	5208	13944	19488	22848	22566	26185	31382	37281	43756	
IMT	AAD Seat Departures (o)									39	41	45	49	53	
IMT	Distance (p)								257	257	257	257	257	257	
IMT	Enp/Orig Ratio (q)									16.086	15.929	15.769	15.630	15.369	
IMT	Income (r)							1017		1095	1203	1325	1460	1612	
IMT	Load Factor (s)									63.7%	63.9%	64.1%	64.6%	65.0%	
IMT	Originations (t)								600	559	595	663	740	826	
IMT	WN Effect Originations (u)									0	0	0	0	0	
IMT	Total Originations (v)									559	595	663	740	826	
IMT	Total Revenue (w)								110793	103,313	109,949	122,374	136,628	152,500	
IMT	Outbound Passengers (x)									9000	9485	10450	11565	12692	
IMT	Seat Departures (y)									14130	14853	16305	17889	19514	
IND	AAD Seat Departures (o)	0	0	0	721	760	688	645	664	622	667	747	838	934	
IND	Distance (p)	503	503	503	503	503	503	503	503	503	503	503	503	503	
IND	Enp/Orig Ratio (q)	2.872	2.777	2.260	2.438	2.543	2.679	2.631	2.589	2.587	2.562	2.536	2.514	2.472	
IND	Income (r)		57461	59098	59819	61435	62688	64669		70746	79344	89156	100378	113238	
IND	Load Factor (s)				56.2%	61.8%	74.6%	75.8%	75.2%	75.8%	76.0%	76.2%	76.9%	77.4%	
IND	Originations (t)	47830	56060	59960	60680	67400	70030	67820	70410	66449	72161	81995	93507	106663	
IND	WN Effect Originations (u)									0	0	0	0	0	
IND	Total Originations (v)									66449	72161	81995	93507	106663	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
IND	Total Revenue (w)								51160671	48282614	52433199	59578654	67943360	77502565	
IND	Outbound Passengers (x)	137385	155696	135515	147925	171369	187580	178441	182307	171932	184887	207971	235079	263669	
IND	Seat Departures (y)				263017	277474	251291	235483	242419	226917	243409	272785	305696	340786	
INL	AAD Seat Departures (o)	0	0	0	56	76	71	65	67	60	61	65	69	73	
INL	Distance (p)	254	254	254	254	254	254	254	254	254	254	254	254	254	
INL	Enp/Orig Ratio (q)	N/A	5.193	8.009	9.932	12.342	7.982	9.816	7.042	7.037	6.968	6.898	6.838	6.723	
INL	Income (r)		350	371	396	405	397	398		415	439	467	498	533	
INL	Load Factor (s)				58.8%	52.7%	57.8%	51.8%	47.9%	48.3%	48.4%	48.6%	49.0%	49.3%	
INL	Originations (t)	2910	2740	1500	1220	1190	1870	1250	1660	1512	1551	1667	1802	1951	
INL	WN Effect Originations (u)									0	0	0	0	0	
INL	Total Originations (v)									1512	1551	1667	1802	1951	
INL	Total Revenue (w)								422262	384656	394410	424051	458364	496299	
INL	Outbound Passengers (x)	N/A	14229	12013	12117	14687	14927	12270	11690	10642	10805	11500	12321	13118	
INL	Seat Departures (y)				20592	27852	25831	23673	24397	22043	22326	23674	25147	26609	
IWD	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	36	39	42	46	
IWD	Distance (p)	187	187	187	187	187	187	187	187	187	187	187	187	187	
IWD	Enp/Orig Ratio (q)	N/A	N/A	1.140	0.000	N/A	0.000	0.000	0.000	0.000	15.929	15.769	15.630	15.369	
IWD	Income (r)		347	362	367	388	396	411		438	477	522	572	628	
IWD	Load Factor (s)			86.2%	17.3%	N/A	0.0%	0.0%	0.0%	0.0%	63.9%	64.1%	64.6%	65.0%	
IWD	Originations (t)	1180	450	420	0	0	0	0	0	0	519	574	637	708	
IWD	WN Effect Originations (u)									0	0	0	0	0	
IWD	Total Originations (v)									0	519	574	637	708	
IWD	Total Revenue (w)								52557	51454	63013	72168	82812	94898	60148
IWD	Outbound Passengers (x)	N/A	N/A	479	23	N/A	0	0	0	0	8274	9049	9956	10879	
IWD	Seat Departures (y)				133	0	0	0	0	0	12958	14119	15400	16725	
JAC	AAD Seat Departures (o)	0	0	0	66	74	79	70	31	30	34	40	47	54	
JAC	Distance (p)	872	872	872	872	872	872	872	872	872	872	872	872	872	
JAC	Enp/Orig Ratio (q)	N/A	N/A	3.308	4.169	5.625	5.255	3.857	1.981	1.980	1.960	1.941	1.923	1.891	
JAC	Income (r)		1490	1699	1811	2040	2155	2300		2644	3123	3664	4279	4983	
JAC	Load Factor (s)				72.6%	76.0%	78.4%	77.2%	77.4%	78.0%	78.2%	78.5%	79.2%	79.7%	
JAC	Originations (t)	2070	2650	3130	4210	3670	4310	5110	4460	4363	4990	5920	7004	8246	
JAC	WN Effect Originations (u)									0	0	0	0	0	
JAC	Total Originations (v)									4363	4990	5920	7004	8246	
JAC	Total Revenue (w)								5547271	5427196	6205882	7362957	8711210	10256530	
JAC	Outbound Passengers (x)	N/A	N/A	10354	17550	20644	22648	19709	8835	8638	9781	11487	13471	15596	
JAC	Seat Departures (y)				24180	27156	28892	25544	11408	11070	12504	14631	17011	19573	
JAN	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	36	
JAN	Distance (p)	884	884	884	884	884	884	884	884	884	884	884	884	884	
JAN	Enp/Orig Ratio (q)	N/A	0.020	0.000	0.038	0.032	0.033	0.033	0.007	0.000	0.000	0.000	0.000	1.375	
JAN	Income (r)		14897	15430	15760	16444	17037	17598		19476	22112	25102	28503	32381	
JAN	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	87.0%	
JAN	Originations (t)	4070	4900	4310	3910	4500	5760	5760	5260	5006	5504	6318	7267	8347	
JAN	WN Effect Originations (u)									0	0	0	0	0	
JAN	Total Originations (v)									5006	5504	6318	7267	8347	
JAN	Total Revenue (w)								10995162	10,465,194	11,504,517	13,206,751	15,189,727	17,448,553	16,658,189
JAN	Outbound Passengers (x)	N/A	98	0	149	143	188	190	35	0	0	0	0	11477	
JAN	Seat Departures (y)				0	0	0	0	0	0	0	0	0	13190	
JAX	AAD Seat Departures (o)	0	0	0	171	128	132	124	122	115	125	141	159	178	
JAX	Distance (p)	1174	1174	1174	1174	1174	1174	1174	1174	1174	1174	1174	1174	1174	
JAX	Enp/Orig Ratio (q)	0.000	0.011	0.428	1.313	1.177	1.145	1.093	1.021	1.020	1.010	1.000	0.991	0.974	
JAX	Income (r)		38985	39900	41425	43953	46672	49220		54380	61590	69754	79030	89599	
JAX	Load Factor (s)				68.8%	81.5%	79.6%	83.1%	85.9%	86.5%	86.8%	87.1%	87.8%	88.4%	
JAX	Originations (t)	6540	25080	29990	32760	32310	33440	34420	37490	35638	39083	44760	51367	58886	
JAX	WN Effect Originations (u)									0	0	0	0	0	
JAX	Total Originations (v)									35638	39083	44760	51367	58886	
JAX	Total Revenue (w)								39705218	37743655	41392427	47405308	54402412	62365472	
JAX	Outbound Passengers (x)	0	283	12832	42998	38029	38288	37611	38260	36345	39469	44748	50900	57374	
JAX	Seat Departures (y)				62452	46658	48110	45284	44540	41995	45491	51384	57947	64921	
JMS	AAD Seat Departures (o)	0	0	0	36	24	17	0	0	41	43	46	51	55	
JMS	Distance (p)	299	299	299	299	299	299	299	299	299	299	299	299	299	
JMS	Enp/Orig Ratio (q)	N/A	N/A	0.658	2.722	6.263	8.623	0.141	0.557	41.630	41.223	40.809	40.449	39.773	ATY
JMS	Income (r)		609	599	633	636	700	706		753	819	894	978	1072	
JMS	Load Factor (s)				26.6%	42.7%	43.3%	0.0%	0.0%	59.2%	59.4%	59.6%	60.1%	60.5%	
JMS	Originations (t)	1330	1480	1510	1280	590	310	290	230	213	224	248	274	304	
JMS	WN Effect Originations (u)									0	0	0	0	0	
JMS	Total Originations (v)									213	224	248	274	304	
JMS	Total Revenue (w)								53937	49,961	52,626	58,053	64,313	71,296	60,148
JMS	Outbound Passengers (x)	N/A	N/A	993	3484	3695	2673	41	128	8869	9251	10102	11093	12092	
JMS	Seat Departures (y)				13074	8646	6171	0	0	14972	15578	16948	18450	19989	
LAN	AAD Seat Departures (o)	0	0	0	154	154	147	91	85	79	83	91	101	110	
LAN	Distance (p)	455	455	455	455	455	455	455	455	455	455	455	455	455	
LAN	Enp/Orig Ratio (q)	0.024	4.868	4.793	4.223	4.596	3.967	3.113	3.450	3.447	3.414	3.379	3.350	3.294	
LAN	Income (r)		14190	14382	14592	14397	14515	14924		16079	17695	19509	21548	23842	
LAN	Load Factor (s)				61.6%	65.6%	70.4%	65.4%	64.9%	65.4%	65.5%	65.8%	66.4%	66.8%	
LAN	Originations (t)	5560	7060	8730	8190	8000	9490	6970	5860	5469	5827	6497	7268	8132	
LAN	WN Effect Originations (u)									0	0	0	0	0	
LAN	Total Originations (v)									5469	5827	6497	7268	8132	
LAN	Total Revenue (w)								3807880	3553547	3786606	4221662	4723027	5284229	
LAN	Outbound Passengers (x)	132	34368	41840	34588	36765	37651	21701	20216	18853	19893	21955	24346	26784	
LAN	Seat Departures (y)				56113	56028	53500	33175	31150	28833	30348	33370	36687	40114	
LAS	AAD Seat Departures (o)	0	0	0	1252	1671	1951	1681	1689	1684	2317	2776	3280	3820	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
LAS	Distance (p)	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	1300	
LAS	Enp/Orig Ratio (q)	2.846	1.726	2.165	1.893	2.179	2.057	2.016	1.833	1.832	1.616	1.603	1.592	1.570	
LAS	Income (r)		48497	51350	54141	59649	66445	69800		83308	101765	122221	145039	170627	
LAS	Load Factor (s)				94.4%	96.5%	91.7%	95.3%	89.5%	90.1%	90.4%	90.7%	91.5%	92.1%	
LAS	Originations (t)	85300	230440	173270	228010	270070	317200	289890	300980	302538	357846	434602	522393	621408	
LAS	WN Effect Originations (u)									0	115235	138841	165761	196121	
LAS	Total Originations (v)									302538	473081	573443	688154	817528	
LAS	Total Revenue (w)								216043845	217162122	256862312	311957778	374974698	446047255	
LAS	Outbound Passengers (x)	242787	397844	375180	431591	588592	652591	584454	551683	554155	764289	919189	1095475	1283559	
LAS	Seat Departures (y)				456956	610072	711936	613440	616595	614735	845738	1013374	1197362	1394396	
LBB	AAD Seat Departures (o)									0	0	0	0	0	
LBB	Distance (p)								900	900	900	900	900	900	
LBB	Enp/Orig Ratio (q)									0.000	0.000	0.000	0.000	0.000	
LBB	Income (r)							7231		7689	8342	9088	9938	10909	
LBB	Load Factor (s)								0	0.0%	0.0%	0.0%	0.0%	0.0%	
LBB	Originations (t)								2450	2264	2379	2620	2903	3222	
LBB	WN Effect Originations (u)									0	0	0	0	0	
LBB	Total Originations (v)									2264	2379	2620	2903	3222	
LBB	Total Revenue (w)								6604615	6,104,159	6,412,185	7,063,794	7,824,906	8,684,779	16,658,189
LBB	Outbound Passengers (x)									0	0	0	0	0	
LBB	Seat Departures (y)									0	0	0	0	0	
LEX	AAD Seat Departures (o)	0	0	0	0	0	28	0	0	0	31	34	38	42	
LEX	Distance (p)	650	650	650	650	650	650	650	650	650	650	650	650	650	
LEX	Enp/Orig Ratio (q)	0.005	0.000	0.000	0.019	0.005	0.749	0.011	0.000	0.000	1.480	1.465	1.452	1.428	
LEX	Income (r)		14568	14478	14590	14940	15487	16050		17439	19386	21582	24064	26874	
LEX	Load Factor (s)				0.0%	0.0%	59.3%	78.0%	0.0%	0.0%	85.6%	85.9%	86.7%	87.2%	
LEX	Originations (t)	6740	5490	7410	10010	8020	7990	6880	6470	6076	6540	7362	8315	9389	
LEX	WN Effect Originations (u)									0	0	0	0	0	
LEX	Total Originations (v)									6076	6540	7362	8315	9389	
LEX	Total Revenue (w)								8070803	7,578,948	8,157,924	9,183,910	10,372,091	11,712,386	7,869,866
LEX	Outbound Passengers (x)	33	0	0	194	39	5987	78	0	0	9677	10785	12073	13405	
LEX	Seat Departures (y)				0	0	10100	100	0	0	11307	12554	13933	15376	
LIT	AAD Seat Departures (o)	0	0	0	0	80	108	50	51	48	51	57	63	70	
LIT	Distance (p)	703	703	703	703	703	703	703	703	703	703	703	703	703	
LIT	Enp/Orig Ratio (q)	0.016	0.033	0.008	0.013	1.763	1.634	0.928	0.785	0.785	0.777	0.769	0.763	0.750	
LIT	Income (r)		19402	20611	20955	21715	22656	23654		25706	28595	31876	35608	39858	
LIT	Load Factor (s)				0.0%	62.1%	57.5%	62.0%	53.9%	54.3%	54.4%	54.7%	55.1%	55.5%	
LIT	Originations (t)	9460	11160	9270	9060	10250	13940	12150	12870	12087	13019	14676	16606	18795	
LIT	WN Effect Originations (u)									0	0	0	0	0	
LIT	Total Originations (v)									12087	13019	14676	16606	18795	
LIT	Total Revenue (w)								17415930	16356185	17617501	19859591	22470881	25433179	
LIT	Outbound Passengers (x)	151	371	76	122	18070	22777	11280	10108	9486	10118	11291	12663	14093	
LIT	Seat Departures (y)				0	29100	39600	18200	18750	17466	18582	20660	22971	25409	
LNK	AAD Seat Departures (o)	0	0	0	260	276	235	237	191	177	188	208	231	255	
LNK	Distance (p)	331	331	331	331	331	331	331	331	331	331	331	331	331	
LNK	Enp/Orig Ratio (q)	0.000	4.969	4.931	6.344	4.833	3.894	4.655	4.166	4.163	4.123	4.081	4.045	3.977	
LNK	Income (r)		9143	9378	9572	9697	9777	10030		10866	12044	13380	14897	16622	
LNK	Load Factor (s)				56.7%	59.4%	57.0%	60.0%	58.9%	59.4%	59.5%	59.7%	60.3%	60.6%	
LNK	Originations (t)	4910	7950	5630	8500	12390	12540	11120	9860	9239	9915	11139	12562	14172	
LNK	WN Effect Originations (u)									0	0	0	0	0	
LNK	Total Originations (v)									9239	9915	11139	12562	14172	
LNK	Total Revenue (w)								2652378	2485307	2667260	2996437	3379275	3812425	
LNK	Outbound Passengers (x)	0	39506	27761	53923	59885	48828	51768	41078	38464	40876	45459	50816	56370	
LNK	Seat Departures (y)				95029	100790	85694	86349	69700	64777	68669	76085	84321	92968	
LOS	AAD Seat Departures (o)	0	0	0	1926	2161	1963	1770	1845	1705	2164	2379	2618	2872	
LOS	Distance (p)	1536	1536	1536	1536	1536	1536	1536	1536	1536	1536	1536	1536	1536	
LOS	Enp/Orig Ratio (q)	2.020	1.840	1.863	1.853	1.725	1.690	1.560	1.566	1.565	1.415	1.404	1.395	1.376	
LOS	Income (r)		452823	468888	476290	490638	508040	526465		566005	621903	685374	757391	839102	
LOS	Load Factor (s)				80.9%	82.4%	86.4%	86.1%	84.6%	85.2%	85.4%	85.7%	86.5%	87.0%	
LOS	Originations (t)	236530	337230	298080	306960	376650	366450	356550	363700	338882	360540	401796	449746	503821	
LOS	WN Effect Originations (u)									0	116102	128361	142709	159009	
LOS	Total Originations (v)									338882	476642	530157	592455	662830	
LOS	Total Revenue (w)								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
LOS	Outbound Passengers (x)	477885	620633	555343	568909	649708	619157	556341	569417	530194	674667	744584	826391	912087	
LOS	Seat Departures (y)				702932	788796	716336	646132	673340	622279	789880	868504	955657	1048334	
LSE	AAD Seat Departures (o)	0	0	0	414	417	384	345	357	332	353	391	434	478	
LSE	Distance (p)	120	120	120	120	120	120	120	120	120	120	120	120	120	
LSE	Enp/Orig Ratio (q)	13.081	35.915	39.511	32.426	21.777	27.945	23.620	77.540	77.487	76.729	75.958	75.288	74.029	
LSE	Income (r)		3884	3979	4046	4052	4097	4214		4574	5080	5651	6297	7028	
LSE	Load Factor (s)				50.7%	54.9%	55.5%	63.0%	57.8%	58.2%	58.4%	58.6%	59.1%	59.5%	
LSE	Originations (t)	3710	2000	1750	2360	3830	2780	3360	970	910	979	1101	1243	1403	
LSE	WN Effect Originations (u)									0	0	0	0	0	
LSE	Total Originations (v)									910	979	1101	1243	1403	
LSE	Total Revenue (w)								2418164	2269087	2440102	2744941	3098118	3496476	
LSE	Outbound Passengers (x)	48530	71829	69144	76525	83406	77688	79362	75214	70528	75102	83636	93564	103829	
LSE	Seat Departures (y)				150928	152040	140002	125920	130156	121137	128673	142761	158339	174640	
MBS	AAD Seat Departures (o)	0	0	0	164	171	133	104	99	90	91	97	104	110	
MBS	Distance (p)	463	463	463	463	463	463	463	463	463	463	463	463	463	
MBS	Enp/Orig Ratio (q)	0.024	4.156	4.750	5.049	6.590	4.749	4.209	3.638	3.636	3.600	3.564	3.532	3.473	
MBS	Income (r)		6320	6008	6083	6020	5934	6003		6277	6673	7128	7648	8240	
MBS	Load Factor (s)				58.3%	61.2%	66.8%	59.2%	59.5%	60.0%	60.1%	60.4%	60.9%	61.3%	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
MBS	Originations (t)	5970	8380	7340	6920	5800	6820	5340	5910	5395	5554	5999	6519	7103	
MBS	WN Effect Originations (u)									0	0	0	0	0	
MBS	Total Originations (v)									5395	5554	5999	6519	7103	
MBS	Total Revenue (w)								2850465	2602128	2678555	2893276	3144389	3425651	
MBS	Outbound Passengers (x)	143	34828	34865	34942	38223	32390	22477	21501	19614	19993	21379	23029	24670	
MBS	Seat Departures (y)				59925	62506	48455	37964	36113	32698	33247	35419	37827	40274	
MCI	AAD Seat Departures (o)	0	0	0	793	818	753	710	677	635	772	867	972	1085	
MCI	Distance (p)	394	394	394	394	394	394	394	394	394	394	394	394	394	
MCI	Enp/Orig Ratio (q)	1.547	1.857	2.329	2.621	2.724	2.436	2.633	2.495	2.494	2.111	2.095	2.080	2.051	
MCI	Income (r)		68499	70202	70495	71824	73286	75608		82995	93347	105055	118325	133394	
MCI	Load Factor (s)				57.8%	59.9%	63.6%	70.4%	71.4%	71.9%	72.1%	72.4%	73.0%	73.4%	
MCI	Originations (t)	102570	157190	70690	63860	65670	71790	69210	70650	66842	72795	82844	94513	107738	
MCI	WN Effect Originations (u)									0	23442	26466	29990	34003	
MCI	Total Originations (v)									66842	96236	109310	124503	141740	
MCI	Total Revenue (w)								64726224	61237095	66690989	75898039	86588350	98704186	
MCI	Outbound Passengers (x)	158688	291885	164646	167356	178915	174852	182241	176307	166688	203200	228985	258997	290688	
MCI	Seat Departures (y)				289328	298458	274826	259016	247025	231804	281879	316470	354878	395875	
MCO	AAD Seat Departures (o)	0	0	0	945	1128	1278	1153	1172	1150	1686	1996	2340	2714	
MCO	Distance (p)	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	1310	
MCO	Enp/Orig Ratio (q)	1.655	1.282	1.313	1.262	1.238	1.331	1.173	1.165	1.164	1.116	1.107	1.100	1.085	
MCO	Income (r)		52627	54891	56937	60775	65091	67849		79170	94879	112546	132509	155156	
MCO	Load Factor (s)				85.6%	86.2%	87.5%	85.7%	86.7%	87.4%	87.6%	87.9%	88.7%	89.2%	
MCO	Originations (t)	101180	263500	214120	234010	286820	306540	307430	318400	314902	365417	438325	522733	618896	
MCO	WN Effect Originations (u)									0	117673	140030	165868	195328	
MCO	Total Originations (v)									314902	483090	578355	688601	814223	
MCO	Total Revenue (w)								179614858	177641578	206138078	247266603	294882478	349129498	
MCO	Outbound Passengers (x)	167446	337823	281166	295241	355157	407867	360544	371003	366673	539006	640348	757272	883818	
MCO	Seat Departures (y)				345000	411898	466393	420755	427851	419702	615428	728426	854043	990690	
MCW	AAD Seat Departures (o)	0	0	0	94	95	91	85	85	77	79	85	92	99	
MCW	Distance (p)	120	120	120	120	120	120	120	120	120	120	120	120	120	
MCW	Enp/Orig Ratio (q)	N/A	37.589	52.263	50.374	68.567	68.338	65.089	47.989	47.956	47.487	47.010	46.595	45.816	
MCW	Income (r)		1634	1629	1634	1716	1709	1727		1817	1949	2102	2278	2480	
MCW	Load Factor (s)				61.6%	65.6%	59.9%	58.9%	57.3%	57.7%	57.9%	58.1%	58.6%	59.0%	
MCW	Originations (t)	440	470	410	420	330	290	280	370	339	352	384	422	465	
MCW	WN Effect Originations (u)									0	0	0	0	0	
MCW	Total Originations (v)									339	352	384	422	465	
MCW	Total Revenue (w)								202772	185994	193155	210632	231231	254597	
MCW	Outbound Passengers (x)	N/A	17667	21428	21157	22627	19818	18225	17756	16276	16737	18068	19660	21285	
MCW	Seat Departures (y)				34353	34518	33099	30954	30987	28191	28919	31102	33553	36104	
MDT	AAD Seat Departures (o)	0	0	0	37	99	87	25	50	47	50	56	62	69	
MDT	Distance (p)	898	898	898	898	898	898	898	898	898	898	898	898	898	
MDT	Enp/Orig Ratio (q)	0.000	0.032	0.029	0.607	1.513	1.275	0.556	0.970	0.969	0.960	0.950	0.942	0.926	
MDT	Income (r)		17809	18457	18729	19017	19193	19593		21407	23948	26825	30087	33793	
MDT	Load Factor (s)				61.4%	62.3%	68.0%	76.4%	82.2%	82.8%	83.0%	83.3%	84.1%	84.6%	
MDT	Originations (t)	10690	10980	11630	13670	14960	16950	12780	15420	14539	15749	17839	20266	23016	
MDT	WN Effect Originations (u)									0	0	0	0	0	
MDT	Total Originations (v)									14539	15749	17839	20266	23016	
MDT	Total Revenue (w)								10922880	10298576	11155956	12636179	14355620	16303495	
MDT	Outbound Passengers (x)	0	352	338	8294	22628	21610	7105	14960	14095	15119	16953	19090	21318	
MDT	Seat Departures (y)				13500	36300	31800	9300	18200	17020	18211	20345	22713	25209	
MEM	AAD Seat Departures (o)	0	0	0	1038	1061	915	968	965	900	958	1066	1186	1314	
MEM	Distance (p)	700	700	700	700	700	700	700	700	700	700	700	700	700	
MEM	Enp/Orig Ratio (q)	7.373	7.321	7.252	7.351	6.283	6.264	6.914	6.918	6.914	6.846	6.777	6.717	6.605	
MEM	Income (r)		40524	42482	42946	44225	45025	46281		50318	56012	62494	69885	78328	
MEM	Load Factor (s)				68.7%	61.7%	72.2%	77.0%	77.0%	77.6%	77.7%	78.0%	78.7%	79.2%	
MEM	Originations (t)	33590	37700	35110	35420	38050	38460	39380	39210	36837	39705	44797	50742	57506	
MEM	WN Effect Originations (u)									0	0	0	0	0	
MEM	Total Originations (v)									36837	39705	44797	50742	57506	
MEM	Total Revenue (w)								37953158	35656083	38432572	43361492	49115567	55662417	
MEM	Outbound Passengers (x)	247662	276008	254611	260380	239064	240900	272276	271268	254673	271821	303599	340855	379830	
MEM	Seat Departures (y)				378940	387408	333859	353417	352398	328371	349611	389035	433029	479605	
MFR	AAD Seat Departures (o)									0	0	0	0	0	
MFR	Distance (p)								1489	1489	1489	1489	1489	1489	
MFR	Enp/Orig Ratio (q)									0.000	0.000	0.000	0.000	0.000	
MFR	Income (r)							5860		6758	8009	9418	11011	12819	
MFR	Load Factor (s)								0	0.0%	0.0%	0.0%	0.0%	0.0%	
MFR	Originations (t)								3590	3521	4040	4804	5689	6697	
MFR	WN Effect Originations (u)									0	0	0	0	0	
MFR	Total Originations (v)									3521	4040	4804	5689	6697	
MFR	Total Revenue (w)								4830888	4,737,838	5,436,710	6,464,577	7,655,641	9,012,472	20,131,549
MFR	Outbound Passengers (x)									0	0	0	0	0	
MFR	Seat Departures (y)									0	0	0	0	0	
MHT	AAD Seat Departures (o)	0	0	0	98	168	155	93	77	72	76	85	94	104	
MHT	Distance (p)	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	
MHT	Enp/Orig Ratio (q)	0.000	0.062	0.000	1.661	2.314	1.625	1.818	1.498	1.497	1.482	1.467	1.454	1.430	
MHT	Income (r)		16194	15891	15957	16664	16528	17024		18499	20569	22910	25559	28564	
MHT	Load Factor (s)				71.5%	76.6%	81.5%	85.2%	81.4%	82.1%	82.3%	82.6%	83.3%	83.8%	
MHT	Originations (t)	4630	7450	13160	15420	20340	28300	15950	15300	14368	15470	17423	19689	22249	
MHT	WN Effect Originations (u)									0	0	0	0	0	
MHT	Total Originations (v)									14368	15470	17423	19689	22249	
MHT	Total Revenue (w)								24482895	22991316	24754365	27880530	31506336	35601830	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
MHT	Outbound Passengers (x)	0	464	0	25618	47069	46000	28990	22913	21502	22925	25560	28630	31810	
MHT	Seat Departures (y)				35830	61420	56464	34018	28134	26205	27869	30958	34378	37964	
MIA	AAD Seat Departures (o)	0	0	0	353	450	408	374	372	350	378	427	483	542	
MIA	Distance (p)	1501	1501	1501	1501	1501	1501	1501	1501	1501	1501	1501	1501	1501	
MIA	Enp/Orig Ratio (q)	1.662	1.311	1.252	1.327	1.418	1.324	1.278	1.345	1.344	1.330	1.317	1.305	1.284	
MIA	Income (r)		68117	71187	72148	75651	79539	82195		90518	102345	115938	131582	149611	
MIA	Load Factor (s)				77.0%	71.6%	76.3%	86.0%	87.2%	87.8%	88.0%	88.4%	89.1%	89.7%	
MIA	Originations (t)	56880	80870	70370	74710	83000	85900	91750	87980	83435	91345	104638	120290	138296	
MIA	WN Effect Originations (u)									0	0	0	0	0	
MIA	Total Originations (v)									83435	91345	104638	120290	138296	
MIA	Total Revenue (w)								70545907	66901335	73243773	83903262	96453400	110891382	
MIA	Outbound Passengers (x)	94559	106007	88096	99156	117685	113730	117302	118292	112103	121531	137818	157037	177524	
MIA	Seat Departures (y)				128805	164258	149078	136454	135722	127661	138054	155976	176201	197976	
MKE	AAD Seat Departures (o)	0	0	0	1158	1225	1362	1417	1277	1185	1252	1383	1527	1677	
MKE	Distance (p)	297	297	297	297	297	297	297	297	297	297	297	297	297	
MKE	Enp/Orig Ratio (q)	2.839	2.710	3.084	3.455	3.654	3.676	3.934	4.291	4.288	4.246	4.203	4.166	4.097	
MKE	Income (r)		57802	59092	58941	59602	60448	62490		67524	74621	82637	91683	101891	
MKE	Load Factor (s)				62.3%	64.8%	63.8%	67.1%	66.8%	67.3%	67.4%	67.7%	68.3%	68.7%	
MKE	Originations (t)	91470	131290	71630	76160	79300	86350	88230	72520	67823	72575	81273	91333	102634	
MKE	WN Effect Originations (u)									0	0	0	0	0	
MKE	Total Originations (v)									67823	72575	81273	91333	102634	
MKE	Total Revenue (w)								40984104	38329613	41015239	45930681	51616347	58002803	
MKE	Outbound Passengers (x)	259700	355780	220913	263162	289734	317389	347100	311183	290827	308161	341624	380529	420461	
MKE	Seat Departures (y)				422574	446986	497157	517086	466158	432412	457050	504801	557465	612213	
MLI	AAD Seat Departures (o)	0	0	0	194	248	243	244	222	204	212	231	251	273	
MLI	Distance (p)	274	274	274	274	274	274	274	274	274	274	274	274	274	
MLI	Enp/Orig Ratio (q)	0.001	3.821	3.249	5.166	5.841	5.787	5.329	4.714	4.711	4.665	4.618	4.577	4.501	
MLI	Income (r)		11963	12105	12241	12724	12753	13147		14004	15224	16613	18193	19992	
MLI	Load Factor (s)				65.8%	62.6%	63.8%	65.0%	64.0%	64.5%	64.6%	64.9%	65.4%	65.8%	
MLI	Originations (t)	9360	10830	7910	9000	9690	9770	10850	11000	10180	10716	11824	13116	14573	
MLI	WN Effect Originations (u)									0	0	0	0	0	
MLI	Total Originations (v)									10180	10716	11824	13116	14573	
MLI	Total Revenue (w)								6302421	5832519	6139445	6774571	7514682	8349773	
MLI	Outbound Passengers (x)	13	41385	25702	46492	56603	56540	57819	51857	47957	49988	54604	60036	65592	
MLI	Seat Departures (y)				70703	90474	88617	88918	81050	74396	77353	84183	91763	99645	
MOB	AAD Seat Departures (o)	0	0	0	0	0	6	0	0	0	0	0	0	0	
MOB	Distance (p)	1016	1016	1016	1016	1016	1016	1016	1016	1016	1016	1016	1016	1016	
MOB	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.000	0.380	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
MOB	Income (r)		10158	10182	10203	10442	10585	11287		12003	13020	14179	15497	16994	
MOB	Load Factor (s)				0.0%	0.0%	94.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
MOB	Originations (t)	3040	4110	2880	2840	2700	4990	3110	2470	2283	2398	2641	2923	3241	
MOB	WN Effect Originations (u)									0	0	0	0	0	
MOB	Total Originations (v)									2283	2398	2641	2923	3241	
MOB	Total Revenue (w)								5865540	5,421,415	5,694,311	6,270,619	6,941,743	7,697,253	18,046,279
MOB	Outbound Passengers (x)	0	0	0	0	0	1897	0	0	0	0	0	0	0	
MOB	Seat Departures (y)				0	0	2016	0	0	0	0	0	0	0	
MOT	AAD Seat Departures (o)	0	0	0	306	310	319	322	308	283	294	321	349	379	
MOT	Distance (p)	449	449	449	449	449	449	449	449	449	449	449	449	449	
MOT	Enp/Orig Ratio (q)	6.994	6.550	8.143	8.417	9.203	9.286	9.975	9.584	9.577	9.483	9.388	9.305	9.150	
MOT	Income (r)		1948	2034	2149	2120	2217	2212		2359	2565	2800	3064	3363	
MOT	Load Factor (s)				63.1%	65.3%	64.5%	63.6%	62.7%	63.2%	63.3%	63.6%	64.1%	64.5%	
MOT	Originations (t)	9700	10340	8640	8380	8020	8090	7500	7360	6815	7177	7921	8781	9745	
MOT	WN Effect Originations (u)									0	0	0	0	0	
MOT	Total Originations (v)									6815	7177	7921	8781	9745	
MOT	Total Revenue (w)								1714394	1587427	1671849	1844991	2045476	2269934	
MOT	Outbound Passengers (x)	67840	67727	70353	70531	73807	75124	74816	70535	65266	68065	74359	81712	89163	
MOT	Seat Departures (y)				111781	113050	116400	117650	112500	103319	107483	116986	127453	138226	
MQT	AAD Seat Departures (o)	0	0	0	0	0	19	33	33	30	32	35	38	42	
MQT	Distance (p)	296	296	296	296	296	296	296	296	296	296	296	296	296	
MQT	Enp/Orig Ratio (q)	N/A	6.810	0.398	1.207	2.760	8.252	9.940	6.890	6.885	6.818	6.749	6.690	6.578	
MQT	Income (r)		1696	1709	1761	1786	1815	1863		2005	2206	2434	2692	2985	
MQT	Load Factor (s)				1609.1%	#DIV/0!	83.8%	77.6%	78.7%	79.2%	79.4%	79.7%	80.4%	80.9%	
MQT	Originations (t)	890	1140	890	440	150	690	940	1360	1268	1351	1507	1688	1893	
MQT	WN Effect Originations (u)									0	0	0	0	0	
MQT	Total Originations (v)									1268	1351	1507	1688	1893	
MQT	Total Revenue (w)								1118350	1042693	1110806	1239247	1388391	1556549	
MQT	Outbound Passengers (x)	N/A	7763	354	531	414	5694	9344	9370	8730	9209	10171	11295	12451	
MQT	Seat Departures (y)				33	0	6798	12045	11913	11017	11593	12756	14043	15387	
MSN	AAD Seat Departures (o)	0	0	0	665	735	772	572	573	539	582	655	737	823	
MSN	Distance (p)	228	228	228	228	228	228	228	228	228	228	228	228	228	
MSN	Enp/Orig Ratio (q)	7.060	8.159	10.020	11.287	9.846	8.427	8.664	8.726	8.720	8.635	8.548	8.473	8.331	
MSN	Income (r)		19367	20425	20830	21311	21827	22534		24810	28000	31612	35714	40381	
MSN	Load Factor (s)				69.9%	73.0%	62.9%	77.6%	71.3%	71.8%	72.0%	72.3%	72.9%	73.4%	
MSN	Originations (t)	14660	16370	12460	15040	19910	21030	18700	17090	16205	17708	20217	23134	26449	
MSN	WN Effect Originations (u)									0	0	0	0	0	
MSN	Total Originations (v)									16205	17708	20217	23134	26449	
MSN	Total Revenue (w)								11835036	11221852	12263028	14000366	16020902	18316556	
MSN	Outbound Passengers (x)	103495	133566	124853	169755	196028	177214	162020	149130	141306	152906	172814	196012	220351	
MSN	Seat Departures (y)				242687	268378	281677	208881	209150	196698	212318	239071	268836	300378	
MSO	AAD Seat Departures (o)	0	0	0	243	263	260	234	200	190	208	237	269	303	
MSO	Distance (p)	1013	1013	1013	1013	1013	1013	1013	1013	1013	1013	1013	1013	1013	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
MSO	Enp/Orig Ratio (q)	2.203	6.531	6.713	8.074	8.142	7.829	7.107	6.350	6.346	6.284	6.221	6.166	6.063	
MSO	Income (r)		2755	3032	3096	3175	3244	3367		3760	4308	4925	5623	6414	
MSO	Load Factor (s)				70.9%	71.9%	73.5%	72.2%	71.7%	72.2%	72.4%	72.7%	73.3%	73.7%	
MSO	Originations (t)	4630	7990	8180	7780	8470	8920	8690	8220	7875	8737	10100	11680	13472	
MSO	WN Effect Originations (u)									0	0	0	0	0	
MSO	Total Originations (v)									7875	8737	10100	11680	13472	
MSO	Total Revenue (w)								5443996	5215773	5786136	6689261	7735361	8922172	
MSO	Outbound Passengers (x)	10202	52184	54914	62816	68959	69831	61758	52200	49977	54900	62831	72017	81677	
MSO	Seat Departures (y)				88640	95920	94968	85570	72838	69216	75845	86480	98273	110776	
MSY	AAD Seat Departures (o)	0	0	0	280	297	279	116	101	101	162	195	233	276	
MSY	Distance (p)	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	
MSY	Enp/Orig Ratio (q)	1.279	1.469	1.543	1.650	1.492	1.568	1.114	0.867	0.866	0.893	0.886	0.880	0.869	
MSY	Income (r)		40696	42620	42719	44116	27511	40864		48473	59249	71631	85915	102440	
MSY	Load Factor (s)				68.9%	70.4%	64.6%	71.6%	80.0%	80.6%	80.8%	81.1%	81.8%	82.3%	
MSY	Originations (t)	31260	45680	43630	42680	51220	42020	27200	34140	34166	40437	49436	60059	72409	
MSY	WN Effect Originations (u)									0	13022	15793	19057	22853	
MSY	Total Originations (v)									34166	53458	65230	79117	95262	
MSY	Total Revenue (w)								49866428	49904705	59063655	72208857	87725361	105764501	
MSY	Outbound Passengers (x)	39966	67112	67311	70412	76404	65867	30293	29598	29600	47712	57778	69614	82787	
MSY	Seat Departures (y)				102244	108520	101984	42292	36992	36719	59039	71230	85086	100569	
MTJ	AAD Seat Departures (o)									0	0	0	0	23	
MTJ	Distance (p)								876	876	876	876	876	876	
MTJ	Enp/Orig Ratio (q)									0.000	0.000	0.000	0.000	2.922	
MTJ	Income (r)							971		1077	1224	1387	1568	1769	
MTJ	Load Factor (s)								0	0.0%	0.0%	0.0%	0.0%	75.0%	
MTJ	Originations (t)								1350	1288	1417	1623	1859	2121	
MTJ	WN Effect Originations (u)									0	0	0	0	0	
MTJ	Total Originations (v)									1288	1417	1623	1859	2121	
MTJ	Total Revenue (w)								1719248	1,639,770	1,804,300	2,067,273	2,367,015	2,700,563	2,551,430
MTJ	Outbound Passengers (x)									0	0	0	0	6196	
MTJ	Seat Departures (y)									0	0	0	0	8258	
MYR	AAD Seat Departures (o)	0	0	0	0	4	6	5	4	4	4	5	6	39	
MYR	Distance (p)	1085	1085	1085	1085	1085	1085	1085	1085	1085	1085	1085	1085	1085	
MYR	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.093	0.148	0.159	0.130	0.130	0.128	0.127	0.126	0.710	
MYR	Income (r)		5574	5693	5871	6094	6443	6841		8038	9702	11581	13713	16141	
MYR	Load Factor (s)				0.0%	76.9%	73.8%	84.1%	79.8%	80.4%	80.6%	80.9%	81.6%	82.1%	
MYR	Originations (t)	3640	9530	9730	11010	10770	10750	9250	8310	8260	9654	11653	13976	16634	
MYR	WN Effect Originations (u)									0	0	0	0	0	
MYR	Total Originations (v)									8260	9654	11653	13976	16634	
MYR	Total Revenue (w)								9554753	9,497,191	11,099,963	13,398,318	16,069,462	19,125,971	18,046,279
MYR	Outbound Passengers (x)	0	0	0	0	1000	1587	1471	1077	1070	1238	1479	1759	11815	
MYR	Seat Departures (y)				0	1300	2150	1750	1350	1331	1537	1829	2156	14395	
NYC	AAD Seat Departures (o)	0	0	0	2370	2463	2501	2481	2806	2576	2680	2921	3190	3472	
NYC	Distance (p)	1019	1019	1019	1019	1019	1019	1019	1019	1019	1019	1019	1019	1019	
NYC	Enp/Orig Ratio (q)	1.681	1.550	1.472	1.477	1.436	1.459	1.508	1.548	1.546	1.531	1.516	1.503	1.477	
NYC	Income (r)		861772	851342	849385	882321	913798	959492		1022262	1112047	1215248	1333494	1468729	
NYC	Load Factor (s)				60.6%	63.3%	68.9%	74.4%	69.7%	70.2%	70.4%	70.7%	71.3%	71.7%	
NYC	Originations (t)	277220	394330	355250	354870	396180	431060	447010	461200	426871	449636	496879	552262	615050	
NYC	WN Effect Originations (u)									0	0	0	0	0	
NYC	Total Originations (v)									426871	449636	496879	552262	615050	
NYC	Total Revenue (w)								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
NYC	Outbound Passengers (x)	465891	611286	522829	524276	569002	628777	674093	713739	660155	688563	753262	829841	908734	
NYC	Seat Departures (y)				864935	899115	913013	905574	1024096	940144	978167	1066109	1164418	1267353	
OGG	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	146	169	195	
OGG	Distance (p)	3918	3918	3918	3918	3918	3918	3918	3918	3918	3918	3918	3918	3918	
OGG	Enp/Orig Ratio (q)	N/A	0.001	0.000	0.031	0.000	0.000	0.000	0.000	0.000	0.000	2.053	2.035	2.000	HNL
OGG	Income (r)		3811	4003	4112	4386	4573	4813		5451	6379	7457	8709	10165	
OGG	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.8%	91.6%	92.2%	
OGG	Originations (t)	7730	13160	13500	15940	20660	21710	21580	18150	17567	19906	23532	27838	32855	
OGG	WN Effect Originations (u)									0	0	0	0	0	
OGG	Total Originations (v)									17567	19906	23532	27838	32855	
OGG	Total Revenue (w)								40253080	38,960,372	44,147,288	52,190,303	61,739,762	72,865,272	45,892,617
OGG	Outbound Passengers (x)	N/A	8	0	496	0	0	0	0	0	0	48303	56637	65726	
OGG	Seat Departures (y)				0	0	0	0	0	0	0	53172	61812	71294	
OKC	AAD Seat Departures (o)	0	0	0	135	142	173	109	98	91	96	106	116	128	
OKC	Distance (p)	695	695	695	695	695	695	695	695	695	695	695	695	695	
OKC	Enp/Orig Ratio (q)	0.053	0.076	1.486	2.099	2.269	2.276	1.734	1.629	1.627	1.611	1.595	1.581	1.555	
OKC	Income (r)		34212	35835	36424	38802	40525	42996		46377	51120	56469	62506	69327	
OKC	Load Factor (s)				67.7%	66.1%	64.1%	77.8%	82.1%	82.7%	82.9%	83.2%	83.9%	84.4%	
OKC	Originations (t)	14230	14680	14650	15860	15050	17790	17760	18070	16878	18014	20122	22560	25301	
OKC	WN Effect Originations (u)									0	0	0	0	0	
OKC	Total Originations (v)									16878	18014	20122	22560	25301	
OKC	Total Revenue (w)								25347654	23675022	25268544	28225696	31646589	35491469	
OKC	Outbound Passengers (x)	750	1117	21765	33285	34149	40490	30802	29427	27466	29028	32099	35673	39338	
OKC	Seat Departures (y)				49197	51699	63150	39615	35850	33211	35013	38574	42500	46581	
OMA	AAD Seat Departures (o)	0	0	0	813	789	777	641	616	575	612	681	758	838	
OMA	Distance (p)	282	282	282	282	282	282	282	282	282	282	282	282	282	
OMA	Enp/Orig Ratio (q)	3.033	4.620	5.483	5.104	5.841	5.613	4.948	4.458	4.455	4.411	4.367	4.329	4.256	
OMA	Income (r)		28495	29772	30342	31490	32391	33773		36750	40930	45666	51038	57142	
OMA	Load Factor (s)				54.0%	67.0%	70.6%	76.6%	73.9%	74.4%	74.6%	74.9%	75.6%	76.0%	
OMA	Originations (t)	47830	39570	31440	31420	33010	35660	36230	37290	35055	37804	42651	48284	54662	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
OMA	WN Effect Originations (u)									0	0	0	0	0	
OMA	Total Originations (v)									35055	37804	42651	48284	54662	
OMA	Total Revenue (w)								29153499	27406193	29555455	33344939	37748788	42734883	
OMA	Outbound Passengers (x)	145091	182797	172395	160377	192817	200169	179255	166241	156169	166770	186261	209002	232652	
OMA	Seat Departures (y)				296902	287838	283509	233922	224987	209779	223463	248654	276619	306045	
ORF	AAD Seat Departures (o)	0	0	0	98	137	121	50	50	47	50	56	62	69	
ORF	Distance (p)	1045	1045	1045	1045	1045	1045	1045	1045	1045	1045	1045	1045	1045	
ORF	Enp/Orig Ratio (q)	0.008	0.006	0.000	1.834	1.997	1.805	0.914	0.848	0.847	0.839	0.830	0.823	0.809	
ORF	Income (r)		48991	52495	54426	56251	57824	59404		64980	72758	81537	91470	102733	
ORF	Load Factor (s)				72.8%	72.8%	78.7%	81.8%	82.8%	83.4%	83.6%	83.9%	84.6%	85.2%	
ORF	Originations (t)	11490	16150	14070	14180	18170	19230	16450	17770	16769	18181	20603	23411	26587	
ORF	WN Effect Originations (u)									0	0	0	0	0	
ORF	Total Originations (v)									16769	18181	20603	23411	26587	
ORF	Total Revenue (w)								27397599	25,854,255	28,031,067	31,765,644	36,095,230	40,991,892	18,046,279
ORF	Outbound Passengers (x)	87	92	0	26006	36287	34703	15042	15064	14206	15251	17109	19270	21518	
ORF	Seat Departures (y)				35718	49850	44115	18400	18200	17035	18243	20390	22768	25269	
Other	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
Other	Distance (p)									0	0	0	0	0	
Other	Enp/Orig Ratio (q)									0.000	0.000	0.000	0.000	0.000	
Other	Income (r)							10143.733		11062	12352	13815	15477	17365	
Other	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Other	Originations (t)					185120	236900	243620	192620	181359	196099	221788	251661	285523	
Other	WN Effect Originations (u)									0	0	0	0	0	
Other	Total Originations (v)									181359	196099	221788	251661	285523	
Other	Total Revenue (w)								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Other	Outbound Passengers (x)									0	0	0	0	0	
Other	Seat Departures (y)									0	0	0	0	0	
PBI	AAD Seat Departures (o)	0	0	0	0	0	0	0	2	2	71	84	99	116	
PBI	Distance (p)	1451	1451	1451	1451	1451	1451	1451	1451	1451	1451	1451	1451	1451	
PBI	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.032	0.032	1.010	1.000	0.991	0.974	
PBI	Income (r)		57571	59399	59020	64842	68329	71865		83741	100498	119685	141751	167214	
PBI	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	68.0%	68.5%	80.9%	81.2%	81.9%	82.4%	
PBI	Originations (t)	17330	15820	16090	22530	23090	19440	18070	18060	17844	20735	24971	29957	35732	
PBI	WN Effect Originations (u)									0	0	0	0	0	
PBI	Total Originations (v)									17844	20735	24971	29957	35732	
PBI	Total Revenue (w)								42903165	42,389,922	49,258,791	59,321,785	71,165,280	84,884,874	45,436,353
PBI	Outbound Passengers (x)	0	0	0	0	0	0	0	571	564	20940	24964	29684	34815	
PBI	Seat Departures (y)				0	0	0	0	840	823	25883	30743	36242	42247	
PDX	AAD Seat Departures (o)	0	0	0	757	746	733	757	760	712	764	856	958	1066	
PDX	Distance (p)	1426	1426	1426	1426	1426	1426	1426	1426	1426	1426	1426	1426	1426	
PDX	Enp/Orig Ratio (q)	3.324	3.075	2.836	2.992	3.021	3.048	3.365	3.242	3.240	3.208	3.176	3.148	3.095	
PDX	Income (r)		73135	73736	74166	75221	77034	80662		88365	99178	111407	125270	141019	
PDX	Load Factor (s)				86.6%	87.4%	89.4%	90.7%	90.9%	91.6%	91.8%	92.2%	93.0%	93.5%	
PDX	Originations (t)	55400	69750	77280	79990	78780	78460	74510	77770	73470	79845	90696	103298	117581	
PDX	WN Effect Originations (u)									0	0	0	0	0	
PDX	Total Originations (v)									73470	79845	90696	103298	117581	
PDX	Total Revenue (w)								84121214	79469886	86365415	98102829	111733876	127183656	
PDX	Outbound Passengers (x)	184145	214465	219168	239364	238027	239118	250761	252120	238015	256138	288024	325152	363923	
PDX	Seat Departures (y)				276460	272404	267464	276392	277296	259828	278919	312478	349732	389050	
PHL	AAD Seat Departures (o)	0	0	0	1021	972	830	809	913	842	1035	1136	1248	1367	
PHL	Distance (p)	980	980	980	980	980	980	980	980	980	980	980	980	980	
PHL	Enp/Orig Ratio (q)	1.777	1.846	1.895	1.836	1.759	1.781	1.812	1.885	1.884	1.655	1.642	1.630	1.608	
PHL	Income (r)		228049	234564	237887	244888	250010	258531		277199	303738	334060	368669	408156	
PHL	Load Factor (s)				56.3%	61.3%	74.0%	81.6%	79.2%	79.8%	80.0%	80.3%	81.0%	81.5%	
PHL	Originations (t)	86420	111140	118990	114150	123620	125870	133030	140000	130188	138128	153622	171725	192237	
PHL	WN Effect Originations (u)									0	44480	49077	54490	60671	
PHL	Total Originations (v)									130188	182608	202699	226215	252909	
PHL	Total Revenue (w)								126028482	117195375	124342946	138291136	154587374	173052728	
PHL	Outbound Passengers (x)	153536	205126	225448	209589	217433	224124	240992	263915	245248	302142	332761	368808	406651	
PHL	Seat Departures (y)				372595	354821	302860	295380	333248	307366	377730	414467	455425	499097	
PHX	AAD Seat Departures (o)	0	0	0	1953	1976	1931	1912	1850	1795	2425	2835	3290	3783	
PHX	Distance (p)	1276	1276	1276	1276	1276	1276	1276	1276	1276	1276	1276	1276	1276	
PHX	Enp/Orig Ratio (q)	1.997	1.689	2.001	2.067	1.823	1.798	1.739	1.648	1.647	1.477	1.466	1.456	1.436	
PHX	Income (r)		109338	114515	117531	125250	133698	142065		163237	192613	225668	263056	305465	
PHX	Load Factor (s)				81.2%	81.5%	84.0%	85.8%	86.2%	86.9%	87.1%	87.4%	88.1%	88.7%	
PHX	Originations (t)	180090	313320	259600	279950	322460	329110	344110	353190	345450	394690	467615	552121	648280	
PHX	WN Effect Originations (u)									0	127099	149387	175193	204602	
PHX	Total Originations (v)									345450	521789	617002	727314	852882	
PHX	Total Revenue (w)								161076856	157546904	180003344	213261632	251801769	295656381	
PHX	Outbound Passengers (x)	359682	529329	519429	578552	587866	591842	598559	582035	568886	770719	904260	1058628	1224553	
PHX	Seat Departures (y)				712746	721260	704870	697974	675176	654998	885180	1034703	1200948	1380719	
PIA	AAD Seat Departures (o)	0	0	0	66	88	95	94	94	86	88	95	102	110	
PIA	Distance (p)	342	342	342	342	342	342	342	342	342	342	342	342	342	
PIA	Enp/Orig Ratio (q)	N/A	3.593	3.609	3.947	3.877	3.462	3.813	3.537	3.535	3.500	3.465	3.434	3.377	
PIA	Income (r)		12062	11988	12197	12678	12984	13582		14350	15448	16697	18114	19721	
PIA	Load Factor (s)				59.4%	58.0%	60.3%	67.0%	59.5%	59.9%	60.1%	60.3%	60.8%	61.2%	
PIA	Originations (t)	6200	5190	4460	3620	4810	6020	6030	5750	5289	5514	6026	6622	7290	
PIA	WN Effect Originations (u)									0	0	0	0	0	
PIA	Total Originations (v)									5289	5514	6026	6622	7290	
PIA	Total Revenue (w)								3920156	3606126	3758937	4108345	4514558	4969939	
PIA	Outbound Passengers (x)	N/A	18647	16094	14289	18649	20842	22993	20339	18697	19299	20880	22743	24618	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
PIA	Seat Departures (y)				24057	32175	34551	34320	34205	31209	32133	34638	37404	40241	
PIR	AAD Seat Departures (o)	0	0	0	2	2	2	0	1	2	2	3	3	3	
PIR	Distance (p)	350	350	350	350	350	350	350	350	350	350	350	350	350	
PIR	Enp/Orig Ratio (q)	N/A	0.161	0.208	0.520	0.463	0.816	0.178	0.691	0.691	0.684	0.677	0.671	0.660	
PIR	Income (r)		607	624	664	670	687	686		735	805	884	973	1074	
PIR	Load Factor (s)				114.8%	76.8%	146.9%	108.4%	307.5%	70.4%	70.5%	70.8%	71.4%	71.8%	
PIR	Originations (t)	1950	1340	1370	1420	1400	1010	1010	890	828	878	975	1087	1213	
PIR	WN Effect Originations (u)									0	0	0	0	0	
PIR	Total Originations (v)									828	878	975	1087	1213	
PIR	Total Revenue (w)								355932	331,042	351,001	389,779	434,698	485,128	1,715,990
PIR	Outbound Passengers (x)	N/A	216	285	739	648	824	180	615	572	600	660	729	800	
PIR	Seat Departures (y)				644	844	561	166	200	812	851	932	1021	1114	
PIT	AAD Seat Departures (o)	0	0	0	587	458	347	341	284	262	275	301	331	362	
PIT	Distance (p)	726	726	726	726	726	726	726	726	726	726	726	726	726	
PIT	Enp/Orig Ratio (q)	3.695	2.544	3.359	2.368	2.025	1.897	1.848	1.571	1.569	1.554	1.538	1.525	1.499	
PIT	Income (r)		87448	88310	88538	90181	90513	93469		100265	109895	120863	133356	147592	
PIT	Load Factor (s)				53.7%	62.8%	72.9%	74.7%	82.4%	83.0%	83.2%	83.5%	84.2%	84.7%	
PIT	Originations (t)	41690	62880	47350	48540	51810	48690	50290	54340	50549	53646	59663	66679	74620	
PIT	WN Effect Originations (u)									0	0	0	0	0	
PIT	Total Originations (v)									50549	53646	59663	66679	74620	
PIT	Total Revenue (w)								51713019	48105067	51053001	56778509	63455833	71012807	
PIT	Outbound Passengers (x)	154024	159953	159039	114945	104917	92341	92933	85342	79333	83371	91789	101680	111886	
PIT	Seat Departures (y)				214199	167132	126620	124459	103604	95590	100207	109916	120715	132023	
PLN	AAD Seat Departures (o)								1	1	1	1	1	1	
PLN	Distance (p)								414	414	414	414	414	414	
PLN	Enp/Orig Ratio (q)								0.392	0.392	0.388	0.384	0.381	0.374	
PLN	Income (r)							1155		1279	1454	1655	1883	2146	
PLN	Load Factor (s)								69.1%	69.7%	69.8%	70.1%	70.7%	71.1%	
PLN	Originations (t)								640	609	671	772	890	1025	
PLN	WN Effect Originations (u)									0	0	0	0	0	
PLN	Total Originations (v)									609	671	772	890	1025	
PLN	Total Revenue (w)								639574	609014	670535	771362	889400	1024556	1715990
PLN	Outbound Passengers (x)								251	239	260	297	339	384	
PLN	Seat Departures (y)								363	343	373	423	479	540	
PNS	AAD Seat Departures (o)	0	0	0	2	65	40	0	0	0	0	0	71	82	
PNS	Distance (p)	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	1047	
PNS	Enp/Orig Ratio (q)	0.000	0.000	0.116	0.036	0.846	0.647	0.000	0.000	0.000	0.000	0.000	1.023	1.006	
PNS	Income (r)		11410	11918	12166	12731	13259	13832		15913	18801	22050	25723	29892	
PNS	Load Factor (s)				80.0%	70.1%	74.3%	0.0%	0.0%	0.0%	0.0%	0.0%	81.9%	82.4%	
PNS	Originations (t)	4170	6910	16380	16860	19640	16760	13470	13310	13030	14906	17678	20889	24546	
PNS	WN Effect Originations (u)									0	0	0	0	0	
PNS	Total Originations (v)									13030	14906	17678	20889	24546	
PNS	Total Revenue (w)								12414720	12,153,187	13,903,504	16,489,278	19,484,348	22,894,848	18,046,279
PNS	Outbound Passengers (x)	0	0	1901	600	16616	10846	0	0	0	0	0	21371	24691	
PNS	Seat Departures (y)				750	23700	14600	0	0	0	0	0	26092	29963	
PSC	AAD Seat Departures (o)								0	48	51	58	65	72	
PSC	Distance (p)								1254	1254	1254	1254	1254	1254	
PSC	Enp/Orig Ratio (q)								0	4.068	4.028	3.988	3.953	3.886	
PSC	Income (r)							1354	0	1486	1671	1879	2115	2382	
PSC	Load Factor (s)									73.2%	73.4%	73.7%	74.3%	74.8%	
PSC	Originations (t)								3320	3140	3419	3888	4432	5047	
PSC	WN Effect Originations (u)									0	0	0	0	0	
PSC	Total Originations (v)									3140	3419	3888	4432	5047	
PSC	Total Revenue (w)								17717611	16,759,460	18,243,314	20,749,755	23,653,828	26,934,890	2,526,788
PSC	Outbound Passengers (x)								0	12775	13770	15505	17519	19616	
PSC	Seat Departures (y)								0	17443	18755	21039	23569	26228	
PSP	AAD Seat Departures (o)	0	0	0	137	121	109	111	125	120	134	155	179	204	
PSP	Distance (p)	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454	1454	
PSP	Enp/Orig Ratio (q)	0.044	1.706	1.811	1.840	1.668	1.485	1.226	1.270	1.269	1.257	1.244	1.233	1.212	
PSP	Income (r)		37015	42010	45023	48834	53151	57667		65418	76253	88491	102358	118112	
PSP	Load Factor (s)				69.9%	73.5%	77.0%	78.0%	74.2%	74.7%	74.9%	75.2%	75.8%	76.3%	
PSP	Originations (t)	6720	13170	15520	19000	19500	20660	25760	26690	25864	29192	34257	40137	46830	
PSP	WN Effect Originations (u)									0	0	0	0	0	
PSP	Total Originations (v)									25864	29192	34257	40137	46830	
PSP	Total Revenue (w)								11621447	11261797	12710814	14916379	17476421	20391033	
PSP	Outbound Passengers (x)	297	22473	28103	34966	32522	30675	31579	33895	32823	36684	42617	49491	56779	
PSP	Seat Departures (y)				50040	44224	39844	40476	45708	43932	48979	56688	65268	74423	
PVD	AAD Seat Departures (o)	0	0	0	266	246	197	111	94	87	92	101	111	122	
PVD	Distance (p)	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	1116	
PVD	Enp/Orig Ratio (q)	0.000	0.009	2.294	2.514	2.108	1.669	1.511	1.481	1.480	1.466	1.451	1.438	1.414	
PVD	Income (r)		54068	57217	58315	59384	60108	60970		65703	72373	79934	88509	98238	
PVD	Load Factor (s)				65.7%	63.6%	73.3%	80.8%	80.6%	81.2%	81.4%	81.7%	82.4%	82.9%	
PVD	Originations (t)	11310	12160	24820	25420	27150	31590	21630	18660	17417	18576	20747	23269	26115	
PVD	WN Effect Originations (u)									0	0	0	0	0	
PVD	Total Originations (v)									17417	18576	20747	23269	26115	
PVD	Total Revenue (w)								32357402	30201168	32212120	35977006	40350410	45285180	
PVD	Outbound Passengers (x)	0	106	56946	63900	57241	52732	32673	27640	25780	27228	30105	33467	36931	
PVD	Seat Departures (y)				97220	89950	71904	40424	34308	31761	33461	36859	40624	44557	
PWM	AAD Seat Departures (o)	0	0	0	21	54	54	9	16	15	15	17	19	39	
PWM	Distance (p)	1136	1136	1136	1136	1136	1136	1136	1136	1136	1136	1136	1136	1136	
PWM	Enp/Orig Ratio (q)	0.000	0.010	0.010	0.572	0.995	1.157	0.285	0.449	0.449	0.445	0.440	0.436	0.810	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
PWM	Income (r)		17142	17859	18362	19123	19103	19431		20992	23186	25664	28464	31631	
PWM	Load Factor (s)				80.8%	60.1%	64.6%	82.4%	74.2%	74.8%	75.0%	75.3%	75.9%	76.4%	
PWM	Originations (t)	6690	8130	10560	10730	11850	11030	9270	9500	8883	9501	10634	11947	13424	
PWM	WN Effect Originations (u)									0	0	0	0	0	
PWM	Total Originations (v)									8883	9501	10634	11947	13424	
PWM	Total Revenue (w)								12941271	12,101,357	12,942,323	14,486,290	16,274,196	18,286,618	18,046,279
PWM	Outbound Passengers (x)	0	82	109	6138	11789	12762	2638	4269	3989	4225	4681	5213	10867	
PWM	Seat Departures (y)				7600	19600	19750	3200	5750	5333	5634	6219	6866	14227	
RAP	AAD Seat Departures (o)	0	0	0	399	416	391	327	342	317	335	370	408	448	
RAP	Distance (p)	490	490	490	490	490	490	490	490	490	490	490	490	490	
RAP	Enp/Orig Ratio (q)	5.295	6.135	6.731	7.948	7.726	7.282	6.133	5.998	5.993	5.935	5.875	5.823	5.726	
RAP	Income (r)		3431	3689	3796	4001	4020	4094		4425	4888	5410	5999	6664	
RAP	Load Factor (s)				68.9%	67.6%	72.6%	76.4%	69.8%	70.4%	70.5%	70.8%	71.4%	71.8%	
RAP	Originations (t)	14810	13970	14080	12630	13270	14250	14880	14530	13591	14537	16270	18274	20527	
RAP	WN Effect Originations (u)									0	0	0	0	0	
RAP	Total Originations (v)									13591	14537	16270	18274	20527	
RAP	Total Revenue (w)								4672905	4370837	4675045	5232416	5876989	6601469	
RAP	Outbound Passengers (x)	78412	85705	94775	100387	102530	103767	91255	87144	81454	86272	95587	106416	117535	
RAP	Seat Departures (y)				145634	151700	142892	119366	124792	115774	122317	135021	149028	163597	
RDU	AAD Seat Departures (o)	0	0	0	348	385	365	275	274	262	289	331	378	428	
RDU	Distance (p)	981	981	981	981	981	981	981	981	981	981	981	981	981	
RDU	Enp/Orig Ratio (q)	1.034	1.563	1.719	1.772	1.766	1.645	1.470	1.348	1.347	1.334	1.321	1.309	1.287	
RDU	Income (r)		31825	32507	32773	34214	35847	38211		42957	49551	56965	65339	74833	
RDU	Load Factor (s)				68.6%	66.8%	74.5%	83.1%	76.6%	77.2%	77.4%	77.7%	78.4%	78.9%	
RDU	Originations (t)	27440	45790	50540	49070	53130	60320	56800	56860	54741	61140	71077	82578	95630	
RDU	WN Effect Originations (u)									0	0	0	0	0	
RDU	Total Originations (v)									54741	61140	71077	82578	95630	
RDU	Total Revenue (w)								58429475	56251650	62827352	73038627	84857466	98270014	
RDU	Outbound Passengers (x)	28363	71556	86888	86958	93852	99205	83468	76648	73740	81555	93857	108083	123074	
RDU	Seat Departures (y)				126842	140486	133228	100480	100000	95488	105346	120787	137902	156072	
RHI	AAD Seat Departures (o)	0	0	0	72	101	113	109	96	91	100	113	128	144	
RHI	Distance (p)	190	190	190	190	190	190	190	190	190	190	190	190	190	
RHI	Enp/Orig Ratio (q)	N/A	29.953	16.647	24.738	37.512	38.505	15.427	15.248	15.237	15.089	14.937	14.805	14.558	
RHI	Income (r)		972	1044	1073	1110	1157	1211		1347	1536	1750	1993	2268	
RHI	Load Factor (s)				64.6%	61.3%	59.6%	58.1%	55.0%	55.4%	55.6%	55.8%	56.2%	56.6%	
RHI	Originations (t)	1910	750	730	690	600	640	1500	1270	1213	1340	1544	1780	2049	
RHI	WN Effect Originations (u)									0	0	0	0	0	
RHI	Total Originations (v)									1213	1340	1544	1780	2049	
RHI	Total Revenue (w)								662701	632926	699122	805485	928885	1068949	
RHI	Outbound Passengers (x)	N/A	22465	12152	17069	22507	24643	23140	19365	18482	20216	23057	26355	29822	
RHI	Seat Departures (y)				26433	36729	41316	39854	35207	33351	36389	41349	46858	52699	
RIC	AAD Seat Departures (o)	0	0	0	99	145	125	44	50	47	51	57	64	72	
RIC	Distance (p)	970	970	970	970	970	970	970	970	970	970	970	970	970	
RIC	Enp/Orig Ratio (q)	0.022	0.025	0.329	1.193	1.420	1.243	0.585	0.728	0.728	0.721	0.714	0.707	0.696	
RIC	Income (r)		39517	41570	42212	44060	45902	46887		51676	58392	65991	74605	84388	
RIC	Load Factor (s)				66.6%	59.3%	68.4%	77.5%	80.9%	81.5%	81.7%	82.0%	82.8%	83.3%	
RIC	Originations (t)	12970	16870	18230	20270	22050	25110	21460	20220	19187	20993	23991	27473	31421	
RIC	WN Effect Originations (u)									0	0	0	0	0	
RIC	Total Originations (v)									19187	20993	23991	27473	31421	
RIC	Total Revenue (w)								25143010	23857994	26104076	29832134	34161443	39071714	
RIC	Outbound Passengers (x)	279	430	6004	24177	31302	31215	12561	14730	13967	15133	17120	19432	21854	
RIC	Seat Departures (y)				36300	52800	45650	16200	18200	17129	18512	20866	23480	26245	
RNO	AAD Seat Departures (o)	0	0	0	266	270	233	2	0	233	252	284	319	356	
RNO	Distance (p)	1406	1406	1406	1406	1406	1406	1406	1406	1406	1406	1406	1406	1406	
RNO	Enp/Orig Ratio (q)	3.506	3.489	3.111	2.896	2.760	2.584	0.063	0.024	3.701	3.665	3.628	3.596	3.536	
RNO	Income (r)		14604	15192	15605	16986	17569	18298		20188	22824	25789	29135	32918	
RNO	Load Factor (s)				86.1%	84.9%	82.0%	220.2%	0.0%	80.4%	80.6%	80.9%	81.6%	82.1%	
RNO	Originations (t)	22700	23350	25300	28860	30360	27010	21630	19440	18461	20209	23091	26423	30187	
RNO	WN Effect Originations (u)									0	0	0	0	0	
RNO	Total Originations (v)									18461	20209	23091	26423	30187	
RNO	Total Revenue (w)								28641651	27,199,104	29,774,558	34,020,529	38,929,947	44,475,387	20,131,549
RNO	Outbound Passengers (x)	79576	81470	78710	83587	83779	69799	1365	459	68332	74071	83783	95028	106749	
RNO	Seat Departures (y)				97084	98684	85140	620	0	84959	91866	103526	116414	129976	
ROA	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
ROA	Distance (p)	864	864	864	864	864	864	864	864	864	864	864	864	864	
ROA	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.010	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.000	0.000	
ROA	Income (r)		9182	9652	9608	9882	9947	10179		11074	12334	13760	15376	17208	
ROA	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
ROA	Originations (t)	4040	4820	4460	4310	4730	5630	5670	5610	5273	5687	6415	7261	8217	
ROA	WN Effect Originations (u)									0	0	0	0	0	
ROA	Total Originations (v)									5273	5687	6415	7261	8217	
ROA	Total Revenue (w)								5685269	5,343,859	5,763,059	6,501,418	7,358,454	8,327,233	16,658,189
ROA	Outbound Passengers (x)	0	0	0	44	0	0	0	26	0	0	0	0	0	
ROA	Seat Departures (y)				0	0	0	0	0	0	0	0	0	0	
ROC	AAD Seat Departures (o)	0	0	0	76	73	75	60	55	50	52	56	60	64	
ROC	Distance (p)	783	783	783	783	783	783	783	783	783	783	783	783	783	
ROC	Enp/Orig Ratio (q)	0.000	0.006	0.009	1.233	1.364	1.208	1.029	1.055	1.054	1.044	1.033	1.024	1.007	
ROC	Income (r)		35816	35918	35792	36813	37337	38270		40308	43236	46589	50420	54790	
ROC	Load Factor (s)				67.2%	75.1%	70.3%	70.7%	76.0%	76.5%	76.7%	77.0%	77.7%	78.1%	
ROC	Originations (t)	13900	11510	12820	15200	14710	15910	14940	14550	13353	13869	15112	16566	18202	
ROC	WN Effect Originations (u)									0	0	0	0	0	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
ROC	Total Originations (v)									13353	13869	15112	16566	18202	
ROC	Total Revenue (w)								17950893	16474408	17110462	18644621	20438138	22456845	
ROC	Outbound Passengers (x)	0	72	109	18749	20061	19220	15371	15344	14072	14473	15612	16963	18326	
ROC	Seat Departures (y)				27921	26722	27322	21749	20200	18387	18864	20273	21838	23450	
RST	AAD Seat Departures (o)	0	0	0	464	494	391	380	383	361	389	438	492	549	
RST	Distance (p)	76	76	76	76	76	76	76	76	76	76	76	76	76	
RST	Enp/Orig Ratio (q)	73.505	31.358	44.764	36.831	35.999	37.991	19.774	27.223	27.205	26.939	26.668	26.433	25.991	
RST	Income (r)		6001	6537	6827	6866	6856	7037		7746	8738	9859	11131	12577	
RST	Load Factor (s)				49.8%	47.2%	49.3%	52.4%	51.3%	51.7%	51.9%	52.1%	52.5%	52.8%	
RST	Originations (t)	1330	2910	1760	2290	2360	1850	3680	2640	2503	2734	3119	3567	4075	
RST	WN Effect Originations (u)									0	0	0	0	0	
RST	Total Originations (v)									2503	2734	3119	3567	4075	
RST	Total Revenue (w)								2506134	2375989	2595197	2961151	3386235	3868702	
RST	Outbound Passengers (x)	97762	91252	78784	84343	84958	70284	72767	71870	68091	73646	83186	94289	105922	
RST	Seat Departures (y)				169464	180179	142620	138801	139976	131625	142010	159812	179589	200517	
RSW	AAD Seat Departures (o)	0	0	0	363	418	535	574	564	549	621	726	843	967	
RSW	Distance (p)	1416	1416	1416	1416	1416	1416	1416	1416	1416	1416	1416	1416	1416	
RSW	Enp/Orig Ratio (q)	0.810	0.802	0.935	1.018	1.028	1.042	1.091	1.054	1.053	1.043	1.032	1.023	1.006	
RSW	Income (r)		15141	16811	17539	20010	22069	23463		27048	31997	37531	43745	50767	
RSW	Load Factor (s)				85.5%	84.8%	78.8%	77.5%	80.1%	80.7%	80.9%	81.2%	81.9%	82.4%	
RSW	Originations (t)	45740	79020	93660	111310	126000	147570	148950	156610	153542	175878	208607	246288	289007	
RSW	WN Effect Originations (u)									0	0	0	0	0	
RSW	Total Originations (v)									153542	175878	208607	246288	289007	
RSW	Total Revenue (w)								47969541	47029935	53871439	63896126	75437748	88522773	
RSW	Outbound Passengers (x)	37033	63381	87615	113314	129555	153750	162447	165010	161666	183373	215310	251961	290721	
RSW	Seat Departures (y)				132576	152696	195128	209508	206008	200327	226661	265150	307624	352784	
SAN	AAD Seat Departures (o)	0	0	0	725	686	765	761	777	736	970	1100	1245	1400	
SAN	Distance (p)	1532	1532	1532	1532	1532	1532	1532	1532	1532	1532	1532	1532	1532	
SAN	Enp/Orig Ratio (q)	1.826	1.682	1.764	1.776	1.687	1.721	1.743	1.544	1.543	1.399	1.388	1.379	1.360	
SAN	Income (r)		108961	114345	116558	122608	125207	129475		143808	163737	186173	211522	240247	
SAN	Load Factor (s)				80.2%	84.4%	86.4%	86.1%	84.0%	84.7%	84.9%	85.2%	85.9%	86.5%	
SAN	Originations (t)	70140	120840	109560	119530	125290	140170	137060	154470	147407	162512	186854	215036	246961	
SAN	WN Effect Originations (u)									0	52333	59694	68233	77942	
SAN	Total Originations (v)									147407	214845	246548	283269	324903	
SAN	Total Revenue (w)								118737488	113308478	124919139	143630296	165292902	189832788	
SAN	Outbound Passengers (x)	128078	203264	193234	212333	211422	241278	238964	238441	227381	300563	342236	390523	441891	
SAN	Seat Departures (y)				264652	250484	279356	277644	283712	268533	354079	401677	454419	511060	
SAT	AAD Seat Departures (o)	0	0	0	248	246	245	243	242	228	248	280	315	354	
SAT	Distance (p)	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	
SAT	Enp/Orig Ratio (q)	0.002	0.826	1.478	1.648	1.525	1.382	1.385	1.461	1.460	1.446	1.431	1.419	1.395	
SAT	Income (r)		54092	54677	56020	58231	61893	65198		72006	81570	92412	104734	118763	
SAT	Load Factor (s)				63.6%	64.3%	65.3%	74.9%	72.1%	72.7%	72.9%	73.1%	73.8%	74.2%	
SAT	Originations (t)	23500	60380	37800	35020	37860	42340	47900	43680	41511	45533	52164	59882	68660	
SAT	WN Effect Originations (u)									0	0	0	0	0	
SAT	Total Originations (v)									41511	45533	52164	59882	68660	
SAT	Total Revenue (w)								52957979	50327896	55203979	63243994	72601195	83244201	
SAT	Outbound Passengers (x)	49	49851	55865	57715	57720	58506	66329	63817	60606	65828	74657	84947	95771	
SAT	Seat Departures (y)				90688	89764	89560	88528	88460	83382	90341	102078	115152	129034	
SAV	AAD Seat Departures (o)	0	0	0	0	4	9	5	4	3	4	4	4	81	
SAV	Distance (p)	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	1092	
SAV	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.005	0.066	0.138	0.091	0.060	0.060	0.060	0.059	0.059	0.974	
SAV	Income (r)		9266	9574	9814	10283	10846	11401		12314	13587	15017	16627	18445	
SAV	Load Factor (s)				#DIV/0!	81.4%	72.9%	84.0%	81.3%	81.9%	82.1%	82.4%	83.1%	83.6%	
SAV	Originations (t)	5370	11700	15580	17300	17930	16930	16140	18150	16969	18130	20263	22726	25491	
SAV	WN Effect Originations (u)									0	0	0	0	0	
SAV	Total Originations (v)									16969	18130	20263	22726	25491	
SAV	Total Revenue (w)								14291236	13,361,391	14,275,247	15,954,942	17,894,075	20,071,257	18,046,279
SAV	Outbound Passengers (x)	0	0	0	88	1180	2333	1470	1097	1025	1084	1200	1334	24836	
SAV	Seat Departures (y)				0	1450	3200	1750	1350	1252	1321	1456	1605	29708	
SBN	AAD Seat Departures (o)	0	0	0	88	117	95	50	49	46	48	52	57	63	
SBN	Distance (p)	411	411	411	411	411	411	411	411	411	411	411	411	411	
SBN	Enp/Orig Ratio (q)	0.014	0.000	0.611	2.242	2.228	2.664	2.350	2.767	2.765	2.738	2.711	2.687	2.642	
SBN	Income (r)		9778	10182	10305	10524	10569	10731		11521	12636	13895	15318	16926	
SBN	Load Factor (s)				71.9%	68.4%	72.2%	79.6%	79.6%	80.2%	80.4%	80.7%	81.4%	81.9%	
SBN	Originations (t)	7130	5130	8900	10360	13060	9430	6180	5180	4822	5120	5694	6358	7104	
SBN	WN Effect Originations (u)									0	0	0	0	0	
SBN	Total Originations (v)									4822	5120	5694	6358	7104	
SBN	Total Revenue (w)								5597337	5209956	5532949	6152656	6870216	7676384	
SBN	Outbound Passengers (x)	102	0	5439	23222	29095	25122	14520	14333	13332	14020	15433	17081	18767	
SBN	Seat Departures (y)				32278	42541	34801	18250	18000	16618	17432	19118	20978	22908	
SDF	AAD Seat Departures (o)	0	0	0	250	252	266	204	207	192	204	227	251	277	
SDF	Distance (p)	603	603	603	603	603	603	603	603	603	603	603	603	603	
SDF	Enp/Orig Ratio (q)	2.037	2.229	2.183	2.445	2.640	2.605	2.362	2.083	2.082	2.062	2.041	2.023	1.989	
SDF	Income (r)		40278	41600	41601	42624	43525	45077		48931	54343	60459	67386	75242	
SDF	Load Factor (s)				56.0%	61.7%	70.0%	79.3%	75.6%	76.2%	76.4%	76.6%	77.3%	77.8%	
SDF	Originations (t)	17940	21520	19980	20850	21520	26110	24990	27350	25665	27599	31050	35054	39577	
SDF	WN Effect Originations (u)									0	0	0	0	0	
SDF	Total Originations (v)									25665	27599	31050	35054	39577	
SDF	Total Revenue (w)								25275948	23718313	25506154	28695396	32395453	36575887	
SDF	Outbound Passengers (x)	36542	47967	43624	50981	56813	68004	59025	56981	53433	56898	63369	70910	78722	
SDF	Seat Departures (y)				91087	92052	97180	74425	75375	70154	74519	82686	91731	101216	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
SEA	AAD Seat Departures (o)	0	0	0	1250	1369	1430	1531	1584	1486	1810	2031	2277	2539	
SEA	Distance (p)	1399	1399	1399	1399	1399	1399	1399	1399	1399	1399	1399	1399	1399	
SEA	Enp/Orig Ratio (q)	3.398	2.689	3.021	2.731	2.596	2.427	2.450	2.452	2.450	2.079	2.063	2.048	2.019	
SEA	Income (r)		135479	135574	135490	144475	143102	151863		166653	187348	210751	237292	267467	
SEA	Load Factor (s)				86.1%	86.6%	87.8%	88.3%	88.0%	88.7%	88.9%	89.2%	90.0%	90.6%	
SEA	Originations (t)	110130	194430	142640	143830	166750	188800	201410	207510	196284	213660	243048	277187	315918	
SEA	WN Effect Originations (u)									0	68804	77646	87954	99706	
SEA	Total Originations (v)									196284	282464	320693	365142	415625	
SEA	Total Revenue (w)								165607685	156648165	170515950	193969352	221215104	252125345	
SEA	Outbound Passengers (x)	374234	522812	430976	392824	432932	458294	493519	508835	480973	587238	661460	747904	839293	
SEA	Seat Departures (y)				456285	499836	522132	558896	578072	542341	660522	741247	830929	926783	
SFO	AAD Seat Departures (o)	0	0	0	1362	1462	1429	1404	1486	1392	1804	2021	2264	2525	
SFO	Distance (p)	1589	1589	1589	1589	1589	1589	1589	1589	1589	1589	1589	1589	1589	
SFO	Enp/Orig Ratio (q)	2.021	1.765	1.626	1.739	1.708	1.549	1.516	1.567	1.566	1.417	1.406	1.396	1.377	
SFO	Income (r)		235187	219259	216445	225627	236836	246736		270224	303168	340541	383024	431401	
SFO	Load Factor (s)				79.3%	80.3%	85.8%	86.2%	84.3%	85.0%	85.2%	85.5%	86.2%	86.8%	
SFO	Originations (t)	174990	306850	234120	226840	250940	289030	291590	291840	275647	299445	340134	387503	441311	
SFO	WN Effect Originations (u)									0	96428	108661	122959	139281	
SFO	Total Originations (v)									275647	395873	448795	510462	580592	
SFO	Total Revenue (w)								172415697	162848961	176908451	200947238	228932556	260721440	
SFO	Outbound Passengers (x)	353641	541742	380576	394366	428546	447625	441975	457379	431702	560816	630849	712626	799598	
SFO	Seat Departures (y)				497123	533694	521512	512568	542292	508028	658332	737797	826287	921485	
SGF	AAD Seat Departures (o)	0	0	0	0	63	110	50	49	55	63	71	80	90	
SGF	Distance (p)	528	528	528	528	528	528	528	528	528	528	528	528	528	
SGF	Enp/Orig Ratio (q)	0.000	0.011	0.000	0.024	1.547	1.922	1.356	1.323	1.261	1.234	1.224	1.216	1.200	
SGF	Income (r)		10339	10687	10984	11320	11768	12014		13309	15118	17158	19465	22080	
SGF	Load Factor (s)				#DIV/0!	52.1%	53.5%	61.6%	58.5%	58.9%	59.1%	59.3%	59.8%	60.2%	
SGF	Originations (t)	6270	6140	7180	6120	7790	11130	8310	7940	7562	8318	9546	10969	12582	
SGF	WN Effect Originations (u)									1757	2678	3050	3481	3971	
SGF	Total Originations (v)									9320	10996	12595	14450	16552	
SGF	Total Revenue (w)								7422944	7069863	7775972	8924186	10254722	11762268	7869866
SGF	Outbound Passengers (x)	0	69	0	146	12051	21396	11272	10501	11752	13564	15417	17566	19857	
SGF	Seat Departures (y)				0	23150	40018	18300	17950	19938	22955	25994	29365	32992	
SJU	AAD Seat Departures (o)	0	0	0	33	42	25	27	24	23	24	27	30	34	
SJU	Distance (p)	2404	2404	2404	2404	2404	2404	2404	2404	2404	2404	2404	2404	2404	
SJU	Enp/Orig Ratio (q)	0.372	0.396	0.244	0.485	0.484	0.300	0.358	0.251	0.250	0.248	0.246	0.243	0.239	
SJU	Income (r)		No data					10144		11062	12352	13815	15477	17365	
SJU	Load Factor (s)				87.3%	85.0%	77.3%	83.8%	80.7%	81.3%	81.5%	81.8%	82.5%	83.1%	
SJU	Originations (t)	21610	25970	24540	21710	26920	23960	23160	28680	27003	29198	33023	37471	42513	
SJU	WN Effect Originations (u)									0	0	0	0	0	
SJU	Total Originations (v)									27003	29198	33023	37471	42513	
SJU	Total Revenue (w)								51532154	48,519,459	52,462,849	59,335,535	67,327,542	76,386,675	45,892,617
SJU	Outbound Passengers (x)	8034	10291	5983	10522	13018	7189	8301	7188	6763	7241	8108	9118	10172	
SJU	Seat Departures (y)				12048	15324	9300	9900	8904	8315	8881	9907	11046	12248	
SLC	AAD Seat Departures (o)	0	0	0	798	870	748	790	774	1012	1117	1283	1467	1664	
SLC	Distance (p)	991	991	991	991	991	991	991	991	991	991	991	991	991	
SLC	Enp/Orig Ratio (q)	4.673	3.670	3.358	3.462	3.607	0.000	0.000	3.369	4.612	4.567	4.521	4.481	4.406	
SLC	Income (r)		31847	33260	32872	34397	36994	38868		43688	50421	58037	66684	76529	
SLC	Load Factor (s)				66.2%	69.8%	82.5%	81.6%	76.9%	77.5%	77.7%	78.0%	78.6%	79.1%	
SLC	Originations (t)	41730	61090	58170	55690	61470	0	0	64490	62077	69373	80748	93974	109052	
SLC	WN Effect Originations (u)									0	0	0	0	0	
SLC	Total Originations (v)									62077	69373	80748	93974	109052	
SLC	Total Revenue (w)								79555946	76579194	85579579	99611857	115928489	134527796	
SLC	Outbound Passengers (x)	194989	224205	195349	192810	221693	225258	235408	217237	286280	316799	365038	421087	480474	
SLC	Seat Departures (y)				291452	317568	272980	288512	282460	369455	407827	468183	535436	607229	
SMF	AAD Seat Departures (o)	0	0	0	384	360	359	329	318	305	339	392	451	515	
SMF	Distance (p)	1518	1518	1518	1518	1518	1518	1518	1518	1518	1518	1518	1518	1518	
SMF	Enp/Orig Ratio (q)	2.696	2.904	2.693	2.310	2.230	2.356	2.336	1.913	1.912	1.893	1.874	1.857	1.826	
SMF	Income (r)		63781	67824	70317	73712	75860	78469		88766	103200	119616	138364	159844	
SMF	Load Factor (s)				86.4%	87.7%	86.5%	87.8%	86.9%	87.6%	87.8%	88.1%	88.9%	89.4%	
SMF	Originations (t)	28890	38200	47790	52440	51610	48140	45100	52680	50946	57351	67220	78759	92001	
SMF	WN Effect Originations (u)									0	0	0	0	0	
SMF	Total Originations (v)									50946	57351	67220	78759	92001	
SMF	Total Revenue (w)								63862625	61760036	69525380	81489459	95478082	111529948	
SMF	Outbound Passengers (x)	77880	110914	128677	121143	115105	113430	105357	100777	97392	108565	125968	146291	168028	
SMF	Seat Departures (y)				140276	131232	131120	119964	115940	111209	123660	142951	164590	187894	
SPI	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	0	0	
SPI	Distance (p)	392	392	392	392	392	392	392	392	392	392	392	392	392	
SPI	Enp/Orig Ratio (q)	0.000	0.000	0.000	0.000	0.006	0.000	0.091	0.046	0.046	0.046	0.045	0.045	0.044	
SPI	Income (r)		7051	7279	8106	7370	7153	7259		7680	8287	8987	9793	10717	
SPI	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	59.9%	60.1%	60.3%	60.8%	61.2%	
SPI	Originations (t)	2190	1700	2990	3670	3630	2170	1910	1250	1151	1202	1319	1456	1611	
SPI	WN Effect Originations (u)									0	0	0	0	0	
SPI	Total Originations (v)									1151	1202	1319	1456	1611	
SPI	Total Revenue (w)								1025278	944,056	986,299	1,081,702	1,193,886	1,321,082	1,715,990
SPI	Outbound Passengers (x)	0	0	0	0	22	0	173	58	53	55	60	66	71	
SPI	Seat Departures (y)				0	0	0	0	0	89	92	99	108	117	
SRQ	AAD Seat Departures (o)	0	0	0	0	18	0	0	0	1	1	1	1	1	
SRQ	Distance (p)	1343	1343	1343	1343	1343	1343	1343	1343	1343	1343	1343	1343	1343	
SRQ	Enp/Orig Ratio (q)	0.000	0.437	0.000	0.000	0.591	0.000	0.012	0.016	0.016	0.016	0.016	0.016	0.016	
SRQ	Income (r)		29020	30579	30387	33452	35803	37718		43460	51569	60879	71621	84061	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
SRQ	Load Factor (s)				0.0%	79.1%	0.0%	0.0%	0.0%	80.7%	80.9%	81.2%	81.9%	82.4%	
SRQ	Originations (t)	6360	16820	5770	5420	8660	8970	8510	11050	10830	12443	14854	17700	21006	
SRQ	WN Effect Originations (u)									0	0	0	0	0	
SRQ	Total Originations (v)									10830	12443	14854	17700	21006	
SRQ	Total Revenue (w)								9725345	9,531,279	10,951,156	13,073,331	15,578,424	18,488,114	45,436,353
SRQ	Outbound Passengers (x)	0	7343	0	0	5117	0	106	181	177	202	238	282	329	
SRQ	Seat Departures (y)				0	6472	0	0	0	220	249	294	344	399	
STC	AAD Seat Departures (o)	0	0	0	144	156	179	154	151	143	155	175	196	219	
STC	Distance (p)	61	61	61	61	61	61	61	61	61	61	61	61	61	
STC	Enp/Orig Ratio (q)	N/A	25.029	39.049	53.837	36.060	35.844	38.277	29.689	29.668	29.378	29.083	28.826	28.344	
STC	Income (r)		4962	5264	5405	5507	5497	5618		6215	7043	7968	9006	10172	
STC	Load Factor (s)				58.5%	39.3%	36.2%	41.5%	42.5%	42.8%	42.9%	43.1%	43.4%	43.7%	
STC	Originations (t)	220	1120	720	570	620	660	610	790	752	825	944	1080	1234	
STC	WN Effect Originations (u)									0	0	0	0	0	
STC	Total Originations (v)									752	825	944	1080	1234	
STC	Total Revenue (w)								466125	443489	486642	556764	637365	727902	
STC	Outbound Passengers (x)	N/A	28033	28115	30687	22357	23657	23349	23454	22300	24230	27443	31139	34967	
STC	Seat Departures (y)				52470	56925	65373	56265	55209	52100	56470	63720	71682	80005	
STL	AAD Seat Departures (o)	0	0	0	1211	893	875	760	833	768	949	1041	1143	1253	
STL	Distance (p)	449	449	449	449	449	449	449	449	449	449	449	449	449	
STL	Enp/Orig Ratio (q)	3.278	3.431	2.632	2.220	1.931	1.804	1.792	1.827	1.826	1.611	1.599	1.588	1.566	
STL	Income (r)		99045	101246	102493	103427	105275	107925		115750	126859	139514	153924	170332	
STL	Load Factor (s)				48.2%	59.6%	63.1%	71.3%	65.7%	66.2%	66.4%	66.6%	67.2%	67.6%	
STL	Originations (t)	89590	104350	95390	95960	100540	111680	110400	109310	101669	107893	119988	134089	150037	
STL	WN Effect Originations (u)									0	34744	38332	42548	47353	
STL	Total Originations (v)									101669	142637	158320	176637	197389	
STL	Total Revenue (w)								73926581	68758711	72967961	81148023	90684620	101470137	
STL	Outbound Passengers (x)	293668	358052	251103	213071	194098	201500	197809	199747	185655	229838	253116	280458	309107	
STL	Seat Departures (y)				441972	325813	319260	277371	303953	280401	346271	379928	417356	457188	
STT	AAD Seat Departures (o)	0	0	0	1	1	7	1	7	7	7	8	9	10	
STT	Distance (p)	2449	2449	2449	2449	2449	2449	2449	2449	2449	2449	2449	2449	2449	
STT	Enp/Orig Ratio (q)	0.513	0.953	0.000	0.024	0.044	0.360	0.047	0.248	0.247	0.245	0.243	0.240	0.236	
STT	Income (r)		No data					10144		11062	12352	13815	15477	17365	
STT	Load Factor (s)				37.8%	73.8%	82.2%	83.3%	60.7%	61.2%	61.3%	61.6%	62.1%	62.5%	
STT	Originations (t)	2670	3010	3100	5380	5670	5760	5970	6590	6205	6709	7588	8610	9768	
STT	WN Effect Originations (u)									0	0	0	0	0	
STT	Total Originations (v)									6205	6709	7588	8610	9768	
STT	Total Revenue (w)								11069514	10,422,363	11,269,435	12,745,742	14,462,488	16,408,462	45,892,617
STT	Outbound Passengers (x)	1371	2868	0	127	248	2071	280	1632	1536	1644	1841	2070	2310	
STT	Seat Departures (y)				336	336	2520	336	2688	2510	2681	2991	3335	3697	
SUX	AAD Seat Departures (o)	0	0	0	256	253	243	191	174	163	174	195	218	242	
SUX	Distance (p)	234	234	234	234	234	234	234	234	234	234	234	234	234	
SUX	Enp/Orig Ratio (q)	5.699	13.422	12.363	12.309	11.777	8.482	8.114	10.011	10.004	9.906	9.807	9.720	9.558	
SUX	Income (r)		4366	4345	4342	4414	4380	4437		4846	5422	6075	6817	7663	
SUX	Load Factor (s)				44.5%	44.4%	46.4%	45.7%	53.0%	53.4%	53.5%	53.7%	54.2%	54.5%	
SUX	Originations (t)	5540	5110	3900	3380	3480	4850	3920	3370	3176	3441	3899	4432	5037	
SUX	WN Effect Originations (u)									0	0	0	0	0	
SUX	Total Originations (v)									3176	3441	3899	4432	5037	
SUX	Total Revenue (w)								759606	715989	775615	878791	998915	1135341	
SUX	Outbound Passengers (x)	31570	68587	48217	41603	40983	41139	31805	33737	31778	34088	38234	43077	48142	
SUX	Seat Departures (y)				93554	92390	88573	69546	63668	59523	63691	71173	79501	88307	
SYR	AAD Seat Departures (o)	0	0	0	0	47	81	0	0	0	43	46	50	54	
SYR	Distance (p)	860	860	860	860	860	860	860	860	860	860	860	860	860	
SYR	Enp/Orig Ratio (q)	0.023	0.030	0.007	0.032	0.862	1.243	0.011	0.010	0.010	1.044	1.033	1.024	1.007	
SYR	Income (r)		20657	20582	20918	21181	21475	22023		23296	25108	27172	29516	32173	
SYR	Load Factor (s)				0.0%	61.0%	64.9%	0.0%	0.0%	76.5%	76.7%	77.0%	77.7%	78.1%	
SYR	Originations (t)	11790	11190	12520	11020	12250	15510	12510	11890	10947	11424	12502	13756	15161	
SYR	WN Effect Originations (u)									0	0	0	0	0	
SYR	Total Originations (v)									10947	11424	12502	13756	15161	
SYR	Total Revenue (w)								17364581	15,987,107	16,684,664	18,258,785	20,089,547	22,142,257	16,658,189
SYR	Outbound Passengers (x)	276	331	91	352	10559	19286	136	124	114	11922	12915	14085	15265	
SYR	Seat Departures (y)				0	17300	29700	0	0	149	15539	16772	18134	19533	
TOL	AAD Seat Departures (o)	0	0	0	0	0	0	0	0	0	0	0	1	1	
TOL	Distance (p)	526	526	526	526	526	526	526	526	526	526	526	526	526	
TOL	Enp/Orig Ratio (q)	0.045	0.000	0.000	0.000	0.037	0.000	0.000	0.051	0.051	0.051	0.050	0.050	0.049	
TOL	Income (r)		21527	21482	21824	21317	21274	21567		22894	24785	26936	29380	32154	
TOL	Load Factor (s)				0.0%	0.0%	0.0%	0.0%	0.0%	85.4%	85.6%	85.9%	86.7%	87.2%	
TOL	Originations (t)	2870	2290	4820	6640	6550	3310	3130	2780	2566	2690	2956	3266	3614	
TOL	WN Effect Originations (u)									0	0	0	0	0	
TOL	Total Originations (v)									2566	2690	2956	3266	3614	
TOL	Total Revenue (w)								2440587	2,252,793	2,361,589	2,595,370	2,867,326	3,173,029	7,869,866
TOL	Outbound Passengers (x)	130	0	0	0	241	0	0	143	132	137	149	163	177	
TOL	Seat Departures (y)				0	0	0	0	0	154	160	173	188	204	
TPA	AAD Seat Departures (o)	0	0	0	482	549	523	497	496	468	642	725	818	918	
TPA	Distance (p)	1307	1307	1307	1307	1307	1307	1307	1307	1307	1307	1307	1307	1307	
TPA	Enp/Orig Ratio (q)	1.800	1.423	1.160	1.140	1.328	1.263	1.216	1.219	1.218	1.156	1.147	1.139	1.124	
TPA	Income (r)		81016	84236	85206	89532	93820	98240		108523	122899	139156	157596	178565	
TPA	Load Factor (s)				76.8%	80.1%	83.2%	83.0%	76.2%	76.8%	77.0%	77.3%	78.0%	78.4%	
TPA	Originations (t)	58850	92620	115090	118640	120880	125850	123840	113300	107691	118088	135210	155103	177700	
TPA	WN Effect Originations (u)									0	38027	43195	49216	56083	
TPA	Total Originations (v)									107691	156116	178405	204319	233784	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market		1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)
TPA	Total Revenue (w)								99548443	94620327	103755733	118799139	136277798	156132159	
TPA	Outbound Passengers (x)	105954	131782	133449	135252	160517	158922	150560	138074	131148	180431	204607	232744	262834	
TPA	Seat Departures (y)				176028	200452	190992	181356	181084	170717	234287	264693	298510	335049	
TUL	AAD Seat Departures (o)	0	0	0	140	143	135	100	99	92	98	108	119	131	
TUL	Distance (p)	616	616	616	616	616	616	616	616	616	616	616	616	616	
TUL	Enp/Orig Ratio (q)	0.004	0.015	0.696	2.224	2.209	1.768	1.599	1.627	1.626	1.610	1.594	1.580	1.554	
TUL	Income (r)		29381	30188	29776	31480	32719	35019		37874	41886	46419	51547	57359	
TUL	Load Factor (s)				57.5%	59.2%	60.1%	69.8%	69.9%	70.4%	70.6%	70.9%	71.5%	71.9%	
TUL	Originations (t)	10970	11060	10790	13180	14000	16800	15920	15570	14571	15604	17486	19669	22131	
TUL	WN Effect Originations (u)									0	0	0	0	0	
TUL	Total Originations (v)									14571	15604	17486	19669	22131	
TUL	Total Revenue (w)								21341131	19972244	21387633	23967989	26959538	30333714	
TUL	Outbound Passengers (x)	46	161	7509	29307	30925	29707	25456	25337	23695	25127	27875	31078	34383	
TUL	Seat Departures (y)				50950	52250	49400	36450	36250	33648	35592	39339	43483	47814	
TUS	AAD Seat Departures (o)	0	0	0	166	173	173	142	161	153	168	192	218	246	
TUS	Distance (p)	1298	1298	1298	1298	1298	1298	1298	1298	1298	1298	1298	1298	1298	
TUS	Enp/Orig Ratio (q)	1.788	2.072	1.446	1.318	1.366	1.462	1.327	1.436	1.435	1.421	1.407	1.395	1.371	
TUS	Income (r)		24124	24907	25400	27311	28980	30582		34164	39153	44771	51121	58317	
TUS	Load Factor (s)				83.5%	81.6%	82.4%	85.7%	84.3%	84.9%	85.1%	85.5%	86.2%	86.7%	
TUS	Originations (t)	28540	24920	31170	38320	37710	35600	33430	34590	33148	36783	42534	49193	56743	
TUS	WN Effect Originations (u)									0	0	0	0	0	
TUS	Total Originations (v)									33148	36783	42534	49193	56743	
TUS	Total Revenue (w)								29222403	28004329	31075328	35933325	41559114	47937902	
TUS	Outbound Passengers (x)	51040	51637	45068	50503	51498	52033	44375	49688	47584	52286	59852	68612	77820	
TUS	Seat Departures (y)				60476	63094	63122	51776	58940	56023	61406	70031	79593	89724	
TVC	AAD Seat Departures (o)	0	0	0	89	114	106	62	78	74	79	89	100	111	
TVC	Distance (p)	375	375	375	375	375	375	375	375	375	375	375	375	375	
TVC	Enp/Orig Ratio (q)	0.038	5.271	3.781	4.262	4.046	4.101	3.148	4.448	4.445	4.402	4.357	4.319	4.247	
TVC	Income (r)		4158	4263	4347	4510	4604	4761		5229	5887	6631	7474	8431	
TVC	Load Factor (s)				67.7%	65.3%	63.7%	74.5%	70.0%	70.6%	70.7%	71.0%	71.6%	72.0%	
TVC	Originations (t)	3040	4290	5980	5130	6710	6030	5320	4500	4259	4643	5288	6037	6886	
TVC	WN Effect Originations (u)									0	0	0	0	0	
TVC	Total Originations (v)									4259	4643	5288	6037	6886	
TVC	Total Revenue (w)								3575995	3384568	3689418	4202352	4797762	5472319	
TVC	Outbound Passengers (x)	115	22613	22612	21863	27147	24727	16747	20017	18932	20436	23043	26076	29245	
TVC	Seat Departures (y)				32303	41561	38805	22475	28586	26835	28894	32460	36417	40594	
TVF	AAD Seat Departures (o)	0	0	0	0	0	1	0	0	1	1	1	2	2	
TVF	Distance (p)	261	261	261	261	261	261	261	261	261	261	261	261	261	
TVF	Enp/Orig Ratio (q)	N/A	0.192	0.114	0.181	0.189	0.631	0.186	0.672	0.671	0.665	0.658	0.652	0.641	
TVF	Income (r)		357	378	415	424	436	457		484	522	565	615	671	
TVF	Load Factor (s)				297.0%	0.0%	80.5%	0.0%	0.0%	58.3%	58.5%	58.7%	59.2%	59.6%	
TVF	Originations (t)	40	1550	730	540	610	590	360	460	424	443	485	534	590	
TVF	WN Effect Originations (u)									0	0	0	0	0	
TVF	Total Originations (v)									424	443	485	534	590	
TVF	Total Revenue (w)								66359	61,117	63,868	69,976	77,078	85,047	60,148
TVF	Outbound Passengers (x)	N/A	298	83	98	115	372	67	309	284	294	319	348	378	
TVF	Seat Departures (y)				33	0	462	0	0	488	503	544	589	635	
TYS	AAD Seat Departures (o)	0	0	0	50	50	50	50	50	47	51	58	66	74	
TYS	Distance (p)	792	792	792	792	792	792	792	792	792	792	792	792	792	
TYS	Enp/Orig Ratio (q)	0.009	0.014	0.206	1.105	1.172	1.029	1.041	1.020	1.019	1.009	0.999	0.990	0.973	
TYS	Income (r)		19485	20056	20364	20864	21303	22097		24507	27865	31649	35932	40795	
TYS	Load Factor (s)				60.6%	67.0%	67.3%	66.2%	67.3%	67.8%	68.0%	68.3%	68.9%	69.3%	
TYS	Originations (t)	8460	10680	9540	10010	10460	11940	11600	12020	11458	12615	14489	16662	19127	
TYS	WN Effect Originations (u)									0	0	0	0	0	
TYS	Total Originations (v)									11458	12615	14489	16662	19127	
TYS	Total Revenue (w)								14101101	13441653	14798646	16997350	19546616	22439133	
TYS	Outbound Passengers (x)	75	151	1962	11061	12262	12281	12079	12256	11675	12728	14472	16496	18620	
TYS	Seat Departures (y)				18250	18300	18250	18250	18200	17207	18713	21198	23955	26876	
WAS	AAD Seat Departures (o)	0	0	0	1236	1456	1361	1409	1515	1424	1536	1728	1942	2170	
WAS	Distance (p)	908	908	908	908	908	908	908	908	908	908	908	908	908	
WAS	Enp/Orig Ratio (q)	1.884	1.625	1.621	1.635	1.739	1.730	1.678	1.587	1.585	1.570	1.554	1.540	1.515	
WAS	Income (r)		230605	243648	248340	259864	272166	279955		308015	347239	391755	442387	500094	
WAS	Load Factor (s)				67.7%	68.0%	76.0%	80.2%	75.1%	75.7%	75.9%	76.2%	76.8%	77.3%	
WAS	Originations (t)	157030	228650	188320	186750	207770	218100	245870	261890	248191	270924	309086	353538	404111	
WAS	WN Effect Originations (u)									0	0	0	0	0	
WAS	Total Originations (v)									248191	270924	309086	353538	404111	
WAS	Total Revenue (w)								#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
WAS	Outbound Passengers (x)	295910	371662	305207	305295	361219	377398	412449	415505	393498	425341	480377	544620	612116	
WAS	Seat Departures (y)				451107	531342	496808	514376	553093	519890	560566	630752	708971	791983	
XNA	AAD Seat Departures (o)	0	0	0	18	130	114	83	94	92	105	125	146	170	
XNA	Distance (p)	596	596	596	596	596	596	596	596	596	596	596	596	596	
XNA	Enp/Orig Ratio (q)	N/A	N/A	0.005	0.471	2.061	1.702	1.588	1.533	1.532	1.517	1.502	1.489	1.464	
XNA	Income (r)		9383	10295	10719	11667	12358	12953		15048	17997	21357	25202	29618	
XNA	Load Factor (s)				45.4%	42.7%	43.2%	51.0%	47.6%	47.9%	48.1%	48.2%	48.7%	49.0%	
XNA	Originations (t)		5280	5830	6470	9800	10590	9710	10660	10510	12171	14605	17457	20744	
XNA	WN Effect Originations (u)									0	0	0	0	0	
XNA	Total Originations (v)									10510	12171	14605	17457	20744	
XNA	Total Revenue (w)								10665431	10515051	12176772	14612306	17465561	20754725	
XNA	Outbound Passengers (x)	N/A	N/A	31	3045	20197	18027	15417	16344	16102	18465	21935	25987	30365	
XNA	Seat Departures (y)				6700	47292	41700	30225	34350	33590	38422	45474	53413	62030	

Table E.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Market-by-Market Passenger Projections

Market	1995	2000	2002	2003	2004	2005	2006	2007	2010	2015	2020	2025	2030	Threshold (z)

(a) U.S. Income in billions of dollars. From Woods & Poole Economics, The Complete Economic and Demographic Data Source (CEDDS) 2007
(b) Tables 2 and 5.
(c) Sum of individual destination market origination projections without Southwest effect
(d) Table 5.
(e) Adjustment factor for individual destination market projections necessary so that bottom-up originations match top-down originations
(f) Sum of individual destination market originations resulting from Southwest effect.
(g) Table 6.
(h) Bottom-up outbound passengers multiplied by current ratio of enplaned passengers to outbound passengers
(i) Sum of individual destination market outbound passenger projections
(j) Adjustment factor for individual destination market enplanement/origination ratios so that bottom-up enplanements match top-down enplanements
(k) FAA Aerospace Forecasts: FY 2008-2025.
(l) FAA load factor growth applied to base year level for MSP.
(m) Sum of seat departures from individual destination market forecasts.
(n) Adjustment factor for individual destination market Southwest origination ratio so that bottom-up Southwest originations match top-down Southwest originations
(o) Annual seat departures divided by 365 days.
(p) Distance from MSP to individual destination market.
(q) Base year ratio adjusted so that bottom-up enplanements equal top-down enplanements.
(r) Income for destination market MSA. From Woods & Poole Economics, The Complete Economic and Demographic Data Source (CEDDS) 2007
(s) Assumed to increase at same rate as adjusted FAA load factor.
(t) Originations assumed to increase at same rate as MSP domestic originations adjusted by relative difference in income growth between destinatior
(u) Originations attributable to Southwest effect. Only occurs in markets where non-stop Southwest service is anticipated
(v) Originations plus Southwest originations.
(w) Total airline revenue in destination market assumed to grow at same rate as originations
(x) Originations multiplied by enplanement/origination ratio.
(y) Outbound passengers divided by load factor
(z) Table E.4.

Sources: As noted and HNTB analysis.

Table E.4

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Revenue Thresholds for Nonstop Service: 2007

Geographic Category	Revenue (10 percent sample) (a)				
	Lowest With (b)		Highest Without (c)		Average (d)
Domestic					
0-300 Miles	JMS	53,937	TVF	66,359	60,148
301-500 Miles	MOT	1,714,394	CMI	1,717,585	1,715,990
501-700 Miles (East/South)	SGF	7,422,944	CAK	8,316,788	7,869,866
501-700 Miles (West)	CPR	1,483,306	GCC	585,469	1,034,388
701-1000 Miles (East/South)	MDT	10,922,880	BHM	22,393,498	16,658,189
701-1000 Miles (West)	HLN	1,879,816	GJT	3,223,043	2,551,430
1001-1300 Miles (East/South)	PWM	12,941,271	ELP	23,151,287	18,046,279
1001-1300 Miles (West)	FCA	3,938,957	LWS	1,114,618	2,526,788
1301-1800 Miles (East/South)	RSW	47,969,541	PBI	42,903,165	45,436,353
1301-1800 Miles (West)	PSP	11,621,447	RNO	28,641,651	20,131,549
1801 + Miles (Alaska)	FAI	8,538,927	JNU	4,368,722	6,453,825
1801 + Miles (HI/CR)	SJU	51,532,154	OGG	40,253,080	45,892,617

(a) USDOT O&D data. Includes all domestic revenue in market. 10 percent sample of airline revenue for entire market in 2007.
(b) Lowest revenue market in geographic category with non-stop service to MSP.
(c) Highest revenue market in geographic category without non-stop service to MSP.
(d) Average revenue of lowest revenue market with non-stop service and highest revenue market without non-stop service.

Sources: As noted and HNTB analysis.

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

Market	Publ. Carrier	Operator	Equip	Seats	Daily Aircraft Departures 2005	2006	2007	2008	2010	2015	2020	2025	2030	Daily Seat Departures 2007	2008	2010	2015	2020	2025	2030
Allentown														Target Seat Departures (a)		0	0	0	0	0
ABE	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ABE	DL	DLX	CRJ	50										0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Albuquerque														Target Seat Departures (a)		248	270	305	345	387
ABQ	NW	NW	320	148	1.6	1.4	1.5	1.7						222	251	0	0	0	0	0
ABQ	NW	NW	319	124	0.4	0.5	0.3	0.2						40	25	0	0	0	0	0
ABQ	NW	9E	CRJ	50	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
ABQ	DL	DL	E90	100										0	0	0	0	0	0	0
ABQ	DL	DL	320	148					1.7					0	0	252	0	0	0	0
ABQ	DL	DL	319	124										0	0	0	0	0	0	0
ABQ	DL	DL	738	160										0	0	0	0	0	0	0
ABQ	DL	DL	M90	150						0.9	2.0			0	0	0	135	300	0	0
ABQ	DL	DL	M80	142						1.0				0	0	0	142	0	0	0
ABQ	DL	DL	NGA	120								2.9	2.0	0	0	0	0	0	348	240
ABQ	DL	DL	NGB	150									1.0	0	0	0	0	0	0	150
	Subtotal				2.3	2.0	1.8	1.9	1.7	1.9	2.0	2.9	3.0	263	276	252	277	300	348	390
Aberdeen														Target Seat Departures (a)		120	125	135	147	159
ABR	NW	XJ	SF3	33	4.6	3.9	4.0	4.0						131	132	0	0	0	0	0
ABR	NW	XJ	CRJ	50	0.1	0.0	0.0	0.0						1	0	0	0	0	0	0
ABR	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ABR	DL	DLX	CR7	70										0	0	0	0	0	0	0
ABR	DL	DLX	CRJ	50										0	0	0	0	0	0	0
ABR	DL	DLX	NGT	50								1.0	3.2	0	0	0	0	0	50	160
ABR	DL	DLX	SF3	33					3.7	3.8	4.0	3.0		0	0	122	125	132	99	0
	Subtotal				4.7	4.0	4.0	4.0	3.7	3.8	4.0	4.0	3.2	131	132	122	125	132	149	160
Albany														Target Seat Departures (a)		45	47	51	56	60
ALB	NW	9E	CRJ	50	2.2	0.8	1.0	0.2						49	8	0	0	0	0	0
ALB	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ALB	NW	XJ	CRJ	50	0.0	0.2	0.0	0.8						0	42	0	0	0	0	0
ALB	DL	DLX	CRJ	50					0.9	1.0	1.0	0.8	0.6	0	0	45	50	50	40	30
ALB	DL	DLX	CR9	76								0.2	0.4	0	0	0	0	0	15	30
ALB	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				2.2	1.0	1.0	1.0	0.9	1.0	1.0	1.0	1.0	49	50	45	50	50	55	60
Waterloo, IA														Target Seat Departures (a)		123	126	135	146	156
ALO	NW	XJ	SF3	33	3.9	2.9	2.8	2.9						94	96	0	0	0	0	0
ALO	NW	9E	CRJ	50	1.0	0.9	0.8	0.9						42	45	0	0	0	0	0
ALO	DL	DLX	NGT	50								3.0	3.0	0	0	0	0	0	150	150
ALO	DL	DLX	CRJ	50					1.0	1.0	2.0			0	0	50	50	100	0	0
ALO	DL	DLX	SF3	33					2.2	2.3	1.0			0	0	73	76	33	0	0
	Subtotal				5.0	3.8	3.7	3.8	3.2	3.3	3.0	3.0	3.0	136	141	123	126	133	150	150
Anchorage														Target Seat Departures (a)		446	475	528	587	649
ANC	NW	NW	757	180	2.3	1.6	1.7	2.2						300	402	0	0	0	0	0
ANC	NW	NW	753	224	0.6	0.7	0.6	0.0						128	6	0	0	0	0	0
ANC	NW	NW	332	233	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ANC	DL	DL	757	183					2.1	2.2	1.3			0	0	384	403	238	0	0
ANC	DL	DL	753	224							1.0	1.0		0	0	0	0	224	224	0
ANC	DL	DL	763	262										0	0	0	0	0	0	0
ANC	DL	DL	NGC	180								1.5	2.5	0	0	0	0	0	270	450
ANC	DL	DL	NGD	225									0.5	0	0	0	0	0	0	113
ANC	SY	SY	738	168	0.2	0.2	0.3	0.4	0.4	0.4	0.4	0.5	0.5	49	68	67	67	67	84	84
	Subtotal				3.0	2.4	2.5	2.7	2.5	2.6	2.7	3.0	3.5	478	476	452	470	529	578	647
Aspen														Target Seat Departures (a)		35	38	44	50	56
ASE	NW	XJ	ARJ	69	1.0	0.6	0.0	0.0						0	0	0	0	0	0	0
ASE	NW	NW	E90	100										0	0	0	0	0	0	0
ASE	DL	DLX	CR7	70					0.5	0.5	0.6	0.7	0.8	0	0	35	35	42	49	56
	Subtotal				1.0	0.6	0.0	0.0	0.5	0.5	0.6	0.7	0.8	0	0	35	35	42	49	56
Atlanta														Target Seat Departures (a)		1806	1972	2242	2541	2859
ATL	DL	DL	757	183	0.0	0.0	0.0	0.0			1.0			2	0	0	0	183	0	0
ATL	DL	DL	763	262	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ATL	DL	DL	M80	142	4.9	0.4	0.0	0.0		3.0	2.0			4	0	0	426	284	0	0
ATL	DL	DL	M88	134	0.0	2.2	2.8	3.5	2.0					369	467	268	0	0	0	0
ATL	DL	DL	M90	150	0.0	0.0	0.3	0.2	2.0	3.0	2.0	3.0	3.0	38	24	300	450	300	450	450
ATL	DL	DL	738	160	0.4	0.0	0.4	0.1			1.0	2.0		72	18	0	0	160	320	0
ATL	DL	DL	73H	160	0.0	0.0	0.0	0.0						0	3	0	0	0	0	0
ATL	DL	DL	732	100	1.5	0.2	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
ATL	DL	DL	320	148						1.0	3.0			0	0	0	148	444	0	0
ATL	DL	DL	319	124							1.0	1.0		0	0	0	0	124	124	0
ATL	DL	DL	D9S	100					3.0					0	0	300	0	0	0	0
ATL	DL	DL	NGA	120								1.0	2.0	0	0		0	0	120	240
ATL	DL	DL	NGC	180								3.0	5.0	0	0	0	0	0	540	900
ATL	DL	DL	NGD	225								1.0	2.0	0	0	0	0	0	225	450
ATL	DL	DLX	CRJ	50	1.3	0.5	0.3	0.1						16	3	0	0	0	0	0
ATL	DL	DLX	CR7	70	1.4	3.8	1.4	1.8	1.0					98	129	70	0	0	0	0
ATL	DL	DLX	CRJ	50	0.1	0.9	0.1	0.0						3	1	0	0	0	0	0
ATL	DL	DLX	CR9	76	0.0	0.0	0.0	0.4	3.0	4.0	1.0	1.0		0	33	228	304	76	76	0
ATL	DL	DLX	CR9	70	0.0	0.0	1.8	0.9						129	62	0	0	0	0	0
ATL	DL	DLX	E70	70	0.0	0.9	0.8	0.4						54	29	0	0	0	0	0
ATL	FL	FL	73G	137	0.0	0.0	2.4	3.1	3.0	3.0	4.0	5.0	6.0	332	422	411	411	548	685	822
ATL	FL	FL	717	117	3.9	4.4	1.9	1.6	2.0	2.0	1.0			224	187	234	234	117	0	0
ATL	NW	NW	D9S	100	1.0	1.0	1.9	3.0						191	300	0	0	0	0	0
ATL	NW	NW	D95	125	0.3	0.5	0.3	0.0						41	2	0	0	0	0	0
ATL	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ATL	NW	NW	320	148	2.4	2.0	0.8	0.5						120	79	0	0	0	0	0
ATL	NW	NW	319	124	1.1	1.4	1.7	0.5						216	56	0	0	0	0	0
ATL	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ATL	NW	XJ	ARJ	69	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ATL	NW	XJ	CR9	76	0.0	0.0	0.0	0.9						0	71	0	0	0	0	0
	Subtotal				18.5	18.1	17.0	17.1	16.0	16.0	16.0	17.0	18.0	1909	1887	1811	1973	2236	2540	2862
Appleton														Target Seat Departures (a)		179	189	210	232	255
ATW	NW	XJ	SF3	33	1.6	2.1	2.5	2.9						82	95	0	0	0	0	0
ATW	NW	XJ	CRJ	50	0.0	0.0	0.2	1.7						9	87	0	0	0	0	0
ATW	NW	XJ	ARJ	69	0.6	0.1	0.0	0.0						0	0	0	0	0	0	0
ATW	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ATW	NW	9E	CRJ	50	2.9	2.5	2.0	0.2						101	12	0	0	0	0	0
ATW	DL	DLX	CR7	70									0.3	0	0	0	0	0	0	21
ATW	DL	DLX	CRJ	50					1.0	1.5	2.6	2.0		0	0	50	75	130	100	0
ATW	DL	DLX	NGT	50								2.0	4.7	0	0	0	0	0	100	235
ATW	DL	DLX	SF3	33					4.0	3.5	2.4	1.0		0	0	132	116	79	33	0
ATW	DL	DLX	CR9	76										0	0	0	0	0	0	0
	Subtotal				5.0	4.7	4.7	4.9	5.0	5.0	5.0	5.0	5.0	193	194	182	191	209	233	256
Watertown														Target Seat Departures (a)		61	65	71	79	86
ATY	NW	XJ	SF3	33	1.9	2.0	2.0	2.0						66	66	0	0	0	0	0
ATY	DL	DLX	NGT	50									2.0	0	0	0	0	0	0	100
ATY	DL	DLX	SF3	33					2.0	2.0	2.2	2.4		0	0	66	66	73	79	0
	Subtotal				1.9	2.0	2.0	2.0	2.0	2.0	2.2	2.4	2.0	66	66	66	66	73	79	100
Austin														Target Seat Departures (a)		196	225	267	316	369
AUS	NW	NW	E75	76	0.0	0.0	0.0	0.5						3	40	0	0	0	0	0
AUS	NW	NW	D9S	100	1.9	1.5	1.7	0.1						168	15	0	0	0	0	0
AUS	NW	NW	319	124	0.0	0.0	0.2	0.0						30	0	0	0	0	0	0
AUS	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
AUS	NW	XJ	ARJ	69	0.7	0.2	0.0	0.0						0	0	0	0	0	0	0
AUS	NW	XJ	CR9	76	0.0	0.0	0.0	1.3						0	102	0	0	0	0	0
AUS	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
AUS	NW	9E	CRJ	50	0.0	0.2	0.0	0.0						0	0	0	0	0	0	0
AUS	DL	DLX	E75	76					1.0	1.0	0.4			0	0	76	76	30	0	0
AUS	DL	DLX	CR9	76					1.0	2.0	2.0	2.0	1.0	0	0	76	152	152	152	76
AUS	DL	DL	319	124										0	0	0	0	0	0	0
AUS	DL	DL	M80	142					0.3		0.6			0	0	43	0	85	0	0
AUS	DL	DL	NGB	150									2.0	0	0		0		0	300
AUS	DL	DL	738	160								1.0		0	0	0	0	0	160	0
AUS	DL	DL	NGA	120										0	0	0	0	0	0	0
	Subtotal				2.7	1.9	2.0	2.0	2.3	3.0	3.0	3.0	3.0	200	156	195	228	268	312	376
Asheville														Target Seat Departures (a)		47	50	56	63	70
AVL	NW	9E	CRJ	50	1.0	1.0	1.0	1.0						50	50	0	0	0	0	0
AVL	DL	DLX	CRJ	50					1.0	1.0	0.8	0.5	0.2	0	0	50	50	40	25	10
AVL	DL	DLX	CR9	76							0.2	0.5	0.8	0	0	0	0	15	38	61
	Subtotal				1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	50	50	50	50	55	63	71
Kalamazoo														Target Seat Departures (a)		42	44	48	52	57
AZO	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
AZO	NW	NW	D9S	100	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
AZO	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
AZO	NW	XJ	ARJ	69	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
AZO	NW	9E	CRJ	50	1.3	1.0	0.9	1.0						46	50	0	0	0	0	0
AZO	DL	DLX	CRJ	50					0.8	0.9	1.0	0.9	0.7	0	0	40	45	50	45	35
AZO	DL	DLX	CR9	76								0.1	0.3	0	0	0	0	0	8	23
	Subtotal				1.9	1.0	0.9	1.0	0.8	0.9	1.0	1.0	1.0	46	50	40	45	50	53	58

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
Hartford														Target Seat Departures (a)		346	358	387	420	454
BDL	NW	NW	D9S	100	0.0	0.5	0.0	0.4						0	35	0	0	0	0	0
BDL	NW	NW	D95	125	0.0	0.3	0.4	0.0						49	4	0	0	0	0	0
BDL	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BDL	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BDL	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BDL	NW	NW	320	148	1.4	1.6	1.1	0.4						163	60	0	0	0	0	0
BDL	NW	NW	319	124	1.5	0.5	1.3	1.6						165	198	0	0	0	0	0
BDL	NW	XJ	CR9	76										0	0	0	0	0	0	0
BDL	DL	DLX	E75	76									1.0	0	0	0	0	0	0	76
BDL	DL	DL	320	148					1.0	1.0	1.0			0	0	148	148	148	0	0
BDL	DL	DL	319	124					1.0	1.0	1.0	1.7		0	0	124	124	124	211	0
BDL	DL	DL	M80	142										0	0	0	0	0	0	0
BDL	DL		M90	150									1.0	0	0	0	0	0	0	150
BDL	DL	DL	NGA	120									2.0	0	0	0	0		0	240
BDL	DL	DL	738	160					0.5	0.6	0.7	1.3		0	0	80	96	112	208	0
	Subtotal				2.9	2.9	2.8	2.4	2.5	2.6	2.7	3.0	4.0	378	297	352	368	384	419	466
Bangor														Target Seat Departures (a)		1	1	2	2	2
BGR	NW	9E	CRJ	50	0.2	0.0	0.0	0.0						2	2	0	0	0	0	0
BGR	DL	DLX	CRJ	50					0.02	0.02	0.04	0.04	0.04	0	0	1	1	2	2	2
	Subtotal				0.2	0.0	0.0	0.0	0.02	0.02	0.04	0.04	0.04	2	2	1	1	2	2	2
Birmingham														Target Seat Departures (a)		67	72	80	90	101
BHM	NW	9E	CRJ	50	0.8	0.0	0.0	0.0						0	0	0	0	0	0	0
BHM	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BHM	DL	DLX	CRJ	50					0.3	0.1	0.1	0.3	2.0	0	0	15	5	5	15	100
BHM	DL	DLX	CR9	76					0.7	0.9	1.0	1.0		0	0	53	68	76	76	0
	Subtotal				0.8	0.0	0.0	0.0	1.0	1.0	1.1	1.3	2.0	0	0	68	73	81	91	100
Billings														Target Seat Departures (a)		266	282	314	348	384
BIL	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BIL	NW	NW	D9S	100	2.2	0.4	0.0	0.3						1	29	0	0	0	0	0
BIL	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BIL	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BIL	NW	9E	CRJ	50	0.0	0.0	0.1	0.1						3	4	0	0	0	0	0
BIL	NW	NW	319	124	0.7	1.5	1.8	1.7						217	209	0	0	0	0	0
BIL	NW	NW	320	148	0.0	0.4	0.4	0.2						65	34	0	0	0	0	0
BIL	DL	DL	320	148					1.0	1.0	2.0	2.0	1.0	0	0	148	148	296	296	148
BIL	DL	DL	319	124					1.0	1.0				0	0	124	124	0	0	0
BIL	DL	DL	M80	142										0	0	0	0	0	0	0
BIL	DL	DLX	CR9	76						0.2	0.2	0.7	1.0	0	0	0	15	15	53	76
BIL	DL	DL	738	160									1.0	0	0	0	0	0	0	160
BIL	DL	DL	NGA	120										0	0	0	0	0	0	0
BIL	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				2.9	2.3	2.3	2.3	2.0	2.2	2.2	2.7	3.0	286	277	272	287	311	349	384
Bismark														Target Seat Departures (a)		445	475	530	591	656
BIS	NW	NW	D9S	100	1.6	1.5	0.3	0.6						25	58	0	0	0	0	0
BIS	NW	NW	D95	125	1.2	0.1	0.3	0.2						39	26	0	0	0	0	0
BIS	NW	NW	320	148	0.0	0.8	0.5	0.8						71	122	0	0	0	0	0
BIS	NW	NW	319	124	0.9	1.2	1.4	0.2						180	27	0	0	0	0	0
BIS	NW	XJ	SF3	33	0.0	0.1	0.0	0.0						0	0	0	0	0	0	0
BIS	NW	XJ	CRJ	50	0.1	0.4	0.0	0.4						0	18	0	0	0	0	0
BIS	NW	XJ	CR9	76	0.0	0.0	0.4	1.9						30	143	0	0	0	0	0
BIS	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BIS	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BIS	NW	9E	CRJ	50	2.0	1.7	2.6	1.8						131	91	0	0	0	0	0
BIS	DL	DL	320	148										0	0	0	0	0	0	0
BIS	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
BIS	DL	DL	319	124							1.0	1.0	1.0	0	0	0	0	124	124	124
BIS	DL	DL	M80	142										0	0	0	0	0	0	0
BIS	DL		M90	150					0.7	1.0	1.0	1.0	1.0	0	0	105	150	150	150	150
BIS	DL	DLX	CR9	76					1.5	3.0	2.3	3.0	5.0	0	0	114	228	175	228	380
BIS	DL	DLX	CRJ	50					2.5	2.0	1.7	2.0		0	0	125	100	85	100	0
BIS	DL	DL	NGA	120										0	0	0	0	0	0	0
BIS	DL	DL	738	160										0	0	0	0	0	0	0
BIS	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				5.8	5.7	5.5	5.9	5.7	6.0	6.0	7.0	7.0	476	485	444	478	534	602	654
Bemidji														Target Seat Departures (a)		105	113	126	140	155
BJI	CH	CH	BEC	8	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	6	6	6	6	6	6	6
BJI	NW	XJ	SF3	33	4.5	3.1	2.7	2.6						89	86	0	0	0	0	0
BJI	NW	XJ	CRJ	50	0.0	0.0	0.0	0.2						0	10	0	0	0	0	0
BJI	NW	9E	CRJ	50	0.0	0.3	0.4	0.2						18	10	0	0	0	0	0
BJI	DL	DLX	NGT	50								2.0	3.0	0	0	0	0	0	100	150
BJI	DL	DLX	CRJ	50						0.5	1.0			0	0	0	25	50	0	0

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MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

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	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
BJI	DL	DLX	SF3	33					3.0	2.5	2.0	1.0		0	0	99	83	66	33	0
	Subtotal				5.2	4.1	3.8	3.7	3.7	3.7	3.7	3.7	3.7	113	112	105	113	122	139	156
Brookings														Target Seat Departures (a)		0	0	0	0	0
BKX	ZK	ZK	BE1	19	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Nashville														Target Seat Departures (a)		254	340	388	442	501
BNA	NW	CP	E75	76	0.0	0.0	0.3	1.0						26	76	0	0	0	0	0
BNA	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BNA	NW	NW	D9S	100	1.4	1.3	0.7	1.2						71	118	0	0	0	0	0
BNA	NW	NW	D95	125	1.2	0.9	0.3	0.1						42	11	0	0	0	0	0
BNA	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BNA	NW	NW	320	148	0.3	0.0	0.2	0.0						28	0	0	0	0	0	0
BNA	NW	NW	319	124	0.5	0.2	0.2	0.0						30	0	0	0	0	0	0
BNA	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BNA	NW	NW	753	224	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BNA	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BNA	NW	9E	CRJ	50	0.0	0.0	1.1	0.7						56	36	0	0	0	0	0
BNA	NW	XJ	ARJ	69	0.3	0.4	0.0	0.0						0	0	0	0	0	0	0
BNA	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
BNA	DL	DL	NGA	120									1.4	0	0		0	0	0	168
BNA	DL	DLX	CRJ	50						1.0	2.0			0	0	0	50	100	0	0
BNA	DL	DLX	CR9	76										0	0	0	0	0	0	0
BNA	DL	DLX	E75	76					2.0	2.0	2.0	4.0	2.6	0	0	152	152	152	304	198
BNA	WN	WN	73G	137						1.0	1.0	1.0	1.0	0	0	0	137	137	137	137
	Subtotal				3.7	2.9	3.0	3.0	3.0	4.0	5.0	5.0	5.0	254	241	252	339	389	441	503
Boise														Target Seat Departures (a)		295	322	365	413	464
BOI	NW	NW	320	148	1.8	1.7	1.8	0.8						260	120	0	0	0	0	0
BOI	NW	NW	319	124	0.6	0.5	0.4	1.4						51	175	0	0	0	0	0
BOI	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BOI	NW	9E	CRJ	50	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
BOI	DL	DL	320	148					1.0	0.6		1.8	1.0	0	0	148	89	0	266	148
BOI	DL	DL	319	124					1.2	0.6	3.0	1.2		0	0	149	74	372	149	0
BOI	DL	DL	M80	142										0	0	0	0	0	0	0
BOI	DL	DL	NGB	150										0	0	0	0	0	0	0
BOI	DL	DL	738	160						1.0			2.0	0	0	0	160	0	0	320
	Subtotal				2.6	2.2	2.2	2.2	2.2	2.2	3.0	3.0	3.0	311	295	297	323	372	415	468
Boston														Target Seat Departures (a)		720	757	833	918	1008
BOS	NW	CP	E75	76	0.0	0.0	0.0	0.2						0	17	0	0	0	0	0
BOS	NW	NW	D9S	100	0.0	0.0	0.0	0.2						4	18	0	0	0	0	0
BOS	NW	NW	757	180	2.4	1.9	2.6	2.6						475	469	0	0	0	0	0
BOS	NW	NW	320	148	1.2	1.1	0.8	0.9						126	127	0	0	0	0	0
BOS	NW	NW	319	124	0.9	0.9	0.5	0.9						60	113	0	0	0	0	0
BOS	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BOS	NW	NW	753	224	0.5	0.7	0.5	0.1						114	14	0	0	0	0	0
BOS	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BOS	DL	DL	E75	76						2.0	1.0	1.0		0	0	0	152	76	76	0
BOS	DL	DL	320	148					1.0	1.0	1.0	2.0		0	0	148	148	148	296	0
BOS	DL	DL	319	124					1.0	1.0	2.0	2.0	2.0	0	0	124	124	248	248	248
BOS	DL	DL	757	183					2.0					0	0	366	0	0	0	0
BOS	DL	DL	M80	142					0.6	1.0				0	0	85	142	0	0	0
BOS	DL	DL	NGA	120									1.0	0	0	0	0	0	0	120
BOS	DL	DL	NGC	180									1.0	0	0	0	0	0	0	180
BOS	DL	DL	738	160							1.0		1.0	0	0	0	0	160	0	160
BOS	B6	B6	E90	100	0.0	0.0	0.0	0.0	0.0	2.0	2.0	3.0	3.0	0	0	0	200	200	300	300
	Subtotal				5.0	4.6	4.5	4.8	4.6	7.0	7.0	8.0	8.0	778	758	723	766	832	920	1008
Brainerd														Target Seat Departures (a)		104	112	127	143	161
BRD	NW	XJ	SF3	33	4.0	3.4	3.3	3.0						110	101	0	0	0	0	0
BRD	DL	DLX	CR7	70										0	0	0	0	0	0	0
BRD	DL	DLX	NGT	50								0.6	3.2	0	0	0	0	0	30	160
BRD	DL	DLX	SF3	33					3.1	3.4	3.9	3.4		0	0	102	112	129	112	0
	Subtotal				4.0	3.4	3.3	3.0	3.1	3.4	3.9	4.0	3.2	110	101	102	112	129	142	160
Baton Rouge														Target Seat Departures (a)		0	0	0	0	0
BTR	DL	DLX	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Butte														Target Seat Departures (a)		0	0	0	0	0
BTM	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Burlington														Target Seat Departures (a)		8	8	9	10	11
BTV	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BTV	NW	9E	CR7	70	0.2	0.1	0.2	0.2						14	14	0	0	0	0	0
BTV	DL	DLX	CRJ	50							0.2	0.2	0.2	0	0	0	0	10	10	10
BTV	DL	DLX	CR7	70					0.1	0.1				0	0	7	7	0	0	0
	Subtotal				0.2	0.1	0.2	0.2	0.1	0.1	0.2	0.2	0.2	14	14	7	7	10	10	10
Buffalo														Target Seat Departures (a)		61	62	67	72	77
BUF	NW	NW	D9S	100	0.6	0.1	0.3	0.2						27	16	0	0	0	0	0
BUF	NW	NW	D95	125	0.1	0.1	0.0	0.0						4	0	0	0	0	0	0
BUF	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BUF	NW	NW	319	124	0.7	0.8	0.3	0.6						35	73	0	0	0	0	0
BUF	NW	XJ	ARJ	69	0.2	0.1	0.0	0.0						0	0	0	0	0	0	0
BUF	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BUF	NW	9E	CRJ	50	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
BUF	DL	DLX	CR9	76							0.7	0.8	1.0	0	0	0	0	53	61	76
BUF	DL	DLX	CRJ	50					0.4	0.3	0.3	0.2		0	0	20	15	15	10	0
BUF	DL	DLX	CR7	70					0.6	0.7				0	0	42	49	0	0	0
	Subtotal				1.6	1.2	0.6	0.8	1.0	1.0	1.0	1.0	1.0	67	89	62	64	68	71	76
Baltimore														Target Seat Departures (a)		435	490	552	621	696
BWI	NW	NW	D9S	100	1.0	0.6	0.5	0.5						49	50	0	0	0	0	0
BWI	NW	NW	D95	125	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
BWI	NW	NW	757	180	1.3	0.7	0.7	0.4						127	75	0	0	0	0	0
BWI	NW	NW	320	148	1.1	0.6	0.8	1.2						114	184	0	0	0	0	0
BWI	NW	NW	319	124	0.6	0.9	1.0	0.8						121	99	0	0	0	0	0
BWI	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BWI	NW	NW	753	224	0.0	0.1	0.0	0.0						0	1	0	0	0	0	0
BWI	DL	DLX	E75	76					2.0	3.0	2.0	3.0	2.0	0	0	152	228	152	228	152
BWI	DL	DL	319	124							1.0			0	0	0	0	124	0	0
BWI	DL	DL	M80	142										0	0	0	0	0	0	0
BWI	DL	DL	NGA	120									1.0	0	0	0	0	0	0	120
BWI	WN	WN	73G	137					2.0	2.0	2.0	2.9	3.0	0	0	274	274	274	397	411
	Subtotal				4.3	3.0	2.9	3.0	4.0	5.0	5.0	5.9	6.0	411	409	426	502	550	625	683
Bozeman														Target Seat Departures (a)		317	361	424	495	571
BZN	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BZN	NW	NW	320	148	1.4	1.3	1.4	1.0						202	143	0	0	0	0	0
BZN	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BZN	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BZN	NW	9E	CRJ	50	0.3	0.2	0.1	0.1						4	3	0	0	0	0	0
BZN	NW	NW	319	124	0.9	0.9	1.0	1.4						119	172	0	0	0	0	0
BZN	DL	DLX	CR9	76								1.0	2.0	0	0	0	0	0	76	152
BZN	DL	DL	319	124					1.4	1.8	1.0	1.0	1.0	0	0	174	223	124	124	124
BZN	DL	DL	320	148							2.0	2.0	2.0	0	0	0	0	296	296	296
BZN	DL	DL	738	160										0	0	0	0	0	0	0
BZN	DL	DL	M80	142					1.0	1.0				0	0	142	142	0	0	0
	Subtotal				2.7	2.4	2.4	2.4	2.4	2.8	3.0	4.0	5.0	326	318	316	365	420	496	572
Columbia														Target Seat Departures (a)		0	0	0	0	34
CAE	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CAE	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CAE	DL	DLX	E75	76									0.5	0	0	0	0	0	0	38
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0	0	0	0	0	0	38
Akron														Target Seat Departures (a)		0	0	0	0	0
CAK	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
CHI - Chicago														Target Seat Departures (a)		4802	5325	5926	6594	7307
MDW	FL	FL	73G	137	0.0	0.0	0.5	0.2						75	26	0	0	0	0	0
MDW	FL	FL	717	117	0.2	5.4	4.2	0.9	1.0					491	103	117	0	0	0	0
MDW	NW	CP	E75	76	0.0	0.0	0.1	2.8						5	215	0	0	0	0	0
MDW	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MDW	NW	NW	D9S	100	2.3	1.8	1.6	0.0						164	0	0	0	0	0	0
MDW	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MDW	NW	NW	757	180	0.9	1.3	0.3	0.1						51	16	0	0	0	0	0
MDW	NW	NW	320	148	1.3	0.7	1.9	0.4						277	57	0	0	0	0	0
MDW	NW	NW	319	124	1.4	1.2	0.9	2.3						115	290	0	0	0	0	0
MDW	NW	XJ	CRJ	50	0.0	0.1	0.0	0.0						0	0	0	0	0	0	0
MDW	NW	XJ	ARJ	69	0.0	0.4	0.0	0.0						0	0	0	0	0	0	0
MDW	NW	XJ	CR9	76	0.0	0.0	0.5	0.0						41	1	0	0	0	0	0
MDW	NW	9E	CRJ	50	0.4	0.3	0.2	0.0						8	0	0	0	0	0	0
MDW	TZ	TZ	73G	137	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
MDW	TZ	TZ	738	175	0.5	0.0	0.0	0.0						0	0	0	0	0	0	0
MDW	TZ	TZ	73H	175	5.6	0.0	0.0	0.0						0	0	0	0	0	0	0
MDW	DL	DL	M80	142					2.0	2.0	3.0			0	0	284	284	426	0	0
MDW	DL	DL	320	148								1.0	3.0	0	0	0	0	0	148	444
MDW	DL	DL	319	124								3.0	2.0	0	0	0	0	0	372	248
MDW	DL	DL	M90	150										0	0	0	0	0	0	0
MDW	DL	DL	NGA	120										0	0	0	0	0	0	0
MDW	DL	DLX	E75	76					3.0	3.0	3.0	2.0	1.0	0	0	228	228	228	152	76
MDW	WN	WN	73G	137	0.0	0.0	0.0	0.0	8.0	9.0	9.0	10.0	10.0	0	0	1096	1233	1233	1370	1370
ORD	AA	AA	M80	129	5.6	2.8	5.6	6.3	6.0	6.0	5.0	4.0		716	815	774	774	645	516	0
ORD	AA	AA	M83	129	2.1	2.9	1.9	1.2	1.0					244	148	129	0	0	0	0
ORD	AA	AA	738	142	0.0	0.0	0.0	0.0		2.0	4.0	6.0	10.0	0	0	0	284	568	852	1420
ORD	AA	AA	100	87	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORD	AA	A100	ER4	50	0.4	1.4	0.0	0.0						0	0	0	0	0	0	0
ORD	AA	A100	CR7	70	0.2	1.7	0.0	0.0						0	0	0	0	0	0	0
ORD	AA	A100	ERD	44	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORD	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORD	NW	NW	D9S	100	4.6	4.0	3.8	5.0						379	499	0	0	0	0	0
ORD	NW	NW	D95	125	1.8	1.8	2.9	1.9						358	235	0	0	0	0	0
ORD	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORD	NW	NW	72S	149	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORD	NW	NW	757	180	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
ORD	NW	NW	320	148	0.9	1.7	1.6	1.6						232	244	0	0	0	0	0
ORD	NW	NW	319	124	0.8	0.7	0.9	0.6						112	75	0	0	0	0	0
ORD	NW	XJ	ARJ	69	2.2	0.4	0.0	0.0						0	0	0	0	0	0	0
ORD	NW	XJ	CR9	76	0.0	0.0	0.0	0.1						0	9	0	0	0	0	0
ORD	NW	9E	CRJ	50	0.3	0.5	0.0	0.0						0	0	0	0	0	0	0
ORD	DL	DLX	E75	76					1.0	1.0	1.0			0	0	76	76	76	0	0
ORD	DL	DL	M80	142					2.0	2.0	2.0			0	0	284	284	284	0	0
ORD	DL	DL	320	148					2.0	1.0		5.0	3.0	0	0	296	148	0	740	444
ORD	DL	DL	319	124						2.0	2.0	1.0	1.0	0	0	0	248	248	124	124
ORD	DL	DL	D9S	100					4.0					0	0	400	0	0	0	0
ORD	DL	DL	738	160						3.0	5.0	5.0	6.0	0	0	0	480	800	800	960
ORD	DL	DL	M90	150						1.0	1.0	1.0	1.0	0	0	0	150	150	150	150
ORD	DL	DL	NGB	150									3.0	0	0	0	0	0	0	450
ORD	UA	UA	733	120	3.8	3.8	6.5	2.7						784	325	0	0	0	0	0
ORD	UA	UA	320	138	0.3	0.5	0.2	0.2	1.0	2.0	1.0	4.0	5.0	29	28	138	276	138	552	690
ORD	UA	UA	735	104	4.8	4.8	2.3	6.1						238	633	0	0	0	0	0
ORD	UA	UA	319	120	0.5	0.7	0.8	0.7	2.0	1.0	5.0	5.0	6.0	98	87	240	120	600	600	720
ORD	UA	UA	752	182	0.7	0.5	0.7	0.5	1.0	1.0	1.0			133	90	182	182	182	0	0
ORD	UA	A499	E70	70	0.3	1.0	1.0	2.0	8.0	8.0	5.0	3.0	3.0	71	137	560	560	350	210	210
	Subtotal				42.5	40.3	38.4	35.6	42.0	44.0	47.0	50.0	54.0	4621	4035	4804	5327	5928	6586	7306
Charleston														Target Seat Departures (a)		4	46	53	60	68
CHS	NW	9E	CRJ	50	0.1	0.1	0.1	0.1						4	4	0	0	0	0	0
CHS	DL	DLX	CR9	76								0.4	0.7	0	0	0	0	0	30	53
CHS	DL	DLX	CRJ	50					0.1	1.0	1.0	0.6	0.3	0	0	5	50	50	30	15
	Subtotal				0.1	0.1	0.1	0.1	0.1	1.0	1.0	1.0	1.0	4	4	5	50	50	60	68
Cedar Rapids														Target Seat Departures (a)		277	292	322	356	390
CID	NW	CP	E75	76	0.0	0.0	0.0	1.0						0	78	0	0	0	0	0
CID	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CID	NW	NW	D9S	100	0.5	1.1	1.0	0.0						101	0	0	0	0	0	0
CID	NW	NW	D95	125	0.0	0.0	0.0	0.1						0	13	0	0	0	0	0
CID	NW	XJ	SF3	33	3.1	2.5	1.9	1.8						62	61	0	0	0	0	0
CID	NW	XJ	CRJ	50	0.0	0.0	0.0	0.4						0	22	0	0	0	0	0
CID	NW	XJ	ARJ	69	1.4	0.3	0.0	0.0						0	0	0	0	0	0	0
CID	NW	XJ	CR9	76	0.0	0.0	0.2	0.5						18	40	0	0	0	0	0
CID	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CID	NW	9E	CRJ	50	2.2	1.7	2.4	1.7						118	83	0	0	0	0	0
CID	DL	DLX	CR7	70										0	0	0	0	0	0	0
CID	DL	DLX	NGT	50								5.0	5.5	0	0	0	0	0	250	275
CID	DL	DLX	CRJ	50					2.7	3.0	3.0	2.0		0	0	135	150	150	100	0
CID	DL	DLX	SF3	33					2.0	2.0	1.3			0	0	66	66	43	0	0
CID	DL	DLX	E75	76					1.0	1.0	1.7		1.5	0	0	76	76	129	0	114
CID	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				7.1	5.6	5.5	5.6	5.7	6.0	6.0	7.0	7.0	299	297	277	292	322	350	389
Cleveland														Target Seat Departures (a)		431	459	511	568	628
CLE	CO	CO	733	120	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLE	CO	CO	73G	124										0	0	0	0	0	0	0
CLE	CO	RP	CRJ	50	0.0	0.0	0.3	0.0						14	0	0	0	0	0	0
CLE	CO	RP	ERJ	37	0.0	0.0	0.6	1.9						23	69	0	0	0	0	0
CLE	CO	A136	ERJ	37	3.3	3.6	2.8	2.3						105	86	0	0	0	0	0
CLE	CO	A136	ER3	37	0.0	0.0	0.1	0.0						4	0	0	0	0	0	0
CLE	CO	A136	ER4	50	0.0	0.0	0.0	0.0	3.0	4.0	4.0	5.0	5.0	0	0	150	200	200	250	250
CLE	NW	CP	E75	76	0.0	0.0	0.0	0.2						0	16	0	0	0	0	0
CLE	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLE	NW	NW	D9S	100	1.0	1.0	1.2	1.5						122	150	0	0	0	0	0
CLE	NW	NW	D95	125	0.3	0.4	0.3	0.2						40	25	0	0	0	0	0
CLE	NW	NW	320	148	0.5	0.0	0.0	0.0						0	0	0	0	0	0	0
CLE	NW	NW	319	124	0.8	0.5	0.3	0.0						36	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
CLE	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLE	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLE	NW	XJ	CRJ	50	0.0	0.2	0.0	0.2						2	10	0	0	0	0	0
CLE	NW	XJ	ARJ	69	1.0	0.9	0.0	0.0						0	0	0	0	0	0	0
CLE	NW	XJ	CR9	76	0.0	0.0	0.0	0.1						0	4	0	0	0	0	0
CLE	NW	9E	CRJ	50	1.2	1.8	2.3	2.0						117	102	0	0	0	0	0
CLE	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
CLE	DL	DLX	E75	76					1.0	2.0	2.3	3.0	5.0	0	0	76	152	175	228	380
CLE	DL	DLX	CRJ	50					2.0	2.0	2.7	2.0		0	0	100	100	135	100	0
CLE	DL	DL	NGA	120										0	0	0	0	0	0	0
CLE	DL	DL	319	124										0	0	0	0	0	0	0
	Subtotal				8.1	8.4	8.0	8.4	7.0	8.0	9.0	10.0	10.0	462	463	426	452	510	578	630
Charlotte														Target Seat Departures (a)		566	622	710	809	919
CLT	US	US	733	126	0.1	0.6	0.0	0.0						4	0	0	0	0	0	0
CLT	US	US	320	142	0.2	0.0	0.0	0.1						0	13	0	0	0	0	0
CLT	US	US	319	120	1.3	0.0	1.5	2.7	2.0	2.0	2.0	3.0	2.0	180	322	240	240	240	360	240
CLT	US	US	E90	100	0.0	0.0	0.0	0.0		1.0	1.0		2.0	0	3	0	100	100	0	200
CLT	US	US	734	144	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	US	US	32S	142	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	US	RP	E75	76	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	US	RW	E70	76	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	US	RW	E75	76	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	US	YV	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	US	YV	CR9	76	0.3	1.4	0.6	0.0	1.0					49	1	76	0	0	0	0
CLT	US	ZW	CRJ	50	0.0	0.9	0.2	0.0						12	0	0	0	0	0	0
CLT	US	A454	CRJ	50	0.1	0.0	0.0	0.0						1	0	0	0	0	0	0
CLT	US	A454	CR7	70	0.8	0.0	0.2	0.0						12	0	0	0	0	0	0
CLT	US	A494	E70	70	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	NW	CP	E75	76	0.0	0.0	0.0	0.5						0	39	0	0	0	0	0
CLT	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	NW	NW	D9S	100	2.4	1.9	1.3	1.5						129	150	0	0	0	0	0
CLT	NW	NW	D95	125	0.0	0.0	0.0	0.0						1	1	0	0	0	0	0
CLT	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	NW	NW	320	148	0.0	0.2	0.2	0.0						37	0	0	0	0	0	0
CLT	NW	NW	319	124	0.0	0.2	1.4	1.0						171	123	0	0	0	0	0
CLT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CLT	NW	9E	CRJ	50	0.4	0.5	0.0	0.0						0	0	0	0	0	0	0
CLT	NW	XJ	ARJ	69	0.4	0.1	0.0	0.0						0	0	0	0	0	0	0
CLT	DL	DLX	E75	76					2.0	2.0	1.0	2.0	3.0	0	0	152	152	76	152	228
CLT	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
CLT	DL	DL	NGA	120									2.0	0	0		0	0	0	240
CLT	DL	DL	319	124						1.0	1.0			0	0	0	124	124	0	0
CLT	DL	DL	320	148								2.0		0	0	0	0	0	296	0
CLT	DL	DL	738	160							1.0			0	0	0	0	160	0	0
CLT	DL	DL	M80	142										0	0	0	0	0	0	0
	Subtotal				6.0	5.9	5.5	5.8	6.0	6.0	6.0	7.0	9.0	595	651	568	616	700	808	908
Columbus														Target Seat Departures (a)		292	312	349	389	431
CMH	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CMH	NW	NW	D9S	100	1.1	0.5	0.4	0.5						37	45	0	0	0	0	0
CMH	NW	NW	D95	125	0.8	0.6	0.7	0.5						83	60	0	0	0	0	0
CMH	NW	NW	320	148	0.5	0.8	0.6	1.0						96	147	0	0	0	0	0
CMH	NW	NW	319	124	0.3	0.2	0.4	0.3						52	32	0	0	0	0	0
CMH	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CMH	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CMH	NW	XJ	ARJ	69	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
CMH	NW	9E	CRJ	50	1.1	0.8	0.9	0.8						44	41	0	0	0	0	0
CMH	DL	DLX	CRJ	50					1.0	1.0	2.0			0	0	50	50	100	0	0
CMH	DL	DLX	E75	76							1.0	3.0	2.0	0	0	0	0	76	228	152
CMH	DL	DL	319	124					2.0	1.0			1.0	0	0	248	124	0	0	124
CMH	DL	DL	D9S	100										0	0	0	0	0	0	0
CMH	DL	DL	M80	142						1.0				0	0	0	142	0	0	0
CMH	DL	DL	320	148									1.0	0	0	0	0	0	0	148
CMH	SY	SY	738	168	0.0	0.0	0.0	0.0			1.0	1.0		0	0	0	0	168	168	0
LCK	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				4.2	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	312	326	298	316	344	396	424
Champaign														Target Seat Departures (a)		0	0	49	54	58
CMI	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CMI	DL	DLX	CRJ	50							1.0	0.8	0.7	0	0	0	0	50	40	35
CMI	DL	DLX	CR9	76								0.2	0.3	0	0	0	0	0	15	23
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0	0	0	0	50	55	58
Hancock														Target Seat Departures (a)		105	110	120	131	142
CMX	NW	XJ	SF3	33	3.3	1.9	2.0	2.0						66	66	0	0	0	0	0
CMX	NW	XJ	CRJ	50	0.0	0.0	0.1	0.2						6	10	0	0	0	0	0
CMX	NW	XJ	ARJ	69	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CMX	NW	9E	CRJ	50	0.0	1.1	0.9	0.8						43	40	0	0	0	0	0
CMX	DL	DLX	NGT	50								2.0	2.8	0	0	0	0	0	100	140
CMX	DL	DLX	SF3	33					1.9	1.9	2.0	1.0		0	0	63	63	66	33	0
CMX	DL	DLX	CRJ	50					0.9	1.0	1.0			0	0	45	50	50	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

Market	Publ. Carrier	Operator	Equip	Seats	Daily Aircraft Departures 2005	2006	2007	2008	2010	2015	2020	2025	2030	Daily Seat Departures 2007	2008	2010	2015	2020	2025	2030
	Subtotal				3.3	3.0	3.0	3.0	2.8	2.9	3.0	3.0	2.8	114	116	108	113	116	133	140
Colorado Springs														Target Seat Departures (a)		253	276	314	357	402
COS	NW	NW	320	148	0.7	0.9	1.4	0.4						207	61	0	0	0	0	0
COS	NW	NW	319	124	1.5	1.0	0.5	1.5						59	184	0	0	0	0	0
COS	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
COS	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
COS	NW	9E	CRJ	50	0.1	0.1	0.0	0.0						2	0	0	0	0	0	0
COS	DL	DL	319	124					2.0	1.0		1.0	2.0	0	0	248	124	0	124	248
COS	DL	DL	NGA	120										0	0	0	0	0	0	0
COS	DL	DL	320	148										0	0	0	0	0	0	0
COS	DL	DL	738	160							1.0	1.0		0	0	0	0	160	160	0
COS	DL	DLX	E75	76						2.0	2.0	1.0	2.0	0	0	0	152	152	76	152
	Subtotal				2.3	2.0	1.9	1.9	2.0	3.0	3.0	3.0	4.0	267	245	248	276	312	360	400
Casper														Target Seat Departures (a)		55	57	62	68	73
CPR	NW	XJ	CRJ	50	0.0	0.0	0.0	0.9						0	46	0	0	0	0	0
CPR	NW	9E	CRJ	50	1.7	1.2	1.2	0.1						60	4	0	0	0	0	0
CPR	DL	DLX	CRJ	50					0.8	0.7	0.5	0.3	0.1	0	0	40	35	25	15	5
CPR	DL	DLX	E75	76					0.2	0.3	0.5	0.7	0.9	0	0	15	23	38	53	68
	Subtotal				1.7	1.2	1.2	1.0	1.0	1.0	1.0	1.0	1.0	60	50	55	58	63	68	73
Cincinnati														Target Seat Departures (a)		402	425	470	520	572
CVG	DL	DL	M80	142	0.0	0.0	0.0	0.0	1.0	1.0				0	0	142	142	0	0	0
CVG	DL	DL	738	160	0.0	0.0	0.0	0.0			1.0			0	0	0	0	160	0	0
CVG	DL	DL	732	100	0.2	0.1	0.0	0.0						0	0	0	0	0	0	0
CVG	DL	EV	CRJ	50	0.2	0.0	0.0	0.0	1.0					0	0	50	0	0	0	0
CVG	DL	EV	CR7	70	0.0	0.0	0.5	0.0						37	1	0	0	0	0	0
CVG	DL	OH	CRJ	50	3.5	2.0	1.1	1.2						53	60	0	0	0	0	0
CVG	DL	OH	CR7	70	2.5	2.1	1.9	1.5	3.0	3.0				136	108	210	210	0	0	0
CVG	DL	OH	CR9	76	0.0	0.0	0.1	0.5		1.0	4.0	5.0	4.0	11	39	0	76	304	380	304
CVG	DL	OH	CR2	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	DL	RP	ERJ	37	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	DL	RP	ER3	37	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	DL	S5	E70	70	0.0	0.0	0.0	0.6						3	40	0	0	0	0	0
CVG	DL	DL	320	148								1.0		0	0	0	0	0	148	0
CVG	DL	DL	319	124									1.0	0	0	0	0	0	0	124
CVG	DL	DL	NGB	150									1.0	0	0	0	0			150
CVG	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	NW	NW	D9S	100	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	NW	XJ	CRJ	50	0.0	0.0	0.1	1.9						7	93	0	0	0	0	0
CVG	NW	XJ	ARJ	69	1.2	0.0	0.0	0.0						0	0	0	0	0	0	0
CVG	NW	9E	CRJ	50	3.2	4.7	3.7	2.4						187	121	0	0	0	0	0
	Subtotal				11.2	8.9	7.6	8.1	5.0	5.0	5.0	6.0	6.0	433	462	402	428	464	528	578
Wausau														Target Seat Departures (a)		219	229	251	274	297
CWA	NW	XJ	SF3	33	4.1	3.0	3.5	3.9						116	127	0	0	0	0	0
CWA	NW	9E	CRJ	50	0.2	0.8	1.9	1.8						93	91	0	0	0	0	0
CWA	NW	9E	CR7	70	2.5	1.9	0.4	0.0						29	2	0	0	0	0	0
CWA	DL	DLX	SF3	33					3.6	3.0	3.0	2.0		0	0	119	99	99	66	0
CWA	DL	DLX	CRJ	50					2.0	2.6	3.0	2.0		0	0	100	130	150	100	0
CWA	DL	DLX	NGT	50								2.0	6.0	0	0	0	0	0	100	300
CWA	DL	DLX	CR7	70										0	0	0	0	0	0	0
CWA	SY	SY	738	154	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				6.8	5.7	5.8	5.7	5.6	5.6	6.0	6.0	6.0	237	221	219	229	249	266	300
Dayton														Target Seat Departures (a)		85	88	95	103	111
DAY	NW	XJ	ARJ	69	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
DAY	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DAY	NW	9E	CRJ	50	2.6	2.0	1.9	1.9						94	97	0	0	0	0	0
DAY	DL	DLX	CRJ	50					1.7	1.8	1.9	1.8	1.5	0	0	85	90	95	90	75
DAY	DL	DLX	CR9	76								0.2	0.5	0	0	0	0	0	15	38
DAY	SY	SY	738	154	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				2.8	2.0	1.9	1.9	1.7	1.8	1.9	2.0	2.0	94	97	85	90	95	105	113
Dubuque														Target Seat Departures (a)		36	38	42	46	50
DBQ	NW	XJ	SF3	33	0.0	0.0	0.0	1.1						0	35	0	0	0	0	0
DBQ	DL	DLX	SF3	33					1.1	1.2	1.3	1.4		0	0	36	40	43	46	0
DBQ	DL	DLX	NGT	50									1.0	0	0	0	0	0	0	50
	Subtotal				0.0	0.0	0.0	1.1	1.1	1.2	1.3	1.4	1.0	0	35	36	40	43	46	50

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
Denver														Target Seat Departures (a)		2184	2493	2850	3252	3692
DEN	NW	NW	72S	149	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	NW	NW	753	224	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	NW	NW	757	180	1.1	1.0	1.2	0.8						216	150	0	0	0	0	0
DEN	NW	NW	320	148	4.5	3.7	4.3	4.9						630	727	0	0	0	0	0
DEN	NW	NW	319	124	1.7	1.3	0.7	0.4						82	44	0	0	0	0	0
DEN	DL	DLX	E75	76					1.0					0	0	76	0	0	0	0
DEN	DL	DL	M80	142										0	0	0	0	0	0	0
DEN	DL	DL	320	148					2.0	2.0	1.0	1.0	1.0	0	0	296	296	148	148	148
DEN	DL	DL	319	124					3.0	3.0			1.0	0	0	372	372	0	0	124
DEN	DL	DL	D9S	100										0	0	0	0	0	0	0
DEN	DL	DL	738	160						2.0	5.0	1.0		0	0	0	320	800	160	0
DEN	DL	DL	NGB	150										0	0	0	0	0	0	0
DEN	DL	DL	NGC	180								4.0	5.0	0	0	0	0	0	720	900
DEN	DL	DL	NGD	225								1.0	2.0	0	0	0	0	0	225	450
DEN	DL	DL	757	183							1.0			0	0	0	0	183	0	0
DEN	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	SY	SY	738	168	1.5	1.1	0.3	0.0						58	3	0	0	0	0	0
DEN	UA	UA	733	120	2.1	2.2	2.9	2.3						343	274	0	0	0	0	0
DEN	UA	UA	320	138	0.2	0.0	0.0	0.0			1.0	2.0	4.0	4	4	0	0	138	276	552
DEN	UA	UA	735	104	2.3	2.7	1.3	2.0						140	211	0	0	0	0	0
DEN	UA	UA	319	120	0.7	0.4	1.0	0.6	3.0	3.0	3.0	3.0	2.0	120	74	360	360	360	360	240
DEN	UA	UA	752	182	0.1	0.3	0.2	0.0						40	2	0	0	0	0	0
DEN	UA	A221	CRJ	50	0.8	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	UA	A296	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	UA	A296	CR7	64	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	UA	A499	E70	70	0.0	0.0	0.0	0.0	3.0	3.0	2.0	2.0	1.0	1	0	210	210	140	140	70
DEN	WN	WN	73G	137					3.0	4.0	4.0	5.0	5.0	0	0	411	548	548	685	685
DEN	F9	QX	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	F9	RW	E70	70	0.0	0.0	0.0	0.3	1.0					0	18	70	0	0	0	0
DEN	F9	F9	E70	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	F9	F9	73S	138	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	F9	F9	737	138	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	F9	F9	73A	138	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	F9	F9	733	138	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DEN	F9	F9	319	132	3.0	2.0	2.8	2.9	2.0	3.0	4.0	4.0	4.0	369	388	264	396	528	528	528
DEN	F9	F9	318	114	0.0	1.1	0.5	0.7	1.0					62	81	114	0	0	0	0
	Subtotal				17.9	15.9	15.3	15.0	19.0	20.0	21.0	23.0	25.0	2064	1977	2173	2502	2845	3242	3697
Dallas/Fort Worth														Target Seat Departures (a)		1462	1597	1816	2058	2315
DFW	AA	AA	M80	129	3.7	3.5	3.7	4.6	5.0	5.0	5.0	2.0		477	593	645	645	645	258	0
DFW	AA	AA	738	142	0.6	1.0	1.0	1.0	1.0	1.0	2.0	6.0	8.0	142	136	142	142	284	852	1136
DFW	AA	AA	100	87	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	AA	AA	M83	129	0.6	0.8	1.2	0.4						156	53	0	0	0	0	0
DFW	AA	A100	ER4	50	0.9	0.7	0.0	0.0						0	0	0	0	0	0	0
DFW	AA	A100	CR7	70	1.1	0.6	0.0	0.0						0	0	0	0	0	0	0
DFW	AA	A100	ERD	44	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	DL	EV	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	DL	OO	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	DL	DLX	CR9	76					5.0	5.0	4.0	4.0	1.0	0	0	380	380	304	304	76
DFW	DL	DL	M80	142										0	0	0	0	0	0	0
DFW	DL	DL	M90	150						1.0	1.0	1.0		0	0	0	150	150	150	0
DFW	DL	DL	320	148									1.0	0	0	0	0	0	0	148
DFW	DL	DL	319	124					1.0	1.0	1.0			0	0	124	124	124	0	0
DFW	DL	DL	738	160							1.0	2.0		0	0	0	0	160	320	0
DFW	DL	DL	NGB	150									4.0	0	0	0	0	0	0	600
DFW	DL	DL	NGC	180									1.0	0	0	0	0	0	0	180
DFW	NW	CP	E75	76	0.0	0.0	0.2	0.2						13	16	0	0	0	0	0
DFW	NW	NW	D9S	100	3.2	3.0	1.6	0.0						164	0	0	0	0	0	0
DFW	NW	NW	D95	125	0.1	0.6	0.3	0.0						34	0	0	0	0	0	0
DFW	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	NW	NW	320	148	0.0	0.0	0.0	0.6						0	89	0	0	0	0	0
DFW	NW	NW	319	124	1.3	1.4	2.0	1.6						249	196	0	0	0	0	0
DFW	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	NW	9E	CRJ	50	0.4	1.0	0.6	0.0						29	0	0	0	0	0	0
DFW	NW	XJ	CRJ	50	0.0	0.2	0.0	0.0						0	0	0	0	0	0	0
DFW	NW	XJ	ARJ	69	1.6	0.3	0.0	0.0						0	0	0	0	0	0	0
DFW	NW	XJ	CR9	76	0.0	0.0	1.0	3.4						79	262	0	0	0	0	0
DFW	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DFW	SY	SY	738	168	1.3	1.1	1.2	0.9	1.0	1.0	1.0	1.0	1.0	199	148	168	168	168	168	168
	Subtotal				14.7	14.0	12.8	12.7	13.0	14.0	15.0	16.0	16.0	1541	1491	1459	1609	1835	2052	2308
Duluth														Target Seat Departures (a)		496	512	554	601	649
DLH	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DLH	NW	NW	D9S	100	1.5	0.6	0.7	0.6						70	56	0	0	0	0	0
DLH	NW	NW	D95	125	0.5	0.4	0.3	0.5						33	62	0	0	0	0	0
DLH	NW	NW	320	148	1.0	0.9	1.1	1.0						161	148	0	0	0	0	0
DLH	NW	NW	319	124	0.0	0.9	1.3	0.9						164	106	0	0	0	0	0
DLH	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DLH	NW	XJ	SF3	33	1.4	2.1	2.0	1.1						65	37	0	0	0	0	0
DLH	NW	XJ	CRJ	50	0.0	0.0	0.0	0.3						1	14	0	0	0	0	0
DLH	NW	XJ	ARJ	69	0.8	0.6	0.0	0.0						0	0	0	0	0	0	0
DLH	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
DLH	NW	9E	CRJ	50	1.4	1.2	1.0	1.5						48	77	0	0	0	0	0
DLH	DL	DL	D9S	100					2.0					0	0	200	0	0	0	0
DLH	DL	DL	M80	142						2.0	1.0			0	0	0	284	142	0	0
DLH	DL	DL	319	124										0	0	0	0	0	0	0
DLH	DL	DL	320	148					1.0			2.0		0	0	148	0	0	296	0
DLH	DL	DL	738	160							1.0		2.0	0	0	0	0	160	0	320
DLH	DL	DLX	CR9	76						1.0	2.0	2.0	3.0	0	0	0	76	152	152	228
DLH	DL	DLX	CR7	70										0	0	0	0	0	0	0
DLH	DL	DLX	NGT	50								3.0	2.0	0	0	0	0	0	150	100
DLH	DL	DLX	CRJ	50					3.0	3.0	2.0			0	0	150	150	100	0	0
	Subtotal				6.7	6.7	6.3	5.8	6.0	6.0	6.0	7.0	7.0	542	500	498	510	554	598	648
Durango														Target Seat Departures (a)		0	25	30	36	42
DRO	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DRO	DL	DLX	CR7	70						0.4	0.4	0.5	0.6	0	0	0	28	28	35	42
DRO	DL	DLX	CRJ	50										0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.6	0	0	0	28	28	35	42
Des Moines														Target Seat Departures (a)		356	379	421	467	517
DSM	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DSM	NW	NW	D9S	100	0.6	0.3	0.5	0.0						46	1	0	0	0	0	0
DSM	NW	NW	D95	125	0.3	0.3	0.1	0.0						18	0	0	0	0	0	0
DSM	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DSM	NW	NW	320	148	0.0	0.0	0.0	0.0						5	0	0	0	0	0	0
DSM	NW	NW	319	124	0.0	0.9	0.4	0.0						55	0	0	0	0	0	0
DSM	NW	XJ	SF3	33	2.4	1.2	1.4	0.7						45	24	0	0	0	0	0
DSM	NW	XJ	CRJ	50	0.0	0.1	0.0	0.9						0	45	0	0	0	0	0
DSM	NW	XJ	ARJ	69	2.4	0.9	0.0	0.0						0	0	0	0	0	0	0
DSM	NW	XJ	CR9	76	0.0	0.0	0.6	2.3						44	174	0	0	0	0	0
DSM	NW	9E	CRJ	50	1.4	2.8	3.4	2.6						171	129	0	0	0	0	0
DSM	DL	DL	NGA	120									1.0			0	0	0	0	120
DSM	DL	DLX	CR9	76					2.0	3.0	4.7	3.0	3.0	0	0	152	228	357	228	228
DSM	DL	DLX	CR7	70								2.0	1.0	0	0	0	0	0	140	70
DSM	DL	DLX	NGT	50								2.0	2.0	0	0	0	0	0	100	100
DSM	DL	DLX	CRJ	50					3.4	3.0	1.3			0	0	170	150	65	0	0
DSM	DL	DLX	SF3	33					1.0					0	0	33	0	0	0	0
DSM	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				7.1	6.5	6.4	6.5	6.4	6.0	6.0	7.0	7.0	383	374	355	378	422	468	518
Detroit														Target Seat Departures (a)		2137	2229	2433	2660	2897
DTW	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DTW	NW	NW	D10	273	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DTW	NW	NW	D9S	100	2.0	1.6	1.2	1.7						124	171	0	0	0	0	0
DTW	NW	NW	D95	125	3.1	2.6	5.0	4.7						624	593	0	0	0	0	0
DTW	NW	NW	72S	149	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DTW	NW	NW	757	180	4.9	5.5	3.7	4.2						667	762	0	0	0	0	0
DTW	NW	NW	320	148	2.7	4.3	3.2	2.6						472	387	0	0	0	0	0
DTW	NW	NW	319	124	1.0	1.0	1.7	1.1						205	138	0	0	0	0	0
DTW	NW	NW	332	298	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DTW	NW	NW	753	224	1.1	1.0	1.0	1.1						233	248	0	0	0	0	0
DTW	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DTW	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
DTW	DL	DL	D95	125					5.0					0	0	625	0	0	0	0
DTW	DL	DL	757	183					3.0	1.0				0	0	549	183	0	0	0
DTW	DL	DL	320	148					1.0	1.0		2.0	1.0	0	0	148	148	0	296	148
DTW	DL	DL	319	124						1.0	3.0	1.0		0	0	0	124	372	124	0
DTW	DL	DL	753	224										0	0	0	0	0	0	0
DTW	DL	DL	332	298										0	0	0	0	0	0	0
DTW	DL	DL	763	262							1.0	1.0		0	0	0	0	262	262	0
DTW	DL	DL	NGD	225								1.0	2.0	0	0	0	0	0	225	450
DTW	DL	DL	M80	142					4.0	7.0	6.0	3.0		0	0	568	994	852	426	0
DTW	DL	DL	M90	150					1.0	2.0	2.0	2.0		0	0	150	300	300	300	0
DTW	DL	DL	738	160						3.0	4.0	3.0	5.0	0	0	0	480	640	480	800
DTW	DL	DL	NGB	150									4.0	0	0	0	0	0	0	600
DTW	DL	DL	NGC	180								3.0	5.0	0	0	0	0	0	540	900
	Subtotal				14.9	16.1	15.8	15.5	15.0	15.0	16.0	16.0	17.0	2324	2300	2140	2229	2426	2653	2898
Eau Claire														Target Seat Departures (a)		119	128	142	158	175
EAU	NW	XJ	SF3	33	4.5	3.0	3.6	3.9						118	128	0	0	0	0	0
EAU	NW	XJ	CRJ	50	0.0	0.2	0.0	0.0						0	0	0	0	0	0	0
EAU	NW	9E	CRJ	50	0.0	0.4	0.2	0.0						10	0	0	0	0	0	0
EAU	DL	DLX	SF3	33					3.6	3.9	3.4	2.5		0	0	119	129	112	83	0
EAU	DL	DLX	CRJ	50							0.6			0	0	0	0	30	0	0
EAU	DL	DLX	NGT	50								1.5	3.5	0	0	0	0	0	75	175
	Subtotal				4.5	3.6	3.8	3.9	3.6	3.9	4.0	4.0	3.5	128	128	119	129	142	158	175
Vail														Target Seat Departures (a)		56	67	81	98	115
EGE	NW	NW	757	180	0.3	0.3	0.3	0.3						55	55	0	0	0	0	0
EGE	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
EGE	DL	DL	757	183					0.3	0.4	0.5			0	0	55	73	92	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
EGE	DL	DL	NGC	180								0.5	0.7	0	0	0	0	0	90	126
	Subtotal				0.3	0.3	0.3	0.3	0.3	0.4	0.5	0.5	0.7	55	55	55	73	92	90	126
El Paso														Target Seat Departures (a)		71	77	88	99	111
ELP	NW	9E	CRJ	50	1.5	0.7	0.0	0.0						0	0	0	0	0	0	0
ELP	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ELP	DL	DLX	CRJ	50										0	0	0	0	0	0	0
ELP	DL	DLX	E75	76					1.0	1.0	1.0	1.0	1.0	0	0	76	76	76	76	76
ELP	DL	DLX	CR7	70										0	0	0	0	0	0	0
ELP	SY	SY	738	168	0.0	0.0	0.0	0.0			0.1	0.1	0.2	0	0	0	0	17	17	34
	Subtotal				1.5	0.7	0.0	0.0	1.0	1.0	1.1	1.1	1.2	0	0	76	76	93	93	110
Fairbanks														Target Seat Departures (a)		92	96	105	115	125
FAI	NW	NW	757	180	0.6	0.6	0.6	0.6						100	101	0	0	0	0	0
FAI	DL	DL	757	183							0.6			0	0	0	0	110	0	0
FAI	DL	DL	738	160					0.6	0.6				0	0	96	96	0	0	0
FAI	DL	DL	NGC	180								0.6	0.7	0	0	0	0	0	108	126
	Subtotal				0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	100	101	96	96	110	108	126
Fargo														Target Seat Departures (a)		625	670	750	839	933
FAR	NW	CP	E75	76	0.0	0.0	0.1	0.6						5	43	0	0	0	0	0
FAR	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FAR	NW	NW	D9S	100	2.3	1.6	1.4	2.2						140	216	0	0	0	0	0
FAR	NW	NW	D95	125	1.0	0.8	0.1	0.1						18	17	0	0	0	0	0
FAR	NW	NW	320	148	1.5	0.7	0.9	0.6						128	82	0	0	0	0	0
FAR	NW	NW	319	124	0.9	2.1	1.3	1.0						161	123	0	0	0	0	0
FAR	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FAR	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FAR	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FAR	NW	XJ	SF3	33	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
FAR	NW	XJ	CRJ	50	0.0	0.0	0.3	0.2								0	0	0	0	0
FAR	NW	XJ	ARJ	69	1.3	1.0	0.0	0.0						0	0	0	0	0	0	0
FAR	NW	XJ	CR9	76	0.0	0.0	1.1	0.8								0	0	0	0	0
FAR	NW	9E	CRJ	50	0.5	1.4	2.2	2.3						111	115	0	0	0	0	0
FAR	DL	DLX	CRJ	50					3.0	3.0	2.0	1.0		0	0	150	150	100	50	0
FAR	DL	DLX	CR9	76					2.0	2.0	2.0	2.0	2.0	0	0	152	152	152	152	152
FAR	DL	DLX	E75	76					1.0	1.0	1.0	1.0	1.0	0	0	76	76	76	76	76
FAR	DL	DLX	CR7	70										0	0	0	0	0	0	0
FAR	DL	DL	738	160								1.0	2.0	0	0	0	0	0	160	320
FAR	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
FAR	DL	DL	M80	142						1.0	3.0	2.0		0	0	0	142	426	284	0
FAR	DL	DL	M90	150					1.0	1.0				0	0	150	150	0	0	0
FAR	DL	DL	320	148									1.0	0	0	0	0	0	0	148
FAR	DL	DL	319	124										0	0	0	0	0	0	0
FAR	DL	DL	NGB	150										0	0	0	0	0	0	0
FAR	DL	DL	NGA	120								1.0	2.0	0	0	0	0	0	120	240
FAR	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				8.0	7.6	7.5	7.7	8.0	8.0	8.0	8.0	8.0	563	596	628	670	754	842	936
Kalispell														Target Seat Departures (a)		94	105	122	140	160
FCA	NW	CP	E75	76	0.0	0.0	0.0	1.1						0	80	0	0	0	0	0
FCA	NW	NW	D9S	100	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
FCA	NW	NW	320	148	0.4	0.3	0.4	0.4						54	62	0	0	0	0	0
FCA	NW	NW	319	124	0.0	0.2	0.0	0.1						6	18	0	0	0	0	0
FCA	NW	XJ	CR9	76										0	0	0	0	0	0	0
FCA	NW	9E	CRJ	50										0	0	0	0	0	0	0
FCA	DL	DLX	E75	76					1.0	1.0	1.0	1.8	2.0	0	0	76	76	76	137	152
FCA	DL	DL	319	124					0.1	0.2	0.4			0	0	12	25	50	0	0
	Subtotal				0.5	0.5	0.4	1.6	1.1	1.2	1.4	1.8	2.0	60	160	88	101	126	137	152
Fort Lauderdale														Target Seat Departures (a)		171	263	303	348	398
FLL	NW	NW	757	180	0.0	0.0	0.0	0.1						0	27	0	0	0	0	0
FLL	NW	NW	320	148	1.1	0.8	0.8	0.3						122	42	0	0	0	0	0
FLL	NW	NW	319	124	0.2	0.5	0.4	0.9						56	108	0	0	0	0	0
FLL	SY	SY	738	168	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
FLL	DL	DL	738	160							1.0			0	0	0	0	160	0	0
FLL	DL	DL	M80	142					1.0					0	0	142	0	0	0	0
FLL	DL	DL	320	148									1.0	0	0	0	0	0	0	148
FLL	DL	DL	319	124					0.1	1.0			1.0	0	0	12	124	0	0	124
FLL	DL	DL	757	183					0.1					0	0	18	0	0	0	0
FLL	DL	DL	NGB	150										0	0	0	0	0	0	0
FLL	DL	DL	NGC	180								1.2		0	0	0	0	0	216	0
FLL	WN	WN	73G	137						1.0	1.0	1.0	1.0	0	0	0	137	137	137	137
	Subtotal				1.3	1.3	1.3	1.3	1.2	2.0	2.0	2.2	3.0	179	176	173	261	297	353	409
Flint														Target Seat Departures (a)		50	51	54	58	61

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
FNT	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FNT	NW	NW	D9S	100	0.9	0.3	0.2	0.0						18	0	0	0	0	0	0
FNT	NW	NW	D95	125	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
FNT	NW	NW	319	124	0.2	0.3	0.1	0.1						8	16	0	0	0	0	0
FNT	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FNT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FNT	NW	XJ	ARJ	69	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
FNT	NW	9E	CRJ	50	0.1	0.1	0.6	0.9						28	43	0	0	0	0	0
FNT	DL	DLX	CR9	76							0.2	0.4	0.5	0	0	0	0	15	30	38
FNT	DL	DLX	CR7	70										0	0	0	0	0	0	0
FNT	DL	DLX	CRJ	50					1.0	1.0	0.8	0.6	0.5	0	0	50	50	40	30	25
	Subtotal				1.8	0.9	0.8	1.0	1.0	1.0	1.0	1.0	1.0	55	58	50	50	55	60	63
Fort Dodge														Target Seat Departures (a)		40	41	44	47	50
FOD	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FOD	DL	DLX	CRJ	50										0	0	0	0	0	0	0
FOD	DL	DLX	SF3	33					1.2	1.2	1.3	1.4		0	0	40	40	43	46	0
FOD	DL	DLX	NGT	50									1.0	0	0	0	0	0	0	50
	Subtotal				0.0	0.0	0.0	0.0	1.2	1.2	1.3	1.4	1.0	0	0	40	40	43	46	50
Sioux Falls														Target Seat Departures (a)		539	577	645	720	800
FSD	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FSD	NW	NW	D9S	100	1.8	0.9	0.7	1.3						70	131	0	0	0	0	0
FSD	NW	NW	D95	125	1.0	0.5	0.2	0.5						22	64	0	0	0	0	0
FSD	NW	NW	320	148	0.9	1.1	0.8	0.9						114	128	0	0	0	0	0
FSD	NW	NW	319	124	0.6	1.5	1.8	0.3						223	35	0	0	0	0	0
FSD	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FSD	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
FSD	NW	XJ	SF3	33	1.6	0.9	1.2	0.9						40	30	0	0	0	0	0
FSD	NW	XJ	CRJ	50	0.0	0.0	0.2	0.2						8	9	0	0	0	0	0
FSD	NW	XJ	ARJ	69	0.3	0.6	0.0	0.0						0	0	0	0	0	0	0
FSD	NW	9E	CRJ	50	2.1	1.6	2.0	2.4						99	121	0	0	0	0	0
FSD	DL	DLX	CRJ	50					3.0	3.0	3.0	1.0	1.0	0	0	150	150	150	50	50
FSD	DL	DLX	SF3	33										0	0	0	0	0	0	0
FSD	DL	DLX	NGT	50									1.0	0	0	0	0	0	0	50
FSD	DL	DLX	CR7	70					2.0			1.0	1.0	0	0	140	0	0	70	70
FSD	DL	DLX	CR9	76						2.0	1.0	2.0	2.0	0	0	0	152	76	152	152
FSD	DL	DLX	E75	76										0	0	0	0	0	0	0
FSD	DL	DL	M80	142						2.0	3.0	1.0		0	0	0	284	426	142	0
FSD	DL	DL	M90	150					1.0			1.0	1.0	0	0	150	0	0	150	150
FSD	DL	DL	320	148										0	0	0	0	0	0	0
FSD	DL	DL	738	160								1.0	2.0	0	0	0	0	0	160	320
FSD	DL	DL	NGA	120										0	0	0	0	0	0	0
FSD	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
FSD	DL	DL	319	124										0	0	0	0	0	0	0
	Subtotal				8.3	7.0	6.8	6.5	7.0	7.0	7.0	7.0	8.0	577	517	540	586	652	724	792
Fort Wayne														Target Seat Departures (a)		48	51	57	63	70
FWA	NW	9E	CRJ	50	0.0	0.0	0.0	0.7						0	33	0	0	0	0	0
FWA	DL	DLX	CRJ	50					1.0	1.0	0.7	0.3		0	0	50	50	35	15	0
FWA	DL	DLX	CR7	70							0.3	0.7	1.0	0	0	0	0	21	49	70
	Subtotal				0.0	0.0	0.0	0.7	1.0	1.0	1.0	1.0	1.0	0	33	50	50	56	64	70
Spokane														Target Seat Departures (a)		310	335	379	427	479
GEG	NW	NW	757	180	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
GEG	NW	NW	320	148	1.9	2.1	2.2	1.4						323	213	0	0	0	0	0
GEG	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GEG	NW	NW	319	124	0.1	0.1	0.0	0.8						6	102	0	0	0	0	0
GEG	NW	9E	CRJ	50	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
GEG	DL	DL	M80	142					1.0	1.0	1.0			0	0	142	142	142	0	0
GEG	DL	DL	320	148					1.0	1.0		1.0		0	0	148	148	0	148	0
GEG	DL	DL	738	160								1.0	3.0	0	0	0	0	0	160	480
GEG	DL	DL	319	124					0.2	0.4	2.0			0	0	25	50	248	0	0
GEG	DL	DL	NGB	150										0	0	0	0	0	0	0
GEG	DL	DL	NGA	120								1.0		0	0	0	0	0	120	0
	Subtotal				2.5	2.2	2.2	2.3	2.2	2.4	3.0	3.0	3.0	329	316	315	340	390	428	480
Grand Forks														Target Seat Departures (a)		343	358	391	427	464
GFK	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GFK	NW	NW	D9S	100	1.6	1.5	1.4	2.2						137	223	0	0	0	0	0
GFK	NW	NW	D95	125	0.6	0.8	1.3	0.3						162	37	0	0	0	0	0
GFK	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GFK	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GFK	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GFK	NW	9E	CRJ	50	0.2	1.2	0.7	1.4						34	68	0	0	0	0	0
GFK	NW	XJ	SF3	33	1.4	1.0	1.2	1.0						40	33	0	0	0	0	0
GFK	NW	XJ	ARJ	69	1.2	0.4	0.0	0.0						0	0	0	0	0	0	0
GFK	DL	DL	D9S	100					2.0					0	0	200	0	0	0	0
GFK	DL	DL	M80	142										0	0	0	0	0	0	0
GFK	DL	DLX	CRJ	50					3.0	3.0	2.0	1.0		0	0	150	150	100	50	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
GFK	DL	DLX	CR7	70						2.0	2.0	1.0		0	0	0	140	140	70	0
GFK	DL	DLX	SF3	33										0	0	0	0	0	0	0
GFK	DL	DLX	CR9	76										0	0	0	0	0	0	0
GFK	DL	DLX	E75	76						1.0	2.0	4.0	6.0	0	0	0	76	152	304	456
GFK	DL	DL	NGA	120										0	0	0	0	0	0	0
	Subtotal				5.1	4.8	4.6	4.9	5.0	6.0	6.0	6.0	6.0	373	361	350	366	392	424	456
Grand Junction														Target Seat Departures (a)		22	24	27	30	34
GJT	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GJT	DL	DLX	CRJ	50										0	0	0	0	0	0	0
GJT	DL	DLX	CR7	70					0.3	0.3	0.4	0.4	0.5	0	0	21	21	28	28	35
	Subtotal				0.0	0.0	0.0	0.0	0.3	0.3	0.4	0.4	0.5	0	0	21	21	28	28	35
Gulfport														Target Seat Departures (a)		0	0	0	0	0
GPT	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Grand Rapids, MN														Target Seat Departures (a)		0	0	0	0	0
GPZ					0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Green Bay														Target Seat Departures (a)		412	439	490	545	603
GRB	NW	CP	E75	76	0.0	0.0	0.3	0.2						20	16	0	0	0	0	0
GRB	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRB	NW	NW	D9S	100	1.9	1.2	1.2	1.4						120	142	0	0	0	0	0
GRB	NW	NW	D95	125	0.5	0.1	0.1	0.5						15	57	0	0	0	0	0
GRB	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRB	NW	NW	320	148	0.4	0.6	0.6	0.1						88	10	0	0	0	0	0
GRB	NW	NW	319	124	0.9	0.7	0.9	0.8						110	97	0	0	0	0	0
GRB	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRB	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRB	NW	XJ	CRJ	50	0.0	0.0	0.0	0.0						2	2	0	0	0	0	0
GRB	NW	XJ	ARJ	69	0.7	0.3	0.0	0.0						0	0	0	0	0	0	0
GRB	NW	XJ	CR9	76	0.0	0.0	0.0	0.1						0	9	0	0	0	0	0
GRB	NW	9E	CRJ	50	2.0	1.9	1.7	1.8						86	90	0	0	0	0	0
GRB	DL	DL	319	124									2.0	0	0	0	0	0	0	248
GRB	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
GRB	DL	DL	M80	142					1.0	1.0	1.0	1.0		0	0	142	142	142	142	0
GRB	DL	DLX	CRJ	50					2.0	3.0	1.0	2.0	1.0	0	0	100	150	50	100	50
GRB	DL	DLX	CR7	70					1.0		1.0	1.0		0	0	70	0	70	70	0
GRB	DL	DLX	CR9	76						2.0	3.0	3.0	4.0	0	0	0	152	228	228	304
	Subtotal				6.4	4.8	4.8	4.9	5.0	6.0	6.0	7.0	7.0	441	422	412	444	490	540	602
Grand Island, NE														Target Seat Departures (a)		0	0	0	0	0
GRI	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Grand Rapids, MI														Target Seat Departures (a)		420	444	491	544	599
GRR	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRR	NW	NW	D9S	100	1.4	1.3	0.9	1.4						92	138	0	0	0	0	0
GRR	NW	NW	D95	125	1.1	0.6	0.7	0.8						84	100	0	0	0	0	0
GRR	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRR	NW	NW	320	148	1.5	1.0	1.0	1.0						144	142	0	0	0	0	0
GRR	NW	NW	319	124	0.3	0.5	0.2	0.1						21	12	0	0	0	0	0
GRR	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRR	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GRR	NW	XJ	ARJ	69	0.0	0.1	0.0	0.0						0	0	0	0	0	0	0
GRR	NW	XJ	CR9	76	0.0	0.0	0.0	0.0						0	1	0	0	0	0	0
GRR	NW	9E	CRJ	50	0.6	1.4	2.2	1.7						111	86	0	0	0	0	0
GRR	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
GRR	DL	DL	M80	142						1.0				0	0	0	142	0	0	0
GRR	DL	DLX	CRJ	50					2.0	3.0	1.0	1.0	1.0	0	0	100	150	50	50	50
GRR	DL	DLX	CR7	70							1.0	1.0		0	0	0	0	70	70	0
GRR	DL	DLX	CR9	76					1.0	2.0	3.0	4.0	4.0	0	0	76	152	228	304	304
GRR	DL	DL	320	148					1.0		1.0			0	0	148	0	148	0	0
GRR	DL	DL	NGA	120								1.0	2.0	0	0	0	0	0	120	240
GRR	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				5.0	4.9	5.0	5.0	5.0	6.0	6.0	7.0	7.0	452	480	424	444	496	544	594
Greensboro/Highpoint/Winston-Salem														Target Seat Departures (a)		45	47	52	56	61
GSO	NW	XJ	ARJ	69	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GSO	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GSO	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GSO	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
GSO	NW	9E	CRJ	50	1.0	0.9	1.0	1.0						49	50	0	0	0	0	0
GSO	DL	DLX	CRJ	50					1.0	1.0	1.0	0.8	0.6	0	0	50	50	50	40	30
GSO	DL	DLX	E75	76								0.2	0.4	0	0	0	0	0	15	30
	Subtotal				1.0	0.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	49	50	50	50	50	55	60
Greenville														Target Seat Departures (a)		0	0	0	0	31
GSP	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GSP	NW	9E	CR7	70	0.6	0.0	0.0	0.0						0	0	0	0	0	0	0
GSP	DL	DLX	CRJ	50									0.6	0	0	0	0	0	0	30
	Subtotal				0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0	0	0	0	0	0	30
Great Falls														Target Seat Departures (a)		164	170	184	200	216
GTF	NW	NW	D9S	100	0.9	0.1	0.0	0.0						1	0	0	0	0	0	0
GTF	NW	NW	320	148	0.0	0.0	0.0	0.0						2	0	0	0	0	0	0
GTF	NW	NW	319	124	0.9	1.7	1.1	0.0						141	0	0	0	0	0	0
GTF	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GTF	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GTF	NW	XJ	CR9	76	0.0	0.0	0.0	1.6						0	118	0	0	0	0	0
GTF	NW	9E	CRJ	50	0.1	0.0	0.7	0.5						36	23	0	0	0	0	0
GTF	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
GTF	DL	DLX	CR9	76					1.7	1.6	1.4	1.0	0.6	0	0	129	122	106	76	46
GTF	DL	DL	319	124					0.3	0.4	0.6	1.0	1.4	0	0	37	50	74	124	174
	Subtotal				2.0	1.8	1.9	2.0	2.0	2.0	2.0	2.0	2.0	179	141	166	171	181	200	219
Hayden														Target Seat Departures (a)		37	41	48	56	63
HDN	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HDN	NW	NW	319	124	0.3	0.3	0.3	0.3						38	38	0	0	0	0	0
HDN	DL	DL	319	124					0.3	0.3		0.4		0	0	37	37	0	50	0
HDN	DL	DL	738	160							0.3		0.4	0	0	0	0	48	0	64
	Subtotal				0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	38	38	37	37	48	50	64
Hibbing														Target Seat Departures (a)		60	63	68	74	80
HIB	NW	XJ	SF3	33	2.0	2.0	2.0	2.0						66	66	0	0	0	0	0
HIB	DL	DLX	SF3	33					2.0	2.0	2.0	1.5		0	0	66	66	66	50	0
HIB	DL	DLX	NGT	50								0.5	2.0	0	0	0	0	0	25	100
	Subtotal				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	66	66	66	66	66	75	100
Helena														Target Seat Departures (a)		46	49	54	60	66
HLN	NW	9E	CRJ	50	1.0	1.0	1.0	1.0						50	50	0	0	0	0	0
HLN	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HLN	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HLN	DL	DLX	CRJ	50					1.0	1.0	1.0	0.5	0.2	0	0	50	50	50	25	10
HLN	DL	DLX	CR7	70								0.5	0.8	0	0	0	0	0	35	56
HLN	DL	DLX	CR9	76										0	0	0	0	0	0	0
	Subtotal				1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	50	50	50	50	50	60	66
Honolulu														Target Seat Departures (a)		274	287	314	344	376
HNL	NW	NW	D10	273	1.6	1.0	0.0	0.0						5	0	0	0	0	0	0
HNL	NW	NW	332	298	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HNL	NW	NW	333	298	0.0	0.0	1.0	1.0						292	299	0	0	0	0	0
HNL	NW	NW	747	349	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HNL	NW	NW	744	403	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HNL	DL	DL	333	298					0.9	1.0	1.0			0	0	268	298	298	0	0
HNL	DL	DL	763	262										0	0	0	0	0	0	0
HNL	DL	DL	764	285									0.2	0	0	0	0	0	0	57
HNL	DL	DL	NGC	180								1.9	1.8	0	0	0	0	0	342	324
	Subtotal				1.6	1.0	1.0	1.0	0.9	1.0	1.0	1.9	2.0	298	299	268	298	298	342	381
Huron														Target Seat Departures (a)		0	0	0	53	59
HON	NW	XJ	SF3	33	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HON	DL	DLX	SF3	33								1.6		0	0	0	0	0	53	0
HON	DL	DLX	NGT	50									1.2	0	0	0	0	0	0	60
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.2	0	0	0	0	0	53	60
Harlingen														Target Seat Departures (a)		67	74	85	98	111
HRL	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
HRL	SY	SY	738	168	0.3	0.3	0.4	0.3	0.4	0.4	0.5	0.6	0.7	70	44	67	67	84	101	118
	Subtotal				0.3	0.3	0.4	0.3	0.4	0.4	0.5	0.6	0.7	70	44	67	67	84	101	118
HOU - Houston														Target Seat Departures (a)		764	833	947	1073	1207

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
HOU	SY	SY	738	168	0.0	0.0	0.0	0.0						6	0	0	0	0	0	0
IAH	CO	CO	M80	144	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IAH	CO	CO	733	130	0.9	0.3	0.3	1.1						33	138	0	0	0	0	0
IAH	CO	CO	735	104	2.1	2.2	2.3	1.6						235	163	0	0	0	0	0
IAH	CO	CO	73G	124	0.1	0.1	0.0	0.0	2.0	2.5	3.0	4.0	3.0	0	3	248	310	372	496	372
IAH	CO	CO	738	155	0.1	0.0	0.0	0.0					1.0	0	0	0	0	0	0	155
IAH	CO	CO	739	167	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IAH	CO	RP	CRJ	50	0.0	0.0	1.4	0.0						68	0	0	0	0	0	0
IAH	CO	A136	ERJ	37	1.7	2.9	1.6	2.8						58	104	0	0	0	0	0
IAH	CO	A136	ER4	50	0.0	0.0	0.0	0.0	3.5	3.0	3.0	3.0	3.0	0	0	175	150	150	150	150
IAH	NW	CP	E75	76	0.0	0.0	0.0	0.9						3	66	0	0	0	0	0
IAH	NW	NW	D9S	100	0.2	0.3	1.3	0.2						126	24	0	0	0	0	0
IAH	NW	NW	320	148	0.3	0.4	0.1	0.1						20	16	0	0	0	0	0
IAH	NW	NW	319	124	3.4	2.7	1.8	1.8						219	222	0	0	0	0	0
IAH	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IAH	NW	XJ	CRJ	50	0.0	0.4	0.3	0.0						13	0	0	0	0	0	0
IAH	NW	XJ	CR9	76	0.0	0.0	0.0	1.0						3	76	0	0	0	0	0
IAH	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IAH	NW	9E	CRJ	50	0.6	0.2	0.4	0.0						21	0	0	0	0	0	0
IAH	DL	DLX	CR9	76					2.0	2.0	2.0	2.0	3.0	0	0	152	152	152	152	228
IAH	DL	DLX	E75	76					1.0	1.0	2.0	2.0	1.2	0	0	76	76	152	152	91
IAH	DL	DL	M80	142						1.0				0	0	0	142	0	0	0
IAH	DL	DL	320	148										0	0	0	0	0	0	0
IAH	DL	DL	NGA	120										0	0	0	0	0	0	0
IAH	DL	DL	319	124					1.0		1.0	1.0	1.8	0	0	124	0	124	124	223
IAH	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				9.5	9.5	9.4	9.5	9.5	9.5	11.0	12.0	13.0	807	813	775	830	950	1074	1219
Huntsville														Target Seat Departures (a)		0	0	0	0	0
HSV	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Wichita																89	93	102	112	122
ICT	NW	XJ	ARJ	69	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
ICT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ICT	NW	9E	CRJ	50	2.4	2.2	1.9	2.0						97	100	0	0	0	0	0
ICT	DL	DLX	CR9	76								0.5	0.9	0	0	0	0	0	38	68
ICT	DL	DLX	CR7	70										0	0	0	0	0	0	0
ICT	DL	DLX	CRJ	50					1.8	1.9	2.0	1.5	1.1	0	0	90	95	100	75	55
	Subtotal				2.7	2.2	1.9	2.0	1.8	1.9	2.0	2.0	2.0	97	100	90	95	100	113	123
Idaho Falls														Target Seat Departures (a)		47	51	58	65	73
IDA	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IDA	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IDA	NW	9E	CRJ	50	0.6	1.0	1.0	0.9						49	46	0	0	0	0	0
IDA	DL	DLX	CR9	76							0.3	0.6	0.9	0	0	0	0	23	46	68
IDA	DL	DLX	CRJ	50					1.0	1.0	0.7	0.4	0.1	0	0	50	50	35	20	5
	Subtotal				0.6	1.0	1.0	0.9	1.0	1.0	1.0	1.0	1.0	49	46	50	50	58	66	73
Bullhead City														Target Seat Departures (a)		62	72	86	102	120
IFP	SY	SY	738	168	0.2	0.3	0.4	0.2	0.4	0.4	0.5	0.6	0.7	63	31	67	67	84	101	118
	Subtotal				0.2	0.3	0.4	0.2	0.4	0.4	0.5	0.6	0.7	63	31	67	67	84	101	118
Iron Mountain, MI														Target Seat Departures (a)		39	41	45	49	53
IMT	NW	XJ	SF3	33	0.0	0.0	0.0	0.6						0	19	0	0	0	0	0
IMT	DL	DLX	SF3	33					1.2	1.2	1.4	1.5		0	0	40	40	46	50	0
IMT	DL	DLX	NGT	50									1.1	0	0	0	0	0	0	55
	Subtotal				0.0	0.0	0.0	0.6	1.2	1.2	1.4	1.5	1.1	0	19	40	40	46	50	55
Indianapolis														Target Seat Departures (a)		622	667	747	838	934
IND	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IND	NW	NW	D9S	100	1.6	2.0	1.9	3.1						189	312	0	0	0	0	0
IND	NW	NW	D95	125	1.3	0.6	0.6	0.3						80	32	0	0	0	0	0
IND	NW	NW	757	180	1.0	0.2	0.2	0.1						34	26	0	0	0	0	0
IND	NW	NW	320	148	0.5	0.6	0.3	0.8						40	118	0	0	0	0	0
IND	NW	NW	319	124	0.5	1.1	1.1	0.3						139	36	0	0	0	0	0
IND	NW	NW	753	224	0.0	0.5	0.8	0.4						180	82	0	0	0	0	0
IND	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IND	NW	9E	CRJ	50	0.9	0.1	0.0	0.0						2	1	0	0	0	0	0
IND	DL	DL	M80	142					2.0	1.0	1.0			0	0	284	142	142	0	0
IND	DL	DL	M90	150						1.0	1.0	1.0		0	0	0	150	150	150	0
IND	DL	DL	320	148						1.0	1.0	2.0		0	0	0	148	148	296	0
IND	DL	DL	319	124										0	0	0	0	0	0	0
IND	DL	DL	D9S	100					3.0					0	0	300	0	0	0	0
IND	DL	DL	738	160							1.0	2.0	3.0	0	0	0	0	160	320	480
IND	DL	DL	NGA	120									1.0	0	0	0	0	0	0	120

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
IND	DL	DL	NGC	180									1.0	0	0	0	0	0	0	180
IND	DL	DLX	E75	76					0.5	3.0	2.0	1.0	2.0	0	0	38	228	152	76	152
	Subtotal				5.8	5.0	5.0	5.0	5.5	6.0	6.0	6.0	7.0	664	607	622	668	752	842	932
International Falls														Target Seat Departures (a)		60	61	65	69	73
INL	NW	XJ	SF3	33	1.8	1.2	1.1	1.4						37	45	0	0	0	0	0
INL	NW	XJ	CRJ	50	0.0	0.1	0.0	0.6						0	29	0	0	0	0	0
INL	NW	9E	CRJ	50	0.2	0.5	0.6	0.2						30	10	0	0	0	0	0
INL	DL	DLX	SF3	33					2.0	2.0	2.0	1.8		0	0	66	66	66	59	0
INL	DL	DLX	CRJ	50										0	0	0	0	0	0	0
INL	DL	DLX	NGT	50								0.2	1.5	0	0	0	0	0	10	75
	Subtotal				2.0	1.7	1.7	2.2	2.0	2.0	2.0	2.0	1.5	67	84	66	66	66	69	75
Ironwood														Target Seat Departures (a)		0	36	39	42	46
IWD	ZK	ZK	BE1	19	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IWD	DL	DLX	SF3	33						1.0	1.2	1.3		0	0	0	33	40	43	0
IWD	DL	DLX	NGT	50									1.0	0	0	0	0	0	0	50
	Subtotal				0.0	0.0	0.0	0.0	0.0	1.0	1.2	1.3	1.0	0	0	0	33	40	43	50
Jackson Hole														Target Seat Departures (a)		30	34	40	47	54
JAC	NW	NW	319	124	0.6	0.6	0.3	0.3						31	40	0	0	0	0	0
JAC	DL	DL	319	124					0.2		0.3			0	0	25	0	37	0	0
JAC	DL	DL	738	160						0.2		0.3	0.3	0	0	0	32	0	48	48
	Subtotal				0.6	0.6	0.3	0.3	0.2	0.2	0.3	0.3	0.3	31	40	25	32	37	48	48
Jackson														Target Seat Departures (a)		0	0	0	0	36
JAN	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JAN	DL	DLX	CRJ	50									0.7	0	0	0	0	0	0	35
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0	0	0	0	0	0	35
Jacksonville														Target Seat Departures (a)		115	125	141	159	178
JAX	NW	CP	E75	76	0.0	0.0	0.0	0.2						0	16	0	0	0	0	0
JAX	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JAX	NW	NW	320	148	0.0	0.0	0.0	0.0						1	0	0	0	0	0	0
JAX	NW	NW	319	124	1.0	1.0	1.0	0.8						121	99	0	0	0	0	0
JAX	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JAX	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JAX	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JAX	NW	9E	CRJ	50	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
JAX	DL	DLX	E75	76					0.4	0.3	1.8	1.8	1.4	0	0	30	23	137	137	106
JAX	DL	DLX	CRJ	50										0	0	0	0	0	0	0
JAX	DL	DL	M80	142					0.6	0.7				0	0	85	99	0	0	0
JAX	DL	DL	319	124								0.2	0.6	0	0			0	25	74
	Subtotal				1.1	1.0	1.0	1.0	1.0	1.0	1.8	2.0	2.0	122	114	116	122	137	162	181
Jamestown														Target Seat Departures (a)		41	43	46	51	55
JMS	NW	XJ	SF3	33	0.5	0.0	0.0	0.6						0	19	0	0	0	0	0
JMS	DL	DLX	SF3	33					1.2	1.3	1.4			0	0	40	43	46	0	0
JMS	DL	DLX	NGT	50								1.0	1.1	0	0	0	0	0	50	55
JMS	ZK	ZK	BE1	19	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.5	0.0	0.0	0.6	1.2	1.3	1.4	1.0	1.1	0	19	40	43	46	50	55
Lansing														Target Seat Departures (a)		79	83	91	101	110
LAN	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LAN	NW	NW	D9S	100	0.9	0.6	0.6	0.7						63	69	0	0	0	0	0
LAN	NW	NW	D95	125	0.1	0.2	0.2	0.0						23	0	0	0	0	0	0
LAN	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LAN	NW	XJ	CR9	76	0.0	0.0	0.0	0.2						0	16	0	0	0	0	0
LAN	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LAN	NW	9E	CRJ	50	1.1	0.0	0.0	0.1						0	5	0	0	0	0	0
LAN	DL	DLX	CR9	76					1.0	1.0			0.4	0	0	76	76	0	0	30
LAN	DL	DLX	CR7	70										0	0	0	0	0	0	0
LAN	DL	DLX	CRJ	50							1.8	2.0	1.6	0	0	0	0	90	100	80
	Subtotal				2.0	0.9	0.8	1.0	1.0	1.0	1.8	2.0	2.0	85	90	76	76	90	100	110
Las Vegas														Target Seat Departures (a)		1684	2317	2776	3280	3820
LAS	US	US	320	150	0.0	0.0	0.6	1.3	1.4					94	190	210	0	0	0	0
LAS	US	US	319	126	0.0	0.0	0.0	0.1						0	17	0	0	0	0	0
LAS	US	HP	320	150	0.0	0.0	1.5	0.0						231	0	0	0	0	0	0
LAS	HP	HP	757	190	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
LAS	HP	HP	733	134	0.9	0.3	0.0	0.0						0	0	0	0	0	0	0
LAS	HP	HP	320	150	1.2	1.4	0.5	0.0						71	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
LAS	HP	HP	319	124	0.6	1.1	0.0	0.0						0	0	0	0	0	0	0
LAS	MG	MG	727	173	0.0	0.0	0.2	0.3						30	50	0	0	0	0	0
LAS	NW	NW	757	180	3.6	3.6	3.9	3.5						694	622	0	0	0	0	0
LAS	NW	NW	320	148	0.7	1.1	0.6	1.0						84	141	0	0	0	0	0
LAS	NW	NW	319	124	0.0	0.1	0.1	0.6						12	72	0	0	0	0	0
LAS	NW	NW	753	224	1.9	1.1	1.0	0.5						232	118	0	0	0	0	0
LAS	DL	DL	753	224					1.0	3.0	2.0			0	0	224	672	448	0	0
LAS	DL	DL	757	183					4.0	2.0	1.0			0	0	732	366	183	0	0
LAS	DL	DL	763	262					1.0	2.0	2.0	2.0	3.0	0	0	262	524	524	524	786
LAS	DL	DL	764	285							2.0	2.0	3.0	0	0	0	0	570	570	855
LAS	DL	DL	320	148										0	0	0	0	0	0	0
LAS	DL	DL	738	160							1.0			0	0	0	0	160	0	0
LAS	DL	DL	NGC	180								3.0	2.0	0	0	0	0	0	540	360
LAS	DL	DL	NGD	225								2.0	2.0	0	0	0	0	0	450	450
LAS	WN	WN	73G	137						3.0	4.0	5.0	5.0	0	0	0	411	548	685	685
LAS	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LAS	SY	SY	738	168	2.2	1.4	1.4	1.2	1.5	2.0	2.0	3.0	4.0	241	196	252	336	336	504	672
	Subtotal				11.2	10.0	9.8	8.4	8.9	12.0	14.0	17.0	19.0	1689	1407	1680	2309	2769	3273	3808
Lubbock														Target Seat Departures (a)		0	0	0	0	0
LBB	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
Lexington														Target Seat Departures (a)		0	31	34	38	42
LEX	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LEX	NW	9E	CRJ	50	0.6	0.0	0.0	0.0						0	0	0	0	0	0	0
LEX	DL	DLX	CR7	70										0	0	0	0	0	0	0
LEX	DL	DLX	CRJ	50						0.6	0.7	0.8	0.8	0	0	0	30	35	40	40
	Subtotal				0.6	0.0	0.0	0.0	0.0	0.6	0.7	0.8	0.8	0	0	0	30	35	40	40
Little Rock														Target Seat Departures (a)		48	51	57	63	70
LIT	NW	CP	E75	76	0.0	0.0	0.0	0.2						0	15	0	0	0	0	0
LIT	NW	NW	D9S	100	0.0	0.0	0.0	0.0						4	1	0	0	0	0	0
LIT	NW	XJ	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LIT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LIT	NW	9E	CRJ	50	2.2	1.0	1.0	0.8						48	39	0	0	0	0	0
LIT	DL	DLX	CR7	70										0	0	0	0	0	0	0
LIT	DL	DLX	CRJ	50					1.0	1.0	0.7	0.5	0.2	0	0	50	50	35	25	10
LIT	DL	DLX	E75	76							0.3	0.5	0.8	0	0	0	0	23	38	61
	Subtotal				2.2	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	51	56	50	50	58	63	71
Lincoln														Target Seat Departures (a)		177	188	208	231	255
LNK	NW	XJ	SF3	33	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LNK	NW	XJ	CRJ	50	0.0	0.3	0.2	3.5						8	173	0	0	0	0	0
LNK	NW	9E	CRJ	50	4.7	4.4	3.7	0.3						183	15	0	0	0	0	0
LNK	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LNK	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LNK	DL	DLX	CR7	70									0.3	0	0	0	0	0	0	21
LNK	DL	DLX	CRJ	50					3.5	3.8	4.2	4.6	4.7	0	0	175	190	210	230	235
LNK	DL	DLX	E75	76										0	0	0	0	0	0	0
	Subtotal				4.7	4.7	3.8	3.8	3.5	3.8	4.2	4.6	5.0	191	188	175	190	210	230	256
LOS - Los Angeles														Target Seat Departures (a)		1705	2164	2379	2618	2872
LAX	NW	NW	757	180	1.0	1.1	1.5	1.0						270	184	0	0	0	0	0
LAX	NW	NW	320	148	1.2	1.7	1.2	1.4						183	211	0	0	0	0	0
LAX	NW	NW	319	124	0.7	0.4	0.6	0.8						71	102	0	0	0	0	0
LAX	NW	NW	753	224	3.2	3.3	3.2	3.3						714	729	0	0	0	0	0
LAX	NW	NW	332	298	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LAX	DL	DL	757	183					1.0	1.0				0	0	183	183	0	0	0
LAX	DL	DL	320	148					1.0					0	0	148	0	0	0	0
LAX	DL	DL	319	124					1.0					0	0	124	0	0	0	0
LAX	DL	DL	753	224					3.0	3.0	2.0			0	0	672	672	448	0	0
LAX	DL	DL	763	262										0	0	0	0	0	0	0
LAX	DL	DL	764	285										0	0	0	0	0	0	0
LAX	DL	DL	738	160						2.0	4.0	4.0	3.0	0	0	0	320	640	640	480
LAX	DL	DL	NGC	180								3.0	3.0	0	0	0	0	0	540	540
LAX	DL	DL	NGD	225									1.0	0	0	0	0	0	0	225
LAX	SY	SY	738	168	0.9	1.0	1.5	1.3	1.2	1.4	1.3	1.4	1.5	248	223	202	235	218	235	252
LAX	WN	WN	73G	137						2.0	2.0	3.0	3.0	0	0	0	274	274	411	411
LAX	F9	F9	319	132	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ONT	NW	NW	320	148	1.4	0.0	0.0	0.0						0	0	0	0	0	0	0
ONT	NW	NW	319	124	0.6	0.0	0.0	0.0						0	0	0	0	0	0	0
ONT	DL	DL	319	124										0	0	0	0	0	0	0
ONT	DL	DL	738	160							2.0	2.0	3.0	0	0	0	0	320	320	480
SNA	NW	NW	320	148	0.0	0.0	0.0	0.0						1	0	0	0	0	0	0
SNA	NW	NW	319	124	2.9	2.9	2.9	3.0						358	368	0	0	0	0	0
SNA	DL	DL	320	148										0	0	0	0	0	0	0
SNA	DL	DL	319	124					3.0					0	0	372	0	0	0	0
SNA	DL	DL	738	160						3.0	3.0	3.0	3.0	0	0	0	480	480	480	480
SNA	DL	DL	NGA	120										0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

Market	Publ. Carrier	Operator	Equip	Seats	Daily Aircraft Departures 2005	2006	2007	2008	2010	2015	2020	2025	2030	Daily Seat Departures 2007	2008	2010	2015	2020	2025	2030
	Subtotal				11.9	10.4	10.9	10.8	10.2	12.4	14.3	16.4	17.5	1845	1816	1701	2164	2380	2626	2868
La Crosse														Target Seat Departures (a)		332	353	391	434	478
LSE	NW	CP	E75	76	0.0	0.0	0.0	0.7						3	51	0	0	0	0	0
LSE	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LSE	NW	NW	D9S	100	1.2	1.2	0.5	0.0						52	1	0	0	0	0	0
LSE	NW	NW	D95	125	0.1	0.4	1.1	0.2						136	24	0	0	0	0	0
LSE	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LSE	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LSE	NW	XJ	SF3	33	2.5	1.9	2.6	2.5						86	83	0	0	0	0	0
LSE	NW	XJ	CRJ	50	0.0	0.0	0.0	0.1						2	6	0	0	0	0	0
LSE	NW	XJ	ARJ	69	0.7	0.0	0.0	0.0						0	0	0	0	0	0	0
LSE	NW	XJ	CR9	76	0.0	0.0	0.0	1.3						0	98	0	0	0	0	0
LSE	NW	9E	CRJ	50	2.2	2.3	1.6	1.0						78	52	0	0	0	0	0
LSE	DL	DLX	CR7	70					0.5		1.0			0	0	35	0	70	0	0
LSE	DL	DLX	CRJ	50					1.5	1.6	2.0	2.0		0	0	75	80	100	100	0
LSE	DL	DLX	NGT	50								2.0	4.0	0	0	0	0	0	100	200
LSE	DL	DLX	SF3	33					2.0	1.4				0	0	66	46	0	0	0
LSE	DL	DLX	E75	76					1.0	1.0	1.0	1.0		0	0	76	76	76	76	0
LSE	DL	DLX	CR9	76					1.0	2.0	2.0	2.0	2.0	0	0	76	152	152	152	152
LSE	DL	DL	NGA	120									1.0	0	0	0	0	0	0	120
LSE	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				6.8	5.7	5.8	5.9	6.0	6.0	6.0	7.0	7.0	357	316	328	354	398	428	472
Saginaw														Target Seat Departures (a)		90	91	97	104	110
MBS	NW	CP	E75	76	0.0	0.0	0.0	0.1						0	7	0	0	0	0	0
MBS	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MBS	NW	NW	D9S	100	0.6	0.5	0.9	0.1						88	6	0	0	0	0	0
MBS	NW	NW	D95	125	0.0	0.4	0.1	0.0						8	0	0	0	0	0	0
MBS	NW	NW	319	124	0.0	0.0	0.0	0.2						0	25	0	0	0	0	0
MBS	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MBS	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MBS	NW	XJ	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MBS	NW	XJ	ARJ	69	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
MBS	NW	XJ	CR9	76	0.0	0.0	0.0	0.2						3	18	0	0	0	0	0
MBS	NW	9E	CRJ	50	0.7	0.0	0.0	0.4						0	20	0	0	0	0	0
MBS	DL	DLX	CR9	76								0.2	0.4	0	0	0	0	0	15	30
MBS	DL	DLX	CRJ	50					2.0	2.0	2.0	1.8	1.6	0	0	100	100	100	90	80
MBS	DL	DLX	CR7	70										0	0	0	0	0	0	0
	Subtotal				1.8	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	99	77	100	100	100	105	110
Kansas City														Target Seat Departures (a)		635	772	867	972	1085
MCI	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MCI	NW	NW	D9S	100	3.7	3.3	2.7	3.4						267	336	0	0	0	0	0
MCI	NW	NW	D95	125	1.9	2.1	1.6	0.9						202	116	0	0	0	0	0
MCI	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MCI	NW	NW	320	148	0.5	0.1	0.2	0.0						30	0	0	0	0	0	0
MCI	NW	NW	319	124	0.2	0.4	0.7	0.6						85	80	0	0	0	0	0
MCI	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MCI	NW	XJ	ARJ	69	0.5	0.6	0.0	0.0						0	0	0	0	0	0	0
MCI	NW	XJ	CR9	76	0.0	0.0	0.0	0.7						0	52	0	0	0	0	0
MCI	NW	9E	CRJ	50	0.1	0.4	1.8	1.3						92	65	0	0	0	0	0
MCI	DL	DL	D9S	100					2.0					0	0	200	0	0	0	0
MCI	DL	DL	D95	125					1.0					0	0	125	0	0	0	0
MCI	DL	DL	319	124										0	0	0	0	0	0	0
MCI	DL	DL	738	160							1.0	2.0	3.0	0	0	0	0	160	320	480
MCI	DL	DL	320	148										0	0	0	0	0	0	0
MCI	DL	DL	M80	142					1.0	2.0	1.0	1.0		0	0	142	284	142	142	0
MCI	DL	DL	M90	150								1.0	1.0	0	0	0	0	0	150	150
MCI	DL	DL	NGA	120									2.0	0	0	0	0	0	0	240
MCI	DL	DLX	CR9	76					1.0	4.0	5.0	3.0	1.0	0	0	76	304	380	228	76
MCI	DL	DLX	CRJ	50					2.0	1.0	1.0			0	0	100	50	50	0	0
MCI	WN	WN	73G	137						1.0	1.0	1.0	1.0	0	0	0	137	137	137	137
MCI	YX	AL	FRJ	32	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MCI	YX	YX	717	88	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				7.0	6.8	7.0	6.9	7.0	8.0	9.0	8.0	8.0	677	648	643	775	869	977	1083
Orlando														Target Seat Departures (a)		1150	1686	1996	2340	2714
MCO	FL	FL	73G	137	0.0	0.0	0.7	0.8	1.0					101	103	137	0	0	0	0
MCO	FL	FL	717	117	1.0	0.9	0.5	0.4						55	49	0	0	0	0	0
MCO	NW	NW	757	180	0.8	1.1	1.6	1.3						279	243	0	0	0	0	0
MCO	NW	NW	320	148	2.1	1.5	1.5	1.7						227	255	0	0	0	0	0
MCO	NW	NW	319	124	0.1	0.7	0.2	0.2						21	29	0	0	0	0	0
MCO	NW	NW	753	224	2.0	1.4	1.1	1.0						246	217	0	0	0	0	0
MCO	DL	DL	757	183					1.0	1.0	1.0			0	0	183	183	183	0	0
MCO	DL	DL	320	148					2.0					0	0	296	0	0	0	0
MCO	DL	DL	753	224					1.0	1.0	1.0			0	0	224	224	224	0	0
MCO	DL	DL	319	124					1.0	1.0				0	0	124	124	0	0	0
MCO	DL	DL	738	160						2.0	2.0	2.0	1.0	0	0	0	320	320	320	160
MCO	DL	DL	763	262						1.0	2.0			0	0	0	262	524	0	0

Table E.5

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Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
MCO	DL	DL	764	285								1.0	2.0	0	0	0	0	0	285	570
MCO	DL	DL	NGC	180								2.0	2.0	0	0	0	0	0	360	360
MCO	DL	DL	NGD	225								2.0	3.0	0	0	0	0	0	450	675
MCO	WN	WN	73G	137						3.0	4.0	5.0	5.0	0	0	0	411	548	685	685
MCO	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MCO	SY	SY	738	168	1.5	1.4	1.4	1.2	1.1	1.0	1.2	1.4	1.6	242	197	185	168	202	235	269
	Subtotal				7.4	7.0	7.0	6.6	7.1	10.0	11.2	13.4	14.6	1172	1091	1149	1692	2001	2335	2719
Mason City														Target Seat Departures (a)		77	79	85	92	99
MCW	NW	XJ	SF3	33	2.7	2.6	2.6	2.7						85	88	0	0	0	0	0
MCW	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MCW	DL	DLX	NGT	50									2.0	0	0	0	0	0	0	100
MCW	DL	DLX	SF3	33					2.3	2.4	2.6	2.8		0	0	76	79	86	92	0
	Subtotal				2.7	2.6	2.6	2.7	2.3	2.4	2.6	2.8	2.0	85	88	76	79	86	92	100
Harrisburg														Target Seat Departures (a)		47	50	56	62	69
MDT	NW	XJ	CR9	76	0.0	0.0	0.0	0.2						0	17	0	0	0	0	0
MDT	NW	9E	CRJ	50	1.7	0.5	1.0	0.8						50	39	0	0	0	0	0
MDT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MDT	DL	DLX	CR9	76							0.2	0.5	0.7	0	0	0	0	15	38	53
MDT	DL	DLX	CRJ	50					1.0	1.0	0.8	0.5	0.3	0	0	50	50	40	25	15
MDT	DL	DLX	CR7	70										0	0	0	0	0	0	0
	Subtotal				1.7	0.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	50	56	50	50	55	63	68
Memphis														Target Seat Departures (a)		900	958	1066	1186	1314
MEM	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MEM	NW	NW	D9S	100	1.3	1.3	0.8	1.1						79	114	0	0	0	0	0
MEM	NW	NW	D95	125	1.0	2.2	4.0	2.0						496	248	0	0	0	0	0
MEM	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MEM	NW	NW	757	180	0.0	0.4	0.3	0.1						56	24	0	0	0	0	0
MEM	NW	NW	320	148	3.2	1.6	0.9	2.0						131	302	0	0	0	0	0
MEM	NW	NW	319	124	1.4	0.7	0.2	0.7						30	92	0	0	0	0	0
MEM	NW	NW	753	224	0.0	0.8	0.8	1.0						173	218	0	0	0	0	0
MEM	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MEM	DL	DLX	CR9	76					1.0	1.0	2.0	1.0	2.0	0	0	76	76	152	76	152
MEM	DL	DL	D9S	100					2.0					0	0	200	0	0	0	0
MEM	DL	DL	D95	125					1.0					0	0	125	0	0	0	0
MEM	DL	DL	320	148								1.0		0	0	0	0	0	148	0
MEM	DL	DL	319	124					1.0	2.0			1.0	0	0	124	248	0	0	124
MEM	DL	DL	753	224					1.0	0.8				0	0	224	179	0	0	0
MEM	DL	DL	738	160							3.0	4.0	1.0	0	0	0	0	480	640	160
MEM	DL	DL	M80	142					1.0	2.2	2.0	1.0		0	0	142	312	284	142	0
MEM	DL	DL	M90	150						1.0	1.0		1.0	0	0	0	150	150	0	150
MEM	DL	DL	NGA	120										0	0	0	0	0	0	0
MEM	DL	DL	NGC	180								1.0	4.0	0	0	0	0	0	180	720
	Subtotal				7.0	6.9	7.0	7.0	7.0	7.0	8.0	8.0	9.0	965	998	891	966	1066	1186	1306
Manchester														Target Seat Departures (a)		72	76	85	94	104
MHT	NW	CP	E75	76	0.0	0.0	0.1	0.0						11	1	0	0	0	0	0
MHT	NW	NW	320	148	0.2	0.2	0.0	0.0						7	0	0	0	0	0	0
MHT	NW	NW	319	124	0.7	0.4	0.4	0.0						46	0	0	0	0	0	0
MHT	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MHT	NW	XJ	CR9	76	0.0	0.0	0.0	0.7						0	56	0	0	0	0	0
MHT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MHT	NW	9E	CRJ	50	0.6	0.2	0.3	0.0						13	0	0	0	0	0	0
MHT	DL	DLX	CR9	76					1.0	1.0	1.0	1.0	0.2	0	0	76	76	76	76	15
MHT	DL	DLX	CRJ	50							0.2	0.4	1.8	0	0	0	0	10	20	90
MHT	DL	DLX	CR7	70										0	0	0	0	0	0	0
	Subtotal				1.6	0.8	0.8	0.8	1.0	1.0	1.2	1.4	2.0	77	57	76	76	86	96	105
Miami														Target Seat Departures (a)		350	378	427	483	542
MIA	AA	AA	M80	129	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
MIA	AA	AA	738	142	0.7	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	142	142	142	142	142	142	142
MIA	AA	AA	M83	129	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MIA	NW	NW	757	180	0.2	0.0	0.1	0.0						22	0	0	0	0	0	0
MIA	NW	NW	320	148	0.9	0.7	0.6	0.3						91	51	0	0	0	0	0
MIA	NW	NW	319	124	0.6	0.8	0.8	1.1						96	141	0	0	0	0	0
MIA	DL	DL	757	183					1.0							183	0	0	0	0
MIA	DL	DL	320	148										0	0	0	0	0	0	0
MIA	DL	DL	319	124							2.0			0	0	0	0	248	0	0
MIA	DL	DL	NGA	120									3.0	0	0	0	0	0	0	360
MIA	DL	DL	738	160						1.3		2.0		0	0	0	208	0	320	0
MIA	SY	SY	738	168	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	21	32	34	34	34	34	34
	Subtotal				2.9	2.7	2.6	2.7	2.2	2.5	3.2	3.2	4.2	372	367	359	384	424	496	536
Milwaukee														Target Seat Departures (a)		1185	1252	1383	1527	1677

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
MKE	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MKE	NW	NW	D9S	100	0.9	0.8	1.0	1.4						95	142	0	0	0	0	0
MKE	NW	NW	D95	125	0.8	0.6	1.3	0.9						161	116	0	0	0	0	0
MKE	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MKE	NW	NW	72S	149	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MKE	NW	NW	757	180	2.1	3.1	2.1	1.7						380	312	0	0	0	0	0
MKE	NW	NW	320	148	1.2	1.1	1.5	1.1						226	159	0	0	0	0	0
MKE	NW	NW	319	124	0.7	0.6	0.3	1.1						32	139	0	0	0	0	0
MKE	NW	NW	753	224	1.0	0.3	0.4	0.3						81	71	0	0	0	0	0
MKE	NW	XJ	ARJ	69	0.0	0.1	0.0	0.0						0	0	0	0	0	0	0
MKE	NW	XJ	CR9	76	0.0	0.0	0.2	0.2						13	19	0	0	0	0	0
MKE	NW	9E	CRJ	50	1.1	0.3	0.0	0.0						0	0	0	0	0	0	0
MKE	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
MKE	DL	DL	D95	125					1.0					0	0	125	0	0	0	0
MKE	DL	DL	320	148					1.0	2.0	1.0	1.0		0	0	148	296	148	148	0
MKE	DL	DL	319	124					1.0		2.0		2.0	0	0	124	0	248	0	248
MKE	DL	DL	757	183					1.0					0	0	183	0	0	0	0
MKE	DL	DL	M80	142					1.0	4.0	1.0	1.0		0	0	142	568	142	142	0
MKE	DL	DL	M90	150							3.0	2.0	3.0	0	0	0	0	450	300	450
MKE	DL	DL	738	160						2.0	2.0	2.0	2.0	0	0	0	320	320	320	320
MKE	DL	DL	NGC	180								3.0	3.0	0	0	0	0	0	540	540
MKE	DL	DL	NGA	120									1.0	0	0	0	0	0		120
MKE	DL	DLX	CR9	76					1.0	1.0	1.0	1.0		0	0	76	76	76	76	0
MKE	YX	OO	CRJ	50	0.0	0.0	1.8	3.7	4.0					90	183	200	0	0	0	0
MKE	YX	YX	717	88	2.2	4.3	2.3	0.9	1.0					199	82	88	0	0	0	0
MKE	YX	AL	FRJ	32	2.1	0.0	0.0	0.0						0	0	0	0	0	0	0
MKE	YX	A135	FRJ	32	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				12.1	11.2	10.7	11.4	12.0	9.0	10.0	10.0	11.0	1277	1223	1186	1260	1384	1526	1678
Moline														Target Seat Departures (a)		204	212	231	251	273
MLI	NW	XJ	SF3	33	0.3	0.0	0.0	0.2						0	6	0	0	0	0	0
MLI	NW	XJ	CRJ	50	0.4	0.3	0.1	3.3						7	165	0	0	0	0	0
MLI	NW	XJ	ARJ	69	0.4	0.4	0.0	0.0						0	0	0	0	0	0	0
MLI	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MLI	NW	9E	CRJ	50	3.6	4.0	4.3	1.0						215	49	0	0	0	0	0
MLI	DL	DLX	NGT	50										0	0	0	0	0	0	0
MLI	DL	DLX	CR7	70									1.0	0	0	0	0	0	0	70
MLI	DL	DLX	CRJ	50					4.1	4.2	4.6	5.0	4.0	0	0	205	210	230	250	200
	Subtotal				4.8	4.7	4.4	4.5	4.1	4.2	4.6	5.0	5.0	222	220	205	210	230	250	270
Mobile														Target Seat Departures (a)		0	0	0	0	0
MOB	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Minot														Target Seat Departures (a)		283	294	321	349	379
MOT	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MOT	NW	NW	D9S	100	2.4	2.1	2.5	2.8						251	276	0	0	0	0	0
MOT	NW	NW	D95	125	0.6	0.9	0.5	0.2						58	30	0	0	0	0	0
MOT	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MOT	NW	XJ	ARJ	69	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MOT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MOT	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MOT	DL	DLX	CR9	76					0.5	2.0	2.0	3.0	2.2	0	0	38	152	152	228	167
MOT	DL	DL	D9S	100					2.5					0	0	250	0	0	0	0
MOT	DL	DL	M80	142						1.0				0	0	0	142	0	0	0
MOT	DL	DL	738	160							1.0			0	0	0	0	160	0	0
MOT	DL	DL	NGA	120								1.0	1.8	0	0	0	0	0	120	216
	Subtotal				3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	308	307	288	294	312	348	383
Marquette														Target Seat Departures (a)		30	32	35	38	42
MQT	NW	XJ	SF3	33	0.6	1.0	1.0	1.0						33	33	0	0	0	0	0
MQT	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MQT	DL	DLX	SF3	33					1.0	1.0	1.0	1.0		0	0	33	33	33	33	0
MQT	DL	DLX	NGT	50									1.0	0	0	0	0	0	0	50
	Subtotal				0.6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	33	33	33	33	33	33	50
Madison														Target Seat Departures (a)		539	582	655	737	823
MSN	NW	CP	E75	76	0.0	0.0	0.0	0.7						3	52	0	0	0	0	0
MSN	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSN	NW	NW	D9S	100	1.1	0.6	0.8	0.8						85	78	0	0	0	0	0
MSN	NW	NW	D95	125	1.7	0.6	0.6	0.1						75	8	0	0	0	0	0
MSN	NW	NW	320	148	2.2	1.4	1.8	0.9						269	127	0	0	0	0	0
MSN	NW	NW	319	124	0.5	1.4	0.7	1.2						84	146	0	0	0	0	0
MSN	NW	NW	753	224	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSN	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSN	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSN	NW	XJ	CRJ	50	0.0	0.0	0.0	0.0						0	1	0	0	0	0	0
MSN	NW	XJ	ARJ	69	0.7	0.4	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

					Daily Aircraft Departures									Daily Seat Departures						
Market	**Publ. Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
MSN	NW	XJ	CR9	76	0.0	0.0	0.4	0.3						34	21	0	0	0	0	0
MSN	NW	9E	CRJ	50	0.1	0.4	0.5	1.1						24	56	0	0	0	0	0
MSN	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
MSN	DL	DL	320	148					1.0		1.0			0	0	148	0	148	0	0
MSN	DL	DL	319	124								3.0		0	0	0	0	0	372	0
MSN	DL	DL	M80	142					1.0	2.0	2.0	1.0		0	0	142	284	284	142	0
MSN	DL	DL	738	160									2.0	0	0	0	0	0	0	320
MSN	DL	DL	NGA	120									3.0	0	0	0	0	0	0	360
MSN	DL	DLX	CRJ	50										0	0	0	0	0	0	0
MSN	DL	DLX	E75	76					2.0	4.0	3.0	3.0	2.0	0	0	152	304	228	228	152
	Subtotal				6.4	4.9	4.9	5.0	5.0	6.0	6.0	7.0	7.0	573	488	542	588	660	742	832
Missoula														Target Seat Departures (a)		190	208	237	269	303
MSO	NW	CP	E75	76	0.0	0.0	0.7	1.4						50	109	0	0	0	0	0
MSO	NW	NW	D9S	100	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
MSO	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSO	NW	NW	320	148	0.4	0.2	0.1	0.0						8	0	0	0	0	0	0
MSO	NW	NW	319	124	1.2	1.6	1.1	0.5						141	64	0	0	0	0	0
MSO	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSO	DL	DL	319	124					0.8					0	0	99	0	0	0	0
MSO	DL	DL	M80	142						0.8				0	0	0	114	0	0	0
MSO	DL	DL	NGA	120								1.0	1.8	0	0	0	0	0	120	216
MSO	DL	DLX	E75	76					1.2	1.2	1.0	2.0	1.2	0	0	91	91	76	152	91
MSO	DL	DL	738	160							1.0			0	0	0	0	160	0	0
	Subtotal				2.1	1.9	1.9	2.0	2.0	2.0	2.0	3.0	3.0	200	174	190	205	236	272	307
New Orleans														Target Seat Departures (a)		101	162	195	233	276
MSY	NW	NW	D9S	100	0.3	0.8	0.8	0.0						83	0	0	0	0	0	0
MSY	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSY	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSY	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
MSY	NW	NW	320	148	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
MSY	NW	NW	319	124	1.8	0.2	0.1	0.0						15	0	0	0	0	0	0
MSY	NW	XJ	CR9	76	0.0	0.0	0.0	1.0						3	76	0	0	0	0	0
MSY	DL	DLX	CR9	76						1.0	1.0	1.3	1.8	0	0	0	76	76	99	137
MSY	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
MSY	DL	DL	NGA	120										0	0	0	0	0	0	0
MSY	WN	WN	73G	137						0.6	0.9	1.0	1.0	0	0	0	82	123	137	137
MSY	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				2.3	1.1	1.0	1.0	1.0	1.6	1.9	2.3	2.8	101	76	100	158	199	236	274
Montrose														Target Seat Departures (a)		0	0	0	0	23
MTJ	NW	9E	CRJ	50	0.1	0.1	0.1	0.1						4	4	0	0	0	0	0
MTJ	DL	DLX	CR9	76									0.3	0	0	0	0	0	0	23
MTJ	DL	DLX	CRJ	50										0	0	0	0	0	0	0
	Subtotal				0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.3	4	4	0	0	0	0	23
Myrtle Beach														Target Seat Departures (a)		4	4	5	6	39
MYR	NW	9E	CRJ	50	0.1	0.1	0.1	0.1						4	4	0	0	0	0	0
MYR	DL	DLX	CR9	76									0.5	0	0	0	0	0	0	38
MYR	DL	DLX	CRJ	50					0.1	0.1	0.1	0.1		0	0	5	5	5	5	0
	Subtotal				0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.5	4	4	5	5	5	5	38
NYC - New York														Target Seat Departures (a)		2576	2680	2921	3190	3472
EWR	CO	CO	733	130	0.1	0.2	0.5	0.4						61	54	0	0	0	0	0
EWR	CO	CO	735	104	1.5	1.0	0.5	1.0						57	101	0	0	0	0	0
EWR	CO	CO	73G	124	0.0	0.4	0.6	0.3	1.0	1.0	2.0	1.0	3.0	78	37	124	124	248	124	372
EWR	CO	CO	738	155	0.0	0.0	0.0	0.0				1.0		6	0	0	0	0	155	0
EWR	CO	A136	ERJ	37	3.6	3.6	3.7	3.8	4.0	2.0				136	139	148	74	0	0	0
EWR	CO	A136	ER4	50	0.0	0.0	0.0	0.0		2.0	3.0	3.0	2.0	0	0	0	100	150	150	100
EWR	NW	CP	E75	76	0.0	0.0	0.0	1.4						0	104	0	0	0	0	0
EWR	NW	NW	D9S	100	3.1	1.5	0.6	0.4						55	41	0	0	0	0	0
EWR	NW	NW	D95	125	0.0	0.0	0.0	0.0						4	0	0	0	0	0	0
EWR	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
EWR	NW	NW	320	148	1.3	0.9	1.1	0.8						161	122	0	0	0	0	0
EWR	NW	NW	319	124	1.0	1.9	3.1	2.2						379	276	0	0	0	0	0
EWR	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
EWR	NW	XJ	ARJ	69	0.1	0.4	0.0	0.0						0	0	0	0	0	0	0
EWR	NW	9E	CRJ	50	0.0	0.2	0.0	0.0						0	0	0	0	0	0	0
EWR	DL	DLX	E75	76					3.0	3.0	3.0	2.0	2.0	0	0	228	228	228	152	152
EWR	DL	DL	320	148					1.0	1.0	1.0			0	0	148	148	148	0	0
EWR	DL	DL	319	124								2.0	1.0	0	0	0	0	0	248	124
EWR	DL	DL	M80	142					1.0	1.0	1.0			0	0	142	142	142	0	0
EWR	DL	DL	M90	150										0	0	0	0	0	0	0
EWR	DL	DL	738	160								1.0	2.0	0	0	0	0	0	160	320
EWR	DL	DL	NGA	120										0	0	0	0	0	0	0
HPN	NW	XJ	CRJ	50	0.1	0.0	0.0	0.6						2	32	0	0	0	0	0
HPN	NW	XJ	ARJ	69	1.4	0.0	0.0	0.0						0	0	0	0	0	0	0
HPN	NW	9E	CRJ	50	0.2	1.0	0.9	0.4						47	18	0	0	0	0	0
HPN	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
HPN	DL	DLX	CRJ	50					1.0	1.0	2.0	2.0	2.0	0	0	50	50	100	100	100
HPN	DL	DLX	CR9	76										0	0	0	0	0	0	0
JFK	DL	DLX	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JFK	DL	DLX	CR7	70	0.0	0.0	0.0	0.6						0	40	0	0	0	0	0
JFK	DL	DLX	CR9	76	0.0	0.0	0.0	0.6	2.0	3.0	3.0	3.0	2.0	0	44	152	228	228	228	152
JFK	DL	DL	320	148										0	0	0	0	0	0	0
JFK	DL	DL	319	124					1.0					0	0	124	0	0	0	0
JFK	DL	DL	M80	142					1.0	1.0	1.0			0	0	142	142	142	0	0
JFK	DL	DL	738	160								1.0	1.0	0	0	0	0	0	160	160
JFK	DL	DL	NGC	180									2.0	0	0	0	0	0		360
JFK	DL	DL	NGA	120								1.0		0	0	0	0	0	120	0
JFK	NW	NW	D9S	100	2.0	0.9	0.0	0.0						2	0	0	0	0	0	0
JFK	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JFK	NW	NW	320	148	0.1	0.3	2.0	1.5						292	219	0	0	0	0	0
JFK	NW	NW	319	124	0.0	1.3	0.9	1.5						111	185	0	0	0	0	0
JFK	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
JFK	NW	9E	CRJ	50	0.5	0.4	0.0	0.0						0	0	0	0	0	0	0
JFK	B6	B6	E90	100	0.0	0.0	0.0	0.0		2.0	3.0	3.0	3.0	0	0	0	200	300	300	300
JFK	SY	SY	738	168	1.4	1.7	1.7	1.4	1.3	1.0	1.0	1.0	1.0	284	234	218	168	168	168	168
LGA	AA	AA	M80	136	0.0	0.0	0.8	1.1	1.0	1.0	1.0			112	148	136	136	136	0	0
LGA	AA	AA	738	142								1.0	1.0	0	0	0	0	0	142	142
LGA	NW	NW	D9S	100	0.4	0.5	0.0	0.0						0	0	0	0	0	0	0
LGA	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
LGA	NW	NW	757	180	2.0	2.3	3.3	4.2						600	752	0	0	0	0	0
LGA	NW	NW	320	148	2.0	1.5	1.6	2.0						234	295	0	0	0	0	0
LGA	NW	NW	319	124	2.1	2.1	1.5	0.3						187	33	0	0	0	0	0
LGA	DL	DL	320	148					1.0	1.0	1.0			0	0	148	148	148	0	0
LGA	DL	DL	319	124					1.0					0	0	124	0	0	0	0
LGA	DL	DL	M80	142					1.0	2.0	3.0	1.0		0	0	142	284	426	142	0
LGA	DL	DL	M90	150						1.0				0	0	0	150	0	0	0
LGA	DL	DL	738	160								3.0	3.0	0	0	0	0	0	480	480
LGA	DL	DL	757	183					3.0	2.0	2.0			0	0	549	366	366	0	0
LGA	DL	DL	NGC	180								2.0	3.0	0	0	0	0	0	360	540
	Subtotal				23.1	22.3	22.9	24.3	23.3	25.0	27.0	28.0	28.0	2806	2874	2575	2688	2930	3189	3470
Kahului														Target Seat Departures (a)		0	0	146	169	195
OGG	NW	NW	332	298	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OGG	DL	DL	763	262							0.6			0	0	0	0	157	0	0
OGG	DL	DL	NGC	180								0.9	1.1	0	0	0	0	0	162	198
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.9	1.1	0	0	0	0	157	162	198
Oklahoma City														Target Seat Departures (a)		91	96	106	116	128
OKC	NW	CP	E75	76	0.0	0.0	0.0	0.4						0	32	0	0	0	0	0
OKC	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OKC	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OKC	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OKC	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OKC	NW	9E	CRJ	50	0.0	1.5	2.0	1.6						98	78	0	0	0	0	0
OKC	NW	XJ	ARJ	69	2.5	0.5	0.0	0.0						0	0	0	0	0	0	0
OKC	DL	DLX	CRJ	50					1.8	1.9	1.7	1.4	1.0	0	0	90	95	85	70	50
OKC	DL	DLX	CR7	70										0	0	0	0	0	0	0
OKC	DL	DLX	E75	76							0.3	0.6	1.0	0	0	0	0	23	46	76
	Subtotal				2.5	2.0	2.0	2.0	1.8	1.9	2.0	2.0	2.0	98	111	90	95	108	116	126
Omaha														Target Seat Departures (a)		575	612	681	758	838
OMA	NW	CP	E75	76	0.0	0.0	0.6	0.4						49	33	0	0	0	0	0
OMA	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OMA	NW	NW	D9S	100	2.0	0.7	0.9	1.7						89	166	0	0	0	0	0
OMA	NW	NW	D95	125	1.4	0.2	0.3	0.1						33	14	0	0	0	0	0
OMA	NW	NW	320	148	1.1	1.3	1.3	0.8						194	111	0	0	0	0	0
OMA	NW	NW	319	124	0.5	1.3	0.9	0.8						112	98	0	0	0	0	0
OMA	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OMA	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OMA	NW	XJ	SF3	33	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OMA	NW	XJ	CRJ	50	0.0	0.0	0.2	0.4						8	20	0	0	0	0	0
OMA	NW	XJ	ARJ	69	1.7	1.3	0.0	0.0						0	0	0	0	0	0	0
OMA	NW	XJ	CR9	76	0.0	0.0	0.3	0.9						20	70	0	0	0	0	0
OMA	NW	9E	CRJ	50	1.2	1.7	2.2	1.6						112	82	0	0	0	0	0
OMA	DL	DLX	CRJ	50					2.2	2.0	1.0	1.0		0	0	110	100	50	50	0
OMA	DL	DLX	CR7	70										0	0	0	0	0	0	0
OMA	DL	DLX	E75	76										0	0	0	0	0	0	0
OMA	DL	DLX	CR9	76						3.0	5.0	5.0	4.0	0	0	0	228	380	380	304
OMA	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
OMA	DL	DL	320	148										0	0	0	0	0	0	0
OMA	DL	DL	319	124					1.8		1.0		2.0	0	0	223	0	124	0	248
OMA	DL	DL	M80	142					1.0	1.0	1.0			0	0	142	142	142	0	0
OMA	DL	DL	M90	150						1.0				0	0	0	150	0	0	0
OMA	DL	DL	738	160								2.0	1.0	0	0	0	0	0	320	160
OMA	DL	DL	NGA	120									1.0	0	0	0	0	0	0	120
OMA	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				7.9	6.7	6.7	6.7	6.0	7.0	8.0	8.0	8.0	616	595	575	620	696	750	832

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

Market	Publ. Carrier	Operator	Equip	Seats	Daily Aircraft Departures 2005	2006	2007	2008	2010	2015	2020	2025	2030	Daily Seat Departures 2007	2008	2010	2015	2020	2025	2030
Norfolk														Target Seat Departures (a)		47	50	56	62	69
ORF	NW	CP	E75	76	0.0	0.0	0.0	0.7						0	51	0	0	0	0	0
ORF	NW	XJ	ARJ	69	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
ORF	NW	9E	CRJ	50	2.1	1.0	1.0	0.3						50	17	0	0	0	0	0
ORF	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORF	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ORF	DL	DLX	CRJ	50					1.0	1.0	0.8	0.5	0.3	0	0	50	50	40	25	15
ORF	DL	DLX	CR7	70										0	0	0	0	0	0	0
ORF	DL	DLX	E75	76							0.2	0.5	0.7	0	0	0	0	15	38	53
	Subtotal				2.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	50	68	50	50	55	63	68
West Palm Beach														Target Seat Departures (a)		2	71	84	99	116
PBI	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PBI	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PBI	DL	DL	738	160						0.2	0.3	0.4	0.4	0	0	0	32	48	64	64
PBI	SY	SY	738	168	0.0	0.0	0.0	0.2	0.0	0.2	0.2	0.2	0.3	2	36	2	34	34	34	50
	Subtotal				0.0	0.0	0.0	0.2	0.0	0.4	0.5	0.6	0.7	2	36	2	66	82	98	114
Portland, OR														Target Seat Departures (a)		712	764	856	958	1066
PDX	NW	NW	757	180	2.5	1.9	1.9	1.6						344	284	0	0	0	0	0
PDX	NW	NW	320	148	1.3	0.9	1.0	1.2						147	176	0	0	0	0	0
PDX	NW	NW	319	124	0.0	0.2	0.0	0.0						0	2	0	0	0	0	0
PDX	NW	NW	753	224	0.4	1.2	1.2	1.4						269	311	0	0	0	0	0
PDX	DL	DL	738	160					1.0	2.0	2.0		2.0	0	0	160	320	320	0	320
PDX	DL	DL	757	180					1.0					0	0	180	0	0	0	0
PDX	DL	DL	319	124							1.0			0	0	0	0	124	0	0
PDX	DL	DL	320	148					1.0	3.0	2.0		1.0	0	0	148	444	296	0	148
PDX	DL	DL	753	224					1.0					0	0	224	0	0	0	0
PDX	DL	DL	NGC	180								4.0	2.0	0	0	0	0	0	720	360
PDX	DL	DL	NGD	225										0	0	0	0	0	0	0
PDX	AS	AS	73G	120	0.0	0.0	0.0	0.0			1.0	2.0	2.0	0	0	0	0	120	240	240
PDX	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				4.2	4.1	4.1	4.2	4.0	5.0	6.0	6.0	7.0	760	772	712	764	860	960	1068
Philadelphia														Target Seat Departures (a)		842	1035	1136	1248	1367
PHL	US	US	737	126	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	US	733	126	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	US	320	142	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	US	734	144	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	US	32S	142	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	US	319	120	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	RW	E70	76	0.0	1.2	1.7	1.0	1.0					132	75	76	0	0	0	0
PHL	US	RW	E75	76	0.0	0.0	0.9	1.9	2.0	1.0	2.0	2.0	2.0	66	147	152	76	152	152	152
PHL	US	YV	CRJ	50	1.2	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	US	ZW	CRJ	50	1.4	2.6	0.7	0.5		2.0	1.0	1.0	1.0	36	26	0	100	50	50	50
PHL	US	A454	CRJ	50	1.2	0.3	0.3	0.0						15	0	0	0	0	0	0
PHL	US	A494	E70	72	0.3	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	WN	WN	73G	137						3.0	3.0	4.0	4.0	0	0	0	411	411	548	548
PHL	NW	CJ	E75	76	0.0	0.0	0.0	0.1						0	10	0	0	0	0	0
PHL	NW	NW	D9S	100	2.6	0.9	0.1	1.2						7	115	0	0	0	0	0
PHL	NW	NW	D95	125	0.0	0.1	0.0	0.0						0	0	0	0	0	0	0
PHL	NW	NW	757	180	0.0	0.0	0.2	0.0						37	1	0	0	0	0	0
PHL	NW	NW	320	148	1.1	1.8	2.4	1.9						350	275	0	0	0	0	0
PHL	NW	NW	319	124	1.0	1.4	1.9	1.6						237	198	0	0	0	0	0
PHL	NW	NW	753	224	0.0	0.0	0.1	0.0						33	0	0	0	0	0	0
PHL	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	NW	XJ	ARJ	69	0.7	0.2	0.0	0.0						0	0	0	0	0	0	0
PHL	NW	9E	CRJ	50	0.1	0.3	0.0	0.0						0	0	0	0	0	0	0
PHL	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHL	DL	DLX	E75	76					1.0	2.0	3.0	3.0	3.0	0	0	76	152	228	228	228
PHL	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
PHL	DL	DL	738	160										0	0	0	0	0	0	0
PHL	DL	DL	M80	142					2.0					0	0	284	0	0	0	0
PHL	DL	DL	M90	150						1.0	1.0	1.0	1.0	0	0	0	150	150	150	150
PHL	DL	DL	NGA	120									2.0	0	0	0	0	0	0	240
PHL	DL	DL	320	148					1.0	1.0	1.0			0	0	148	148	148	0	0
PHL	DL	DL	319	124								1.0		0	0	0	0	0	124	0
	Subtotal				9.8	8.8	8.3	8.2	8.0	10.0	11.0	12.0	13.0	913	847	836	1037	1139	1252	1368
Phoenix														Target Seat Departures (a)		1795	2425	2835	3290	3783
PHX	US	US	733	134	0.0	0.0	0.2	0.1						32	7	0	0	0	0	0
PHX	US	US	320	150	0.0	0.0	1.1	2.8	2.0	2.0	2.0	2.0	2.0	168	417	300	300	300	300	300
PHX	US	US	321	183	0.0	0.0	0.0	0.2	1.0	1.0	1.0	2.0	3.0	0	37	183	183	183	366	549
PHX	US	US	319	124	0.0	0.0	0.1	1.0	1.0	1.0	2.0	2.0	1.0	11	122	124	124	248	248	124
PHX	US	US	752	190	0.0	0.0	0.0	0.0						0	1	0	0	0	0	0
PHX	US	HP	733	126	0.0	0.0	0.1	0.0						15	0	0	0	0	0	0
PHX	US	HP	320	142	0.0	0.0	2.0	0.0						291	0	0	0	0	0	0
PHX	US	HP	319	120	0.0	0.0	0.0	0.0						5	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

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	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
PHX	HP	HP	757	190	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
PHX	HP	HP	733	134	1.0	0.4	0.0	0.0						0	0	0	0	0	0	0
PHX	HP	HP	320	150	2.6	3.6	0.7	0.0						104	0	0	0	0	0	0
PHX	HP	HP	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHX	HP	YV	CR9	80	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
PHX	HP	F8	CR9	86	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHX	NW	NW	757	180	3.1	3.0	3.1	3.1						566	562	0	0	0	0	0
PHX	NW	NW	320	148	1.8	2.1	2.1	2.4						315	354	0	0	0	0	0
PHX	NW	NW	319	124	0.0	0.5	0.2	0.3						25	43	0	0	0	0	0
PHX	NW	NW	753	224	1.0	0.3	0.2	0.0						52	0	0	0	0	0	0
PHX	NW	NW	332	298	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHX	WN	WN	73G	137						4.0	5.0	5.0	6.0	0	0	0	548	685	685	822
PHX	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PHX	SY	SY	738	168	1.5	2.0	1.6	1.1	1.1	1.0	1.2	1.6	2.0	268	187	185	168	202	269	336
PHX	DL	DL	738	160					1.0	2.0	2.0			0	0	160	320	320	0	0
PHX	DL	DL	M80	142					1.0					0	0	142	0	0	0	0
PHX	DL	DL	M90	150						1.0	1.0			0	0	0	150	150	0	0
PHX	DL	DL	NGA	120										0	0	0	0	0	0	0
PHX	DL	DL	320	148					1.0	3.0	2.0			0	0	148	444	296	0	0
PHX	DL	DL	319	124										0	0	0	0	0	0	0
PHX	DL	DL	757	183					3.0	1.0	1.0			0	0	549	183	183	0	0
PHX	DL	DL	753	224										0	0	0	0	0	0	0
PHX	DL	DL	763	262							1.0	2.0	2.0	0	0	0	0	262	524	524
PHX	DL	DL	NGC	180								5.0	5.0	0	0	0	0	0	900	900
PHX	DL	DL	NGD	225									1.0	0	0	0	0	0	0	225
	Subtotal				11.8	11.9	11.6	11.0	11.1	16.0	18.2	19.6	22.0	1850	1729	1791	2420	2829	3292	3780
Peroia														Target Seat Departures (a)		86	88	95	102	110
PIA	NW	XJ	SF3	33	2.9	2.8	2.8	2.9						94	96	0	0	0	0	0
PIA	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIA	DL	DLX	SF3	33					2.6	2.7	2.9	3.0		0	0	86	89	96	99	0
PIA	DL	DLX	NGT	50									2.2	0	0	0	0	0	0	110
PIA	DL	DLX	CRJ	50										0	0	0	0	0	0	0
	Subtotal				2.9	2.8	2.8	2.9	2.6	2.7	2.9	3.0	2.2	94	96	86	89	96	99	110
Pierre														Target Seat Departures (a)		2	2	3	3	3
PIR	NW	XJ	SF3	33	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIR	NW	XJ	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIR	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIR	DL	DLX	CRJ	50					0.04	0.04	0.06	0.06	0.06	0	0	2	2	3	3	3
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	1	0	2	2	3	3	3
Pittsburgh														Target Seat Departures (a)		262	275	301	331	362
PIT	US	US	737	126	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	US	733	126	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	US	734	144	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	US	32S	142	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	US	319	120	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	AX	ERJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	RP	ERJ	37	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	YV	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	US	YV	ERJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	CP	E75	76	0.0	0.0	0.3	0.5						22	37	0	0	0	0	0
PIT	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	NW	D9S	100	1.5	1.3	1.0	1.3						101	127	0	0	0	0	0
PIT	NW	NW	D95	125	0.0	0.7	0.4	0.4						50	45	0	0	0	0	0
PIT	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	XJ	ARJ	69	1.8	0.6	0.0	0.0						0	0	0	0	0	0	0
PIT	NW	9E	CRJ	50	1.4	1.8	2.2	1.8						111	92	0	0	0	0	0
PIT	DL	DLX	CRJ	50					0.2	1.0		1.0	1.0	0	0	10	50	0	50	50
PIT	DL	DLX	E75	76					2.0	1.0	2.0	2.0	1.0	0	0	152	76	152	152	76
PIT	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
PIT	DL	DL	738	160										0	0	0	0	0	0	0
PIT	DL	DL	319	124								1.0		0	0	0	0	0	124	0
PIT	DL	DL	NGA	120									2.0	0	0	0	0	0	0	240
PIT	DL	DL	320	148										0	0	0	0	0	0	0
PIT	DL	DL	M90	150						1.0	1.0			0	0	0	150	150	0	0
PIT	DL	DL	M80	142										0	0	0	0	0	0	0
	Subtotal				4.7	4.3	3.9	4.0	3.2	3.0	3.0	4.0	4.0	284	301	262	276	302	326	366
Emmet County, MI														Target Seat Departures (a)		1	1	1	1	1
PLN	NW	XJ	SF3	33	0.0	0.0	0.0	0.0						1	1	0	0	0	0	0
PLN	DL	DLX	SF3	33					0.0	0.0	0.0			0	0	1	1	1	0	0
PLN	DL	DLX	CRJ	50								0.0	0.0	0	0	0	0	0	1	1
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	1	1	1

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

Market	Publ. Carrier	Operator	Equip	Seats	Daily Aircraft Departures 2005	2006	2007	2008	2010	2015	2020	2025	2030	Daily Seat Departures 2007	2008	2010	2015	2020	2025	2030
Pensacola														Target Seat Departures (a)		0	0	0	71	82
PNS	NW	9E	CRJ	50	0.8	0.0	0.0	0.0						0	0	0	0	0	0	0
PNS	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PNS	DL	DLX	CRJ	50										0	0	0	0	0	0	0
PNS	DL	DLX	E75	76								0.9	1.1	0	0	0	0	0	68	84
	Subtotal				0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.1	0	0	0	0	0	68	84
Pasco														Target Seat Departures (a)		48	51	58	65	72
PSC	NW	NW	E75	76										0	0	0	0	0	0	0
PSC	NW	NW	319	124										0	0	0	0	0	0	0
PSC	DL	DLX	E75	76					0.6	0.7	0.8	0.9	1.0	0	0	46	53	61	68	76
PSC	SY	SY	738	168										0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.6	0.7	0.8	0.9	1.0	0	0	46	53	61	68	76
Palm Springs														Target Seat Departures (a)		120	134	155	179	204
PSP	NW	NW	320	148	0.4	0.4	0.3	0.1						51	15	0	0	0	0	0
PSP	NW	NW	319	124	0.3	0.2	0.2	0.5						30	60	0	0	0	0	0
PSP	DL	DL	738	160						0.3	0.8	0.9	1.0	0	0	0	48	128	144	160
PSP	DL	DL	NGA	120										0	0	0	0	0	0	0
PSP	DL	DL	319	124					0.7	0.4				0	0	87	50	0	0	0
PSP	SY	SY	738	168	0.1	0.2	0.3	0.2	0.2	0.2	0.2	0.2	0.3	45	32	34	34	34	34	50
	Subtotal				0.8	0.8	0.8	0.8	0.9	0.9	1.0	1.1	1.3	125	107	120	131	162	178	210
Providence														Target Seat Departures (a)		87	92	101	111	122
PVD	NW	NW	320	148	0.5	0.5	0.1	0.0						20	0	0	0	0	0	0
PVD	NW	NW	319	124	1.0	0.3	0.6	0.0						74	2	0	0	0	0	0
PVD	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PVD	NW	XJ	CR9	76	0.0	0.0	0.0	0.7						0	56	0	0	0	0	0
PVD	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
PVD	NW	9E	CRJ	50	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
PVD	DL	DL	NGA	120										0	0	0	0	0	0	0
PVD	DL	DLX	CR9	76					1.0	1.0		0.4	1.0	0	0	76	76	0	30	76
PVD	DL	DLX	CRJ	50					0.2	0.3	2.0	1.6	1.0	0	0	10	15	100	80	50
PVD	DL	DLX	CR7	70										0	0	0	0	0	0	0
	Subtotal				1.6	0.8	0.7	0.8	1.2	1.3	2.0	2.0	2.0	94	58	86	91	100	110	126
Portland, ME														Target Seat Departures (a)		15	15	17	19	39
PWM	NW	XJ	CRJ	50	0.0	0.0	0.0	0.2						0	10	0	0	0	0	0
PWM	NW	9E	CRJ	50	1.1	0.2	0.3	0.1						16	6	0	0	0	0	0
PWM	DL	DLX	CR9	76							0.1	0.1	0.5	0	0	0	0	8	8	38
PWM	DL	DLX	CRJ	50					0.3	0.3	0.2	0.2		0	0	15	15	10	10	0
	Subtotal				1.1	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.5	16	16	15	15	18	18	38
Rapid City														Target Seat Departures (a)		317	335	370	408	448
RAP	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RAP	NW	NW	D9S	100	1.9	0.7	0.5	1.5						48	151	0	0	0	0	0
RAP	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RAP	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RAP	NW	NW	320	148	0.1	0.0	0.3	0.1						44	14	0	0	0	0	0
RAP	NW	NW	319	124	0.9	1.5	1.7	0.4						209	55	0	0	0	0	0
RAP	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RAP	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RAP	NW	9E	CRJ	50	0.0	0.6	0.5	0.9						27	46	0	0	0	0	0
RAP	NW	XJ	CRJ	50	0.0	0.0	0.3	0.1						14	3	0	0	0	0	0
RAP	NW	XJ	ARJ	69	1.2	0.6	0.0	0.0						0	0	0	0	0	0	0
RAP	NW	XJ	CR9	76	0.0	0.0	0.0	0.4						0	31	0	0	0	0	0
RAP	DL	DLX	CR9	76					1.0	2.0	3.0	2.0	2.0	0	0	76	152	228	152	152
RAP	DL	DLX	CRJ	50						1.0			1.0	0	0	0	50	0	0	50
RAP	DL	DL	M80	142					1.0	1.0	1.0	1.0		0	0	142	142	142	142	0
RAP	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
RAP	DL	DL	319	124										0	0	0	0	0	0	0
RAP	DL	DL	NGA	120								1.0	2.0	0	0	0	0	0	120	240
	Subtotal				4.0	3.4	3.3	3.4	3.0	4.0	4.0	4.0	5.0	342	300	318	344	370	414	442
Raleigh-Durham														Target Seat Departures (a)		262	289	331	378	428
RDU	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RDU	NW	NW	D9S	100	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
RDU	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RDU	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RDU	NW	NW	320	148	1.3	1.2	1.3	0.6						185	90	0	0	0	0	0
RDU	NW	NW	319	124	1.2	0.8	0.7	1.4						89	172	0	0	0	0	0
RDU	DL	DLX	CR9	76							1.0	1.0	1.0	0	0	0	0	76	76	76
RDU	DL	DL	M80	142					1.0	1.0	1.0			0	0	142	142	142	0	0
RDU	DL	DL	M90	150						1.0		2.0		0	0	0	150	0	300	0
RDU	DL	DL	320	148										0	0	0	0	0	0	0
RDU	DL	DL	319	124					1.0		1.0			0	0	124	0	124	0	0
RDU	DL	DL	738	160										0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
RDU	DL	DL	NGA	120									3.0	0	0	0	0	0	0	360
	Subtotal				2.7	2.0	2.0	2.0	2.0	2.0	3.0	3.0	4.0	274	262	266	292	342	376	436
Rhinelander														Target Seat Departures (a)		91	100	113	128	144
RHI	NW	XJ	SF3	33	3.4	2.3	2.0	2.0						66	66	0	0	0	0	0
RHI	NW	9E	CRJ	50	0.0	0.7	0.6	0.5						31	25	0	0	0	0	0
RHI	DL	DLX	SF3	33					2.0	3.0	2.0	1.0		0	0	66	99	66	33	0
RHI	DL	DLX	CRJ	50					0.5		1.0			0	0	25	0	50	0	0
RHI	DL	DLX	NGT	50								2.0	3.0	0	0	0	0	0	100	150
	Subtotal				3.4	3.0	2.6	2.5	2.5	3.0	3.0	3.0	3.0	96	91	91	99	116	133	150
Richmond														Target Seat Departures (a)		47	51	57	64	72
RIC	NW	9E	CRJ	50	2.5	0.9	1.0	1.7						50	84	0	0	0	0	0
RIC	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RIC	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RIC	DL	DLX	CRJ	50					1.0	1.0	0.7	0.5		0	0	50	50	35	25	0
RIC	DL	DLX	CR7	70										0	0	0	0	0	0	0
RIC	DL	DLX	CR9	76							0.3	0.5	1.0	0	0	0	0	23	38	76
	Subtotal				2.5	0.9	1.0	1.7	1.0	1.0	1.0	1.0	1.0	50	84	50	50	58	63	76
Reno														Target Seat Departures (a)		233	252	284	319	356
RNO	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RNO	NW	NW	320	148	1.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RNO	NW	NW	319	124	0.7	0.0	0.0	0.0						0	0	0	0	0	0	0
RNO	DL	DL	320	148						0.9				0	0	0	133	0	0	0
RNO	DL	DL	319	124					1.9	1.0	1.0			0	0	236	124	124	0	0
RNO	DL	DL	738	160							1.0	2.0		0	0	0	0	160	320	0
RNO	DL	DL	M90	150										0	0	0	0	0	0	0
RNO	DL	DL	NGA	120									3.0	0	0	0	0	0	0	360
RNO	DL	DL	NGC	180										0	0	0	0	0	0	0
RNO	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				1.7	0.0	0.0	0.0	1.9	1.9	2.0	2.0	3.0	0	0	236	257	284	320	360
Roanoke														Target Seat Departures (a)		0	0	0	0	0
ROA	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Rochester, NY														Target Seat Departures (a)		50	52	56	60	64
ROC	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ROC	NW	NW	D9S	100	0.2	0.1	0.1	0.0						12	0	0	0	0	0	0
ROC	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ROC	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ROC	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
ROC	NW	XJ	CRJ	50	0.0	0.0	0.0	0.3						0	13	0	0	0	0	0
ROC	NW	XJ	ARJ	69	0.8	0.4	0.0	0.0						0	0	0	0	0	0	0
ROC	NW	9E	CRJ	50	0.0	0.4	0.9	0.7						44	37	0	0	0	0	0
ROC	DL	DLX	CRJ	50					1.0	1.0	0.8	0.6	0.5	0	0	50	50	40	30	25
ROC	DL	DLX	CR7	70										0	0	0	0	0	0	0
ROC	DL	DLX	CR9	76							0.2	0.4	0.5	0	0	0	0	15	30	38
	Subtotal				1.0	0.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	55	50	50	50	55	60	63
Rochester, MN														Target Seat Departures (a)		361	389	438	492	549
RST	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RST	NW	NW	D9S	100	0.8	0.9	1.4	1.2						142	116	0	0	0	0	0
RST	NW	NW	D95	125	0.1	0.5	0.3	0.5						33	58	0	0	0	0	0
RST	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RST	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RST	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RST	NW	XJ	SF3	33	3.3	2.2	2.2	2.5						72	82	0	0	0	0	0
RST	NW	XJ	CRJ	50	0.0	0.5	0.0	0.6						0	28	0	0	0	0	0
RST	NW	XJ	ARJ	69	0.9	0.3	0.0	0.0						0	0	0	0	0	0	0
RST	NW	9E	CRJ	50	2.5	2.3	2.7	2.1						137	106	0	0	0	0	0
RST	DL	DLX	CRJ	50					4.0	5.0	3.0	2.0		0	0	200	250	150	100	0
RST	DL	DLX	CR7	70						1.0	3.0			0	0	0	70	210	0	0
RST	DL	DLX	E75	76						1.0	1.0	2.0	6.0	0	0	0	76	76	152	456
RST	DL	DLX	NGT	50								2.0	2.0	0	0	0	0	0	100	100
RST	DL	DLX	SF3	33					2.0					0	0	66	0	0	0	0
RST	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
RST	DL	DL	M80	142								1.0		0	0	0	0	0	142	0
RST	DL	DL	NGA	120										0	0	0	0	0	0	0
	Subtotal				7.6	6.6	6.6	6.8	7.0	7.0	7.0	7.0	8.0	383	389	366	396	436	494	556
Fort Myers														Target Seat Departures (a)		549	621	726	843	967
RSW	NW	NW	757	180	1.1	0.8	1.0	0.5						183	82	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
RSW	NW	NW	320	148	0.4	0.9	0.7	1.1						105	156	0	0	0	0	0
RSW	NW	NW	319	124	0.3	0.2	0.0	0.3						1	33	0	0	0	0	0
RSW	NW	NW	753	224	0.2	0.2	0.1	0.1						33	33	0	0	0	0	0
RSW	DL	DL	M80	142					1.0					0	0	142	0	0	0	0
RSW	DL	DL	M90	150						2.0	1.0	1.0	1.0	0	0	0	300	150	150	150
RSW	DL	DL	757	183										0	0	0	0	0	0	0
RSW	DL	DL	320	148						1.0				0	0	0	148	0	0	0
RSW	DL	DL	319	124					2.0		2.0		1.0	0	0	248	0	248	0	124
RSW	DL	DL	738	160							1.0	1.0	1.0	0	0	0	0	160	160	160
RSW	DL	DL	NGC	180								2.0	2.0	0	0	0	0	0	360	360
RSW	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
RSW	SY	SY	738	168	1.2	1.4	1.4	0.7	1.0	1.0	1.0	1.0	1.0	242	123	168	168	168	168	168
	Subtotal				3.2	3.5	3.3	2.7	4.0	4.0	5.0	5.0	6.0	564	427	558	616	726	838	962
San Diego														Target Seat Departures (a)		736	970	1100	1245	1400
SAN	NW	NW	757	180	1.4	1.5	1.5	0.6						266	113	0	0	0	0	0
SAN	NW	NW	753	224	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SAN	NW	NW	320	148	2.5	2.2	2.2	3.1						332	452	0	0	0	0	0
SAN	NW	NW	319	124	0.0	0.0	0.0	0.0						3	2	0	0	0	0	0
SAN	DL	DL	757	183							1.0			0	0	0	0	183	0	0
SAN	DL	DL	320	148					2.0	1.0				0	0	296	148	0	0	0
SAN	DL	DL	319	124					1.0			1.0		0	0	124	0	0	124	0
SAN	DL	DL	738	160					1.0	4.0	4.0	3.0	2.0	0	0	160	640	640	480	320
SAN	DL	DL	NGC	180								2.0	2.0	0	0	0	0	0	360	360
SAN	DL	DL	NGA	120										0	0	0	0	0	0	0
SAN	DL	DL	NGD	225									2.0	0	0	0	0	0	0	450
SAN	WN	WN	73G	137						1.0	2.0	2.0	2.0	0	0	0	137	274	274	274
SAN	SY	SY	737	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SAN	SY	SY	738	168	0.9	0.9	1.1	0.9	0.9	0.3				177	158	151	50	0	0	0
	Subtotal				4.8	4.7	4.8	4.6	4.9	6.3	7.0	8.0	8.0	777	724	731	975	1097	1238	1404
San Antonio														Target Seat Departures (a)		228	248	280	315	354
SAT	NW	CP	E75	76	0.0	0.0	0.0	1.5						0	112	0	0	0	0	0
SAT	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SAT	NW	NW	320	148	0.1	0.0	0.1	0.0						14	6	0	0	0	0	0
SAT	NW	NW	319	124	1.8	1.9	1.8	0.5						228	60	0	0	0	0	0
SAT	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SAT	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SAT	DL	DL	NGA	120								2.0	1.0	0	0	0	0	0	240	120
SAT	DL	DLX	E75	76					1.0		2.0	1.0	1.0	0	0	76	0	152	76	76
SAT	DL	DL	M80	142										0	0	0	0	0	0	0
SAT	DL	DL	M90	150					1.0					0	0	150	0	0	0	0
SAT	DL	DL	319	124						2.0	1.0			0	0	0	248	124	0	0
SAT	DL	DL	738	160									1.0	0	0	0	0	0	0	160
	Subtotal				2.0	2.0	1.9	2.0	2.0	2.0	3.0	3.0	3.0	242	177	226	248	276	316	356
Savannah														Target Seat Departures (a)		3	4	4	4	81
SAV	NW	9E	CRJ	50	0.2	0.1	0.1	0.1						4	4	0	0	0	0	0
SAV	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SAV	DL	DLX	CRJ	50					0.1	0.1	0.1	0.1		0	0	3	4	4	4	0
SAV	DL	DLX	CR9	76									1.0	0	0	0	0	0	0	76
	Subtotal				0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0	4	4	3	4	4	4	76
South Bend														Target Seat Departures (a)		46	48	52	57	63
SBN	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SBN	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SBN	NW	XJ	SF3	33	1.4	0.0	0.0	0.0						0	0	0	0	0	0	0
SBN	NW	XJ	ARJ	69	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SBN	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SBN	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SBN	NW	9E	CRJ	50	1.0	1.0	1.0	1.0						49	50	0	0	0	0	0
SBN	DL	DLX	CRJ	50					1.0	1.0	1.0	0.7	0.3	0	0	50	50	50	35	15
SBN	DL	DLX	CR7	70								0.3	0.7	0	0	0	0	0	21	49
SBN	DL	DLX	E75	76										0	0	0	0	0	0	0
	Subtotal				2.4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	49	50	50	50	50	56	64
Louisville														Target Seat Departures (a)		192	204	227	251	277
SDF	NW	CP	E75	76	0.0	0.0	0.0	0.6						0	44	0	0	0	0	0
SDF	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SDF	NW	NW	D9S	100	1.5	0.8	0.6	0.3						65	25	0	0	0	0	0
SDF	NW	NW	D95	125	0.2	0.1	0.4	0.1						48	15	0	0	0	0	0
SDF	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SDF	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SDF	NW	XJ	CRJ	50	0.0	0.0	0.0	0.4						0	20	0	0	0	0	0
SDF	NW	XJ	ARJ	69	0.3	0.7	0.0	0.0						0	0	0	0	0	0	0
SDF	NW	9E	CRJ	50	1.5	1.4	1.9	1.6						93	81	0	0	0	0	0
SDF	DL	DLX	CRJ	50					1.0		3.0	2.0	1.0	0	0	50	0	150	100	50
SDF	DL	DLX	CR7	70					2.0	3.0				0	0	140	210	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
SDF	DL	DLX	E75	76							1.0	2.0	3.0	0	0	0	0	76	152	228
SDF	DL	DL	NGA	120										0	0	0	0	0	0	0
	Subtotal				3.4	2.9	2.9	3.0	3.0	3.0	4.0	4.0	4.0	207	185	190	210	226	252	278
Seattle														Target Seat Departures (a)		1486	1810	2031	2277	2539
SEA	NW	NW	747	349	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SEA	NW	NW	757	180	1.8	1.1	0.9	1.3						164	232	0	0	0	0	0
SEA	NW	NW	320	148	0.7	0.3	0.2	0.6						37	95	0	0	0	0	0
SEA	NW	NW	319	124	0.0	0.0	0.0	0.0						0	5	0	0	0	0	0
SEA	NW	NW	333	298	0.0	0.0	0.1	0.0						18	0	0	0	0	0	0
SEA	NW	NW	753	224	3.6	4.8	5.1	4.4						1141	979	0	0	0	0	0
SEA	AS	AS	738	160	0.0	0.0	0.0	0.0	2.0	2.0	3.0	4.0	4.0	0	0	320	320	480	640	640
SEA	WN	WN	73G	137						2.0	2.0	2.0	3.0	0	0	0	274	274	274	411
SEA	DL	DL	319	124					1.0	2.0				0	0	124	248	0	0	0
SEA	DL	DL	738	160					1.0	1.0	2.0	1.0	3.0	0	0	160	160	320	160	480
SEA	DL	DL	753	224					1.0	1.0	1.0	1.0		0	0	224	224	224	224	0
SEA	DL	DL	757	183					1.0					0	0	183	0	0	0	0
SEA	DL	DL	320	148					2.0	1.0	2.0			0	0	296	148	296	0	0
SEA	DL	DL	763	262						1.0	1.0	1.0	1.0	0	0		262	262	262	262
SEA	DL	DL	NGC	180								3.0	2.0	0	0			0	540	360
SEA	DL	DL	NGD	225									1.0	0	0			0	0	225
SEA	SY	SY	738	168	1.2	1.2	1.3	1.5	1.0	1.0	1.0	1.0	1.0	224	250	168	168	168	168	168
	Subtotal				7.3	7.5	7.6	7.8	9.0	11.0	12.0	13.0	15.0	1584	1562	1475	1804	2024	2268	2546
SFO - San Francisco														Target Seat Departures (a)		1392	1804	2021	2264	2525
OAK	B6	B6	320	156	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
OAK	WN	WN	73G	137						2.0	2.0	2.0	3.0	0	0	0	274	274	274	411
SJC	NW	NW	320	148	1.9	1.5	1.5	1.1						229	169	0	0	0	0	0
SJC	NW	NW	319	124	0.3	0.5	0.4	0.9						53	106	0	0	0	0	0
SJC	DL	DL	320	148					1.0		1.0			0	0	148	0	148	0	0
SJC	DL	DL	319	124						3.0	1.0			0	0	0	372	124	0	0
SJC	DL	DL	738	160					1.0		1.0	3.0	1.0	0	0	160	0	160	480	160
SJC	DL	DL	NGA	120									1.0	0	0		0	0		120
SJC	DL	DL	NGB	150									1.0	0	0	0	0	0	0	150
SJC	DL	DL	NGC	180									1.0	0	0	0	0	0	0	180
SFO	NW	NW	D10	273	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SFO	NW	NW	757	180	2.4	2.1	1.8	2.2						324	403	0	0	0	0	0
SFO	NW	NW	320	148	1.4	1.5	1.8	1.1						263	161	0	0	0	0	0
SFO	NW	NW	319	124	0.0	0.0	0.1	0.4						15	52	0	0	0	0	0
SFO	NW	NW	332	298	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SFO	NW	NW	753	224	1.3	1.5	1.6	1.5						358	347	0	0	0	0	0
SFO	DL	DL	320	148					1.0			1.0		0	0	148	0	0	148	0
SFO	DL	DL	319	124					0.3	2.0		1.0	1.0	0	0	37	248	0	124	124
SFO	DL	DL	753	224					1.0	1.0	1.0			0	0	224	224	224	0	0
SFO	DL	DL	738	160					1.0	2.0	4.0			0	0	160	320	640	0	0
SFO	DL	DL	757	183					2.0	1.0				0	0	366	183	0	0	0
SFO	DL	DL	NGC	180								3.0	4.0	0	0	0	0	0	540	720
SFO	DL	DL	NGD	225								1.0	1.0	0	0	0	0	0	225	225
SFO	DL	DL	763	262							1.0	1.0	1.0	0	0	0	0	262	262	262
SFO	SY	SY	738	168	1.0	1.0	1.5	0.7	0.9	1.1	1.1	1.3	1.0	244	117	151	185	185	218	168
	Subtotal				8.4	8.2	8.7	8.0	8.2	12.1	12.1	13.3	15.0	1486	1354	1394	1806	2017	2271	2520
Springfield, MO														Target Seat Departures (a)		55	63	71	80	90
SGF	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SGF	NW	9E	CRJ	50	2.2	1.0	1.0	1.0						49	50	0	0	0	0	0
SGF	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SGF	DL	DLX	CRJ	50							0.4	0.6	0.6	0	0	0	0	20	30	30
SGF	SY	SY	738	168	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
BKG	SY	SY	738	168					0.3	0.3	0.3	0.3	0.4	0	0	50	50	50	50	67
	Subtotal				2.2	1.0	1.0	1.0	0.3	0.3	0.7	0.9	1.0	49	50	50	50	70	80	97
San Juan														Target Seat Departures (a)		23	24	27	30	34
SJU	NW	NW	757	180	0.1	0.1	0.1	0.1						14	13	0	0	0	0	0
SJU	DL	DL	757	183					0.1					0	0	18	0	0	0	0
SJU	DL	DL	738	160						0.2	0.2	0.2		0	0	0	32	32	32	0
SJU	DL	DL	NGC	180									0.2	0	0	0	0	0	0	36
SJU	SY	SY	738	168	0.1	0.1	0.1	0.0						11	0	0	0	0	0	0
	Subtotal				0.1	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.2	24	13	18	32	32	32	36
Salt Lake City														Target Seat Departures (a)		1012	1117	1283	1467	1664
SLC	DL	DL	733	128	1.4	0.3	0.0	0.0						0	0	0	0	0	0	0
SLC	DL	DL	M90	150	0.0	0.3	0.6	0.2			1.0		1.0	89	37	0	0	150	0	150
SLC	DL	DL	738	160	0.0	0.4	0.0	0.0	4.0	2.0	5.0	5.0	1.0	0	0	640	320	800	800	160
SLC	DL	DL	757	183						3.0	1.0			0	0	0	549	183	0	0
SLC	DL	DL	320	148					2.0		1.0			0	0	296	0	148	0	0
SLC	DL	DL	319	124						2.0		1.0		0	0	0	248	0	124	0
SLC	DL	DL	NGC	180								3.0	5.0	0	0	0	0	0	540	900
SLC	DL	DL	NGD	225									2.0	0	0	0	0	0		450

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
SLC	DL	DLX	CR7	70	1.3	1.8	0.1	0.0						9	0	0	0	0	0	0
SLC	DL	DLX	CRJ	50	0.1	0.0	0.0	0.0						0	0	0	0	0	0	0
SLC	DL	DLX	CRJ	50	1.3	1.0	0.9	0.4						47	20	0	0	0	0	0
SLC	DL	DLX	CR7	70	0.0	0.0	0.7	0.9						50	63	0	0	0	0	0
SLC	DL	DLX	CR9	76	0.0	0.2	1.5	1.7	1.0					112	126	76	0	0	0	0
SLC	NW	CP	E75	76	0.0	0.0	0.0	0.9						0	70	0	0	0	0	0
SLC	NW	NW	757	180	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SLC	NW	NW	320	148	1.2	2.3	2.4	1.2						353	173	0	0	0	0	0
SLC	NW	NW	319	124	1.6	0.6	0.8	1.5						100	183	0	0	0	0	0
SLC	NW	XJ	ARJ	69	0.4	0.3	0.0	0.0						0	0	0	0	0	0	0
SLC	NW	9E	CRJ	50	0.3	0.3	0.3	0.0						14	1	0	0	0	0	0
	Subtotal				7.5	7.5	7.3	6.8	7.0	7.0	8.0	9.0	9.0	774	672	1012	1117	1281	1464	1660
Sacramento														Target Seat Departures (a)		305	339	392	451	515
SMF	NW	NW	757	180	0.5	0.0	0.0	0.0						0	0	0	0	0	0	0
SMF	NW	NW	320	148	1.7	2.1	2.0	2.2						302	319	0	0	0	0	0
SMF	NW	NW	319	124	0.2	0.1	0.1	0.1						16	14	0	0	0	0	0
SMF	DL	DL	738	160								2.0	1.0	0	0	0	0	0	320	160
SMF	DL	DL	757	183										0	0	0	0	0	0	0
SMF	DL	DL	NGC	180									2.0	0	0	0	0	0	0	360
SMF	DL	DL	320	148					2.0	2.0	2.0			0	0	296	296	296	0	0
SMF	DL	DL	319	124						0.4	0.8	1.0		0	0	0	50	99	124	0
	Subtotal				2.4	2.2	2.2	2.3	2.0	2.4	2.8	3.0	3.0	318	333	296	346	395	444	520
Springfield, IL														Target Seat Departures (a)		0	0	0	0	0
SPI	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SPI	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0
Sarasota														Target Seat Departures (a)		1	1	1	1	1
SRQ	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SRQ	NW	NW	319	124	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SRQ	DL	DL	319	124					0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	1	1
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	1	1
Saint Cloud														Target Seat Departures (a)		143	155	175	196	219
STC	NW	XJ	SF3	33	5.4	4.7	4.6	3.9						151	127	0	0	0	0	0
STC	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STC	DL	DLX	CRJ	50							0.5			0	0	0	0	25	0	0
STC	DL	DLX	SF3	33					4.2	4.7	4.5	3.0		0	0	139	155	149	99	0
STC	DL	DLX	NGT	50								2.0	4.4	0	0	0	0	0	100	220
	Subtotal				5.4	4.7	4.6	3.9	4.2	4.7	5.0	5.0	4.4	151	127	139	155	174	199	220
St. Louis														Target Seat Departures (a)		768	949	1041	1143	1253
STL	AA	AA	M80	129	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STL	AA	AA	738	142	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STL	AA	AX	ER4	50	0.5	0.0	0.0	0.0			7.0	7.0	7.0	0	0	0	0	350	350	350
STL	AA	RP	ERD	44	5.1	5.6	6.3	6.8	7.0	7.0				278	301	308	308	0	0	0
STL	WN	WN	73G	137						1.0	1.0	1.0	2.0	0	0	0	137	137	137	274
STL	NW	NW	DC9	78	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STL	NW	NW	D9S	100	3.9	2.1	2.4	3.0						242	300	0	0	0	0	0
STL	NW	NW	D95	125	0.4	0.9	1.2	0.7						144	90	0	0	0	0	0
STL	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STL	NW	NW	319	124	0.0	0.0	0.1	0.2						13	31	0	0	0	0	0
STL	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STL	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
STL	NW	XJ	ARJ	69	1.6	0.8	0.0	0.0						0	0	0	0	0	0	0
STL	NW	XJ	CR9	76	0.0	0.0	0.4	1.1						31	82	0	0	0	0	0
STL	NW	9E	CRJ	50	1.5	2.8	2.5	1.5						124	73	0	0	0	0	0
STL	DL	DLX	CRJ	50					2.5	2.5	1.0			0	0	125	125	50	0	0
STL	DL	DLX	CR7	70					0.5					0	0	35	0	0	0	0
STL	DL	DLX	CR9	76						1.5	3.0	5.0	5.0	0	0	0	114	228	380	380
STL	DL	DL	D9S	100					3.0					0	0	300	0	0	0	0
STL	DL	DL	319	124						1.0	1.0	1.0		0	0	0	124	124	124	0
STL	DL	DL	M80	142						1.0				0	0	0	142	0	0	0
STL	DL	DL	M90	150							1.0	1.0		0	0	0	0	150	150	0
STL	DL	DL	NGA	120									2.0	0	0	0	0	0	0	240
STL	DL	DL	738	160										0	0	0	0	0	0	0
	Subtotal				13.0	12.1	12.9	13.4	13.0	14.0	14.0	15.0	16.0	833	878	768	950	1039	1141	1244
St. Thomas														Target Seat Departures (a)		7	7	8	9	10
STT	SY	SY	738	168	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	7	6	8	8	8	8	10
	Subtotal				0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	7	6	8	8	8	8	10

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

	Publ.				Daily Aircraft Departures									Daily Seat Departures						
Market	**Carrier**	**Operator**	**Equip**	**Seats**	**2005**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
Sioux City														Target Seat Departures (a)		163	174	195	218	242
SUX	NW	XJ	SF3	33	3.8	3.2	3.0	3.2						99	106	0	0	0	0	0
SUX	NW	XJ	CRJ	50	0.0	0.6	0.0	1.3						2	64	0	0	0	0	0
SUX	NW	XJ	ARJ	69	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SUX	NW	9E	CRJ	50	2.4	1.2	1.5	0.3						73	17	0	0	0	0	0
SUX	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SUX	DL	DLX	SF3	33					3.0	3.0	3.0	2.0		0	0	99	99	99	66	0
SUX	DL	DLX	NGT	50								3.0	5.0	0	0	0	0	0	150	250
SUX	DL	DLX	CRJ	50					1.3	1.5	2.0			0	0	65	75	100	0	0
	Subtotal				6.1	4.9	4.5	4.8	4.3	4.5	5.0	5.0	5.0	174	187	164	174	199	216	250
Syracuse														Target Seat Departures (a)		0	43	46	50	54
SYR	NW	9E	CRJ	50	1.6	0.0	0.0	0.0						0	0	0	0	0	0	0
SYR	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SYR	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
SYR	DL	DLX	CRJ	50						0.9	0.9	1.0	0.8	0	0	0	45	45	50	40
SYR	DL	DLX	CR7	70										0	0	0	0	0	0	0
SYR	DL	DLX	CR9	76									0.2	0	0	0	0	0	0	15
	Subtotal				1.6	0.0	0.0	0.0	0.0	0.9	0.9	1.0	1.0	0	0	0	45	45	50	55
Toledo														Target Seat Departures (a)		0	0	0	1	1
TOL	NW	9E	CRJ	50	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TOL	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TOL	DL	DLX	CRJ	50								0.0	0.0	0	0	0	0	0	1	1
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	1	1
TPA - Tampa														Target Seat Departures (a)		468	642	725	818	918
PIE	SY	SY	738	168	0.0	0.1	0.4	0.3	0.3	0.3	0.3	0.3	0.2	69	48	50	50	50	50	34
TPA	FL	FL	73G	137	0.0	0.0	0.0	0.2						0	23	0	0	0	0	0
TPA	WN	WN	73G	137						1.0	2.0	2.0	2.0	0	0	0	137	274	274	274
TPA	NW	NW	757	180	0.9	0.8	1.3	1.2						230	211	0	0	0	0	0
TPA	NW	NW	320	148	1.9	1.6	1.2	0.8						183	122	0	0	0	0	0
TPA	NW	NW	319	124	0.1	0.0	0.0	0.5						1	65	0	0	0	0	0
TPA	NW	NW	753	224	0.0	0.2	0.1	0.1						14	33	0	0	0	0	0
TPA	DL	DL	757	183					1.0		1.0			0	0	183	0	183	0	0
TPA	DL	DL	320	148					1.0	2.0			1.0	0	0	148	296	0	0	148
TPA	DL	DL	319	124					0.7			1.0	1.0	0	0	87	0	0	124	124
TPA	DL	DL	753	224							1.0			0	0	0	0	224	0	0
TPA	DL	DL	738	160						1.0			1.0	0	0	0	160	0	0	160
TPA	DL	DL	NGC	180								2.0	1.0	0	0	0	0	0	360	180
TPA	DL	DL	NGD	225										0	0	0	0	0	0	0
TPA	SY	SY	738	168	0.5	0.3	0.0	0.0						0	0	0	0	0	0	0
	Subtotal				3.3	3.0	3.0	3.1	3.0	4.3	4.3	5.3	6.2	496	500	468	643	731	808	920
Tulsa														Target Seat Departures (a)		92	98	108	119	131
TUL	NW	9E	CRJ	50	2.7	2.0	2.0	2.0						99	100	0	0	0	0	0
TUL	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TUL	DL	DLX	CRJ	50					1.8	2.0	1.5	1.2	0.8	0	0	90	100	75	60	40
TUL	DL	DLX	CR7	70							0.5			0	0	0	0	35	0	0
TUL	DL	DLX	CR9	76								0.8	1.2	0	0	0	0	0	61	91
	Subtotal				2.7	2.0	2.0	2.0	1.8	2.0	2.0	2.0	2.0	99	100	90	100	110	121	131
Tucson														Target Seat Departures (a)		153	168	192	218	246
TUS	NW	NW	320	148	0.7	0.5	0.5	0.2						79	33	0	0	0	0	0
TUS	NW	NW	319	124	0.4	0.5	0.6	1.0						81	122	0	0	0	0	0
TUS	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TUS	NW	9E	CRJ	50	0.2	0.0	0.0	0.0						0	0	0	0	0	0	0
TUS	DL	DL	320	148										0	0	0	0	0	0	0
TUS	DL	DL	319	124					1.0					0	0	124	0	0	0	0
TUS	DL	DL	738	160							1.2			0	0	0	0	192	0	0
TUS	DL	DL	M80	142					0.2	1.2				0	0	28	170	0	0	0
TUS	DL	DL	NGA	120								1.8	2.0	0	0	0	0	0	216	240
TUS	SY	SY	738	168	0.0	0.0	0.0	0.1						2	17	0	0	0	0	0
	Subtotal				1.4	1.0	1.2	1.3	1.2	1.2	1.2	1.8	2.0	161	172	152	170	192	216	240
Traverse City														Target Seat Departures (a)		74	79	89	100	111
TVC	NW	NW	D9S	100	0.2	0.2	0.2	0.3						23	30	0	0	0	0	0
TVC	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TVC	NW	NW	319	124	0.0	0.0	0.2	0.0						30	2	0	0	0	0	0
TVC	NW	XJ	SF3	33	0.8	0.1	0.0	0.0						0	0	0	0	0	0	0
TVC	NW	XJ	ARJ	69	0.2	0.2	0.0	0.0						0	0	0	0	0	0	0
TVC	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TVC	NW	9E	CRJ	50	1.1	0.5	0.5	0.7						25	34	0	0	0	0	0
TVC	DL	DLX	CRJ	50					1.5	1.6	1.8	2.0	1.4	0	0	75	80	90	100	70
TVC	DL	DLX	CR7	70									0.6	0	0	0	0	0	0	42
TVC	DL	DLX	CR9	76										0	0	0	0	0	0	0

Table E.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Domestic Departure Projections by Market

Market	Publ. Carrier	Operator	Equip	Seats	Daily Aircraft Departures 2005	2006	2007	2008	2010	2015	2020	2025	2030	Daily Seat Departures 2007	2008	2010	2015	2020	2025	2030
	Subtotal				2.2	1.0	1.0	1.0	1.5	1.6	1.8	2.0	2.0	78	66	75	80	90	100	112
Thief River Falls														Target Seat Departures (a)		1	1	1	2	2
TVF	NW	XJ	SF3	33	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TVF	DL	DLX	SF3	33					0.0	0.0	0.0			0	0	1	1	1	0	0
TVF	DL	DLX	NGT	50								0.0	0.0	0	0	0	0	0	2	2
	Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	1	1	1	2	2
Knoxville														Target Seat Departures (a)		47	51	58	66	74
TYS	NW	9E	CRJ	50	1.0	1.0	1.0	1.0						50	50	0	0	0	0	0
TYS	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
TYS	DL	DLX	CRJ	50					1.0	1.0	0.7	0.4		0	0	50	50	35	20	0
TYS	DL	DLX	CR7	70										0	0	0	0	0	0	0
TYS	DL	DLX	CR9	76							0.3	0.6	1.0	0	0	0	0	23	46	76
	Subtotal				1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	50	50	50	50	58	66	76
WAS - Washington														Target Seat Departures (a)		1424	1536	1728	1942	2170
DCA	NW	NW	D9S	100	0.3	0.7	0.1	0.0						6	0	0	0	0	0	0
DCA	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DCA	NW	NW	72S	149	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DCA	NW	NW	757	180	0.9	0.0	0.1	0.6						14	105	0	0	0	0	0
DCA	NW	NW	320	148	3.0	3.6	4.2	3.3						619	493	0	0	0	0	0
DCA	NW	NW	319	124	1.8	1.8	1.8	2.3						220	288	0	0	0	0	0
DCA	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
DCA	NW	XJ	ARJ	69	0.4	0.0	0.0	0.0						0	0	0	0	0	0	0
DCA	DL	DL	320	148					3.0		1.0			0	0	444	0	148	0	0
DCA	DL	DL	319	124					1.0	2.0		1.0		0	0	124	248	0	124	0
DCA	DL	DL	M80	142					1.0	1.0	2.0			0	0	142	142	284	0	0
DCA	DL	DL	M90	150						2.0	1.0		1.0	0	0	0	300	150	0	150
DCA	DL	DL	NGA	120								1.0	1.0	0	0	0	0	0	120	120
DCA	DL	DL	757	183					1.0					0	0	183	0	0	0	0
DCA	DL	DL	738	160						1.0	2.0	2.0	1.0	0	0	0	160	320	320	160
DCA	DL	DL	NGC	180								2.0	3.0	0	0	0	0	0	360	540
IAD	NW	CP	CRJ	50	0.0	0.0	0.6	0.0						30	0	0	0	0	0	0
IAD	NW	CP	E75	76	0.0	0.0	0.0	1.6						0	121	0	0	0	0	0
IAD	NW	NW	E90	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IAD	NW	NW	D9S	100	2.2	1.2	0.4	0.8						36	81	0	0	0	0	0
IAD	NW	NW	D95	125	0.0	0.0	0.0	0.0						1	0	0	0	0	0	0
IAD	NW	NW	320	148	0.2	0.9	1.1	0.3						157	42	0	0	0	0	0
IAD	NW	NW	319	124	0.6	0.3	1.5	1.0						187	129	0	0	0	0	0
IAD	NW	9E	CRJ	50	0.5	1.5	0.5	0.0						25	1	0	0	0	0	0
IAD	DL	DL	320	148										0	0	0	0	0	0	0
IAD	DL	DL	319	124					1.0	1.0				0	0	124	124	0	0	0
IAD	DL	DL	M80	142							1.0			0	0	0	0	142	0	0
IAD	DL	DL	NGA	120								2.0	2.0	0	0	0	0	0	240	240
IAD	DL	DL	757	183										0	0	0	0	0	0	0
IAD	DL	DL	738	160									1.0	0	0	0	0	0	0	160
IAD	DL	DL	NGC	180										0	0	0	0	0	0	0
IAD	DL	DL	D9S	100					1.0					0	0	100	0	0	0	0
IAD	DL	DLX	E75	76					2.0	3.0	3.0	2.0	2.0	0	0	152	228	228	152	152
IAD	B6	B6	E90	100	0.0	0.0	0.0	0.0		2.0	2.0	3.0	3.0	0	0	0	200	200	300	300
IAD	SY	SY	738	168	0.0	0.5	1.1	0.9	0.9	0.8	0.8	0.8	0.8	190	145	151	134	134	134	134
IAD	UA	YV	CRJ	50	1.0	0.0	0.0	0.0						0	0	0	0	0	0	0
IAD	UA	A221	CRJ	50	0.6	0.0	0.0	0.0			1.0	1.0		0	0	0	0	50	50	0
IAD	UA	A499	E70	70	0.5	1.7	0.4	0.0			1.0	2.0	3.0	30	0	0	0	70	140	210
	Subtotal				12.1	12.3	11.7	10.9	10.9	12.8	14.8	16.8	17.8	1515	1406	1420	1536	1726	1940	2166
Fayetteville														Target Seat Departures (a)		92	105	125	146	170
XNA	NW	NW	320	148	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
XNA	NW	NW	D9S	100	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
XNA	NW	NW	D95	125	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
XNA	NW	9E	CRJ	50	2.3	1.6	1.9	2.0						94	98	0	0	0	0	0
XNA	NW	9E	CR7	70	0.0	0.0	0.0	0.0						0	0	0	0	0	0	0
XNA	DL	DLX	CRJ	50					1.8	1.8	1.0		2.0	0	0	90	90	50	0	100
XNA	DL	DLX	CR7	70										0	0	0	0	0	0	0
XNA	DL	DLX	CR9	76						0.2	1.0	2.0	1.0	0	0	0	15	76	152	76
	Subtotal				2.3	1.7	1.9	2.0	1.8	2.0	2.0	2.0	3.0	94	99	90	105	126	152	176
					620.8	546.3	533.3	536.0	547.5	604.4	652.8	706.8	749.8	56442	54204	54944	62721	70587	79330	89003

(a) Table E.3.

Sources: As noted and HNTB analysis.

Table E.6

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Daily Domestic Air Carrier Fleet Mix Forecast by Carrier

2007

Sum of 2007		
Carrier	Equip	Total
AA	100	0.0
	738	2.0
	CR7	0.0
	ER4	0.0
	ERD	6.3
	M80	10.1
	M83	3.1
AA Total		21.5
AS	738	0.0
	73G	0.0
AS Total		0.0
B6	320	0.0
	E90	0.0
B6 Total		0.0
CH	BEC	0.7
CH Total		0.7
CO	733	0.7
	735	2.8
	738	0.0
	739	0.0
	73G	0.6
	CRJ	1.6
	ER3	0.1
	ER4	0.0
	ERJ	8.7
	M80	0.0
CO Total		14.7
DL	319	
	320	
	332	
	333	
	732	0.0
	733	0.0
	738	0.4
	753	
	757	0.0
	763	0.0
	73H	0.0
	CR2	0.0
	CR7	4.7
	CR9	3.5
	CRJ	2.4
	D95	
	D9S	
	E70	0.8
	E75	
	E90	
	ER3	0.0
	ERJ	0.0
	M80	0.0
	M88	2.8
	M90	0.8

2008

Sum of 2008		
Carrier	Equip	Total
AA	100	0.0
	738	2.0
	CR7	0.0
	ER4	0.0
	ERD	6.8
	M80	12.0
	M83	1.6
AA Total		22.4
AS	738	0.0
	73G	0.0
AS Total		0.0
B6	320	0.0
	E90	0.0
B6 Total		0.0
CH	BEC	0.7
CH Total		0.7
CO	733	1.5
	735	2.5
	738	0.0
	739	0.0
	73G	0.3
	CRJ	0.0
	ER3	0.0
	ER4	0.0
	ERJ	10.8
	M80	0.0
CO Total		15.1
DL	319	
	320	
	332	
	333	
	732	0.0
	733	0.0
	738	0.1
	753	
	757	0.0
	763	0.0
	73H	0.0
	CR2	0.0
	CR7	4.9
	CR9	4.1
	CRJ	1.7
	D95	
	D9S	
	E70	1.0
	E75	
	E90	
	ER3	0.0
	ERJ	0.0
	M80	0.0
	M88	3.5
	M90	0.4

2010

Sum of 2010		
Carrier	Equip	Total
AA	100	
	738	2.0
	CR7	
	ER4	
	ERD	7.0
	M80	12.0
	M83	1.0
AA Total		22.0
AS	738	2.0
	73G	
AS Total		2.0
B6	320	
	E90	0.0
B6 Total		0.0
CH	BEC	0.7
CH Total		0.7
CO	733	
	735	
	738	
	739	
	73G	3.0
	CRJ	
	ER3	
	ER4	6.5
	ERJ	4.0
	M80	
CO Total		13.5
DL	319	39.0
	320	37.7
	332	
	333	0.9
	732	
	733	
	738	11.1
	753	9.0
	757	27.6
	763	1.0
	73H	
	CR2	
	CR7	11.5
	CR9	31.4
	CRJ	86.7
	D95	8.0
	D9S	41.5
	E70	
	E75	32.9
	E90	
	ER3	
	ERJ	
	M80	31.7
	M88	2.0
	M90	6.7

2015

Sum of 2015		
Carrier	Equip	Total
AA	100	
	738	4.0
	CR7	
	ER4	
	ERD	7.0
	M80	12.0
	M83	
AA Total		23.0
AS	738	2.0
	73G	
AS Total		2.0
B6	320	
	E90	6.0
B6 Total		6.0
CH	BEC	0.7
CH Total		0.7
CO	733	
	735	
	738	
	739	
	73G	3.5
	CRJ	
	ER3	
	ER4	9.0
	ERJ	2.0
	M80	
CO Total		14.5
DL	319	37.5
	320	29.5
	332	
	333	1.0
	732	
	733	
	738	36.4
	753	9.8
	757	14.6
	763	4.0
	73H	
	CR2	
	CR7	11.0
	CR9	55.4
	CRJ	93.5
	D95	
	D9S	
	E70	
	E75	44.5
	E90	
	ER3	
	ERJ	
	M80	51.9
	M88	
	M90	21.9

2020

Sum of 2020		
Carrier	Equip	Total
AA	100	
	738	7.0
	CR7	
	ER4	7.0
	ERD	
	M80	11.0
	M83	
AA Total		25.0
AS	738	3.0
	73G	1.0
AS Total		4.0
B6	320	
	E90	7.0
B6 Total		7.0
CH	BEC	0.7
CH Total		0.7
CO	733	
	735	
	738	
	739	
	73G	5.0
	CRJ	
	ER3	
	ER4	10.0
	ERJ	
	M80	
CO Total		15.0
DL	319	35.1
	320	28.0
	332	
	333	1.0
	732	
	733	
	738	70.5
	753	9.0
	757	12.4
	763	8.6
	73H	
	CR2	
	CR7	10.2
	CR9	66.1
	CRJ	93.2
	D95	
	D9S	
	E70	
	E75	50.3
	E90	
	ER3	
	ERJ	
	M80	40.6
	M88	
	M90	21.0

2025

Sum of 2025		
Carrier	Equip	Total
AA	100	
	738	14.0
	CR7	
	ER4	7.0
	ERD	
	M80	6.0
	M83	
AA Total		27.0
AS	738	4.0
	73G	2.0
AS Total		6.0
B6	320	
	E90	9.0
B6 Total		9.0
CH	BEC	0.7
CH Total		0.7
CO	733	
	735	
	738	1.0
	739	
	73G	5.0
	CRJ	
	ER3	
	ER4	11.0
	ERJ	
	M80	
CO Total		17.0
DL	319	30.5
	320	27.8
	332	
	333	
	732	
	733	
	738	70.1
	753	2.0
	757	
	763	7.0
	73H	
	CR2	
	CR7	9.1
	CR9	74.4
	CRJ	63.1
	D95	
	D9S	
	E70	
	E75	55.9
	E90	
	ER3	
	ERJ	
	M80	14.0
	M88	
	M90	18.0

2030

Sum of 2030		
Carrier	Equip	Total
AA	100	
	738	20.0
	CR7	
	ER4	7.0
	ERD	
	M80	
	M83	
AA Total		27.0
AS	738	4.0
	73G	2.0
AS Total		6.0
B6	320	
	E90	9.0
B6 Total		9.0
CH	BEC	0.7
CH Total		0.7
CO	733	
	735	
	738	1.0
	739	
	73G	6.0
	CRJ	
	ER3	
	ER4	10.0
	ERJ	
	M80	
CO Total		17.0
DL	319	27.8
	320	18.0
	332	
	333	
	732	
	733	
	738	69.1
	753	
	757	
	763	7.0
	73H	
	CR2	
	CR7	8.6
	CR9	74.8
	CRJ	41.9
	D95	
	D9S	
	E70	
	E75	62.3
	E90	
	ER3	
	ERJ	
	M80	
	M88	
	M90	16.0

Table E.6

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Daily Domestic Air Carrier Fleet Mix Forecast by Carrier

2007			2008			2010			2015			2020			2025			2030		
DL	NGA		DL	NGA		DL	NGA		DL	NGA		DL	NGA		DL	NGA	17.7	DL	NGA	53.0
	NGB			NGB			NGB			NGB			NGB			NGB			NGB	16.0
	NGC			NGC			NGC			NGC			NGC			NGC	56.6		NGC	73.0
	NGD			NGD			NGD			NGD			NGD			NGD	8.0		NGD	19.5
	SF3			SF3			SF3	58.0		SF3	56.5		SF3	51.9		SF3	39.6		SF3	
	NGT			NGT			NGT			NGT			NGT			NGT	36.8		NGT	75.4
	764			764			764			764			764	2.0		764	3.0		764	5.2
DL Total		15.5	DL Total		15.6	DL Total		436.7	DL Total		467.5	DL Total		499.9	DL Total		533.7	DL Total		567.7
F9	318	0.5	F9	318	0.7	F9	318	1.0	F9	318		F9	318		F9	318		F9	318	
	319	2.8		319	2.9		319	2.0		319	3.0		319	4.0		319	4.0		319	4.0
	733	0.0		733	0.0		733			733			733			733			733	
	737	0.0		737	0.0		737			737			737			737			737	
	73A	0.0		73A	0.0		73A			73A			73A			73A			73A	
	73S	0.0		73S	0.0		73S			73S			73S			73S			73S	
	CR7	0.0		CR7	0.0		CR7			CR7			CR7			CR7			CR7	
	E70	0.0		E70	0.3		E70	1.0		E70			E70			E70			E70	
F9 Total		3.3	F9 Total		3.9	F9 Total		4.0	F9 Total		3.0	F9 Total		4.0	F9 Total		4.0	F9 Total		4.0
FL	717	6.6	FL	717	2.9	FL	717	3.0	FL	717	2.0	FL	717	1.0	FL	717		FL	717	
	73G	3.7		73G	4.2		73G	4.0		73G	3.0		73G	4.0		73G	5.0		73G	6.0
FL Total		10.3	FL Total		7.1	FL Total		7.0	FL Total		5.0	FL Total		5.0	FL Total		5.0	FL Total		6.0
HP	319	0.0	HP	319	0.0	HP	319		HP	319		HP	319		HP	319		HP	319	
	320	1.2		320	0.0		320			320			320			320			320	
	733	0.0		733	0.0		733			733			733			733			733	
	757	0.0		757	0.0		757			757			757			757			757	
	CR9	0.0		CR9	0.0		CR9			CR9			CR9			CR9			CR9	
HP Total		1.2	HP Total		0.0	HP Total			HP Total			HP Total			HP Total			HP Total		
MG	727	0.2	MG	727	0.3	MG	727		MG	727		MG	727		MG	727		MG	727	
MG Total		0.2	MG Total		0.3	MG Total			MG Total			MG Total			MG Total			MG Total		
NW	319	58.4	NW	319	54.4	NW	319		NW	319		NW	319		NW	319		NW	319	
	320	70.6		320	60.3		320			320			320			320			320	
	332	0.0		332	0.0		332			332			332			332			332	
	333	1.0		333	1.0		333			333			333			333			333	
	744	0.0		744	0.0		744			744			744			744			744	
	747	0.0		747	0.0		747			747			747			747			747	
	753	17.9		753	15.2		753			753			753			753			753	
	757	35.9		757	34.6		757			757			757			757			757	
	72S	0.0		72S	0.0		72S			72S			72S			72S			72S	
	ARJ	0.0		ARJ	0.0		ARJ			ARJ			ARJ			ARJ			ARJ	
	CR7	0.6		CR7	0.2		CR7			CR7			CR7			CR7			CR7	
	CR9	5.3		CR9	22.1		CR9			CR9			CR9			CR9			CR9	
	CRJ	92.0		CRJ	88.4		CRJ			CRJ			CRJ			CRJ			CRJ	
	D10	0.0		D10	0.0		D10			D10			D10			D10			D10	
	D95	25.8		D95	16.8		D95			D95			D95			D95			D95	
	D9S	46.6		D9S	50.8		D9S			D9S			D9S			D9S			D9S	
	DC9	0.0		DC9	0.0		DC9			DC9			DC9			DC9			DC9	
	E75	2.8		E75	20.7		E75			E75			E75			E75			E75	
	E90	0.0		E90	0.0		E90			E90			E90			E90			E90	
	SF3	57.9		SF3	59.3		SF3			SF3			SF3			SF3			SF3	
NW Total		414.8	NW Total		423.8	NW Total			NW Total			NW Total			NW Total			NW Total		
Subtotal	(blank)	533.3	Subtotal	(blank)	536.0	Subtotal	(blank)	547.5	Subtotal	(blank)	604.4	Subtotal	(blank)	652.8	Subtotal	(blank)	706.8	Subtotal	(blank)	749.8
Subtotal Total		533.3	Subtotal Total		536.0	Subtotal Total		547.5	Subtotal Total		604.4	Subtotal Total		652.8	Subtotal Total		706.8	Subtotal Total		749.8
SY	737	0.0	SY	737	0.0	SY	737		SY	737		SY	737		SY	737		SY	737	
	738	17.6		738	13.7		738	14.2		738	14.1		738	15.4		738	17.6		738	18.5
SY Total		17.6	SY Total		13.7	SY Total		14.2	SY Total		14.1	SY Total		15.4	SY Total		17.6	SY Total		18.5

Table E.6

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Daily Domestic Air Carrier Fleet Mix Forecast by Carrier

		2007			2008			2010			2015			2020			2025			2030
TZ	738	0.0	TZ	738	0.0	TZ	738		TZ	738		TZ	738		TZ	738		TZ	738	
	73G	0.0		73G	0.0		73G			73G			73G			73G			73G	
	73H	0.0		73H	0.0		73H			73H			73H			73H			73H	
TZ Total		0.0	TZ Total		0.0	TZ Total			TZ Total			TZ Total			TZ Total			TZ Total		
UA	319	1.8	UA	319	1.3	UA	319	5.0	UA	319	4.0	UA	319	8.0	UA	319	8.0	UA	319	8.0
	320	0.2		320	0.2		320	1.0		320	2.0		320	2.0		320	6.0		320	9.0
	733	9.4		733	5.0		733			733			733			733			733	
	735	3.6		735	8.1		735			735			735			735			735	
	752	0.9		752	0.5		752	1.0		752	1.0		752	1.0		752			752	
	CR7	0.0		CR7	0.0		CR7			CR7			CR7			CR7			CR7	
	CRJ	0.0		CRJ	0.0		CRJ			CRJ			CRJ	1.0		CRJ	1.0		CRJ	
	E70	1.5		E70	2.0		E70	11.0		E70	11.0		E70	8.0		E70	7.0		E70	7.0
UA Total		17.5	UA Total		17.2	UA Total		18.0	UA Total		18.0	UA Total		20.0	UA Total		22.0	UA Total		24.0
US	319	1.6	US	319	3.8	US	319	3.0	US	319	3.0	US	319	4.0	US	319	5.0	US	319	3.0
	320	5.3		320	4.1		320	3.4		320	2.0		320	2.0		320	2.0		320	2.0
	321	0.0		321	0.2		321	1.0		321	1.0		321	1.0		321	2.0		321	3.0
	733	0.4		733	0.1		733			733			733			733			733	
	734	0.0		734	0.0		734			734			734			734			734	
	737	0.0		737	0.0		737			737			737			737			737	
	752	0.0		752	0.0		752			752			752			752			752	
	32S	0.0		32S	0.0		32S			32S			32S			32S			32S	
	CR7	0.2		CR7	0.0		CR7			CR7			CR7			CR7			CR7	
	CR9	0.6		CR9	0.0		CR9	1.0		CR9			CR9			CR9			CR9	
	CRJ	1.3		CRJ	0.5		CRJ			CRJ	2.0		CRJ	1.0		CRJ	1.0		CRJ	1.0
	E70	1.7		E70	1.0		E70	1.0		E70			E70			E70			E70	
	E75	0.9		E75	1.9		E75	2.0		E75	1.0		E75	2.0		E75	2.0		E75	2.0
	E90	0.0		E90	0.0		E90			E90	1.0		E90	1.0		E90			E90	2.0
	ERJ	0.0		ERJ	0.0		ERJ			ERJ			ERJ			ERJ			ERJ	
US Total		12.0	US Total		11.7	US Total		11.4	US Total		10.0	US Total		11.0	US Total		12.0	US Total		13.0
WN	73G	0.0	WN	73G	0.0	WN	73G	13.0	WN	73G	40.6	WN	73G	45.9	WN	73G	52.9	WN	73G	57.0
WN Total		0.0	WN Total		0.0	WN Total		13.0	WN Total		40.6	WN Total		45.9	WN Total		52.9	WN Total		57.0
YX	717	2.3	YX	717	0.9	YX	717	1.0	YX	717		YX	717		YX	717		YX	717	
	CRJ	1.8		CRJ	3.7		CRJ	4.0		CRJ			CRJ			CRJ			CRJ	
	FRJ	0.0		FRJ	0.0		FRJ			FRJ			FRJ			FRJ			FRJ	
YX Total		4.1	YX Total		4.6	YX Total		5.0	YX Total			YX Total			YX Total			YX Total		
ZK	BE1	0.0	ZK	BE1	0.0	ZK	BE1		ZK	BE1		ZK	BE1		ZK	BE1		ZK	BE1	
ZK Total		0.0	ZK Total		0.0	ZK Total			ZK Total			ZK Total			ZK Total			ZK Total		
Total		533.3			536.0			547.5			604.4			652.8			706.8			749.8

Sources: Table E.5 and HNTB analysis.

Table F.1

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Projected International Passenger Growth Rates

	FAA (a)	Airbus (b)	Boeing (c)	Average
U.S.-Canada	3.3%	4.2%	2.8%	3.4%
U.S. - Mexico/Central America	4.2%	5.1%	3.9%	4.4%
U.S.-Caribbean	4.2%	2.6%	3.9%	3.6%
U.S. South America	4.2%	5.0%	6.2%	5.1%
U.S. - Europe	4.6%	4.5%	4.7%	4.6%
U.S.- Africa	4.6%	5.3%	5.4%	5.1%
U.S.- Middle East	4.6%	7.1%	5.9%	5.9%
U.S.-Asia	6.1%	5.1%	5.9%	5.7%
U.S.- Oceania	6.1%	4.2%	7.1%	5.8%

(a) FAA Aerospace Forecasts: Fiscal Year 2008-2025.
(b) Boeing, World Air Cargo Forecast, 2008-2009.
(c) Airbus, Global Market Forecast: 2007-2027.

Sources: As noted and HNTB analysis.

Table F.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Existing (2007) Breakout of International Originations by World Region

	US Flag (a)	Foreign Flag (b)	Total
Canada			149,484
Mexico & CA			254,360
Caribbean			63,430
S America			29,360
Europe			273,672
Africa			20,980
Middle East			15,670
Asia			120,100
Oceania			7,150
US Gateways			16,990
			951,196

(a) USDOT, Origin-Destination Survey, as compiled by DataBase Products, inc. Not shown to preserve confidentiality.

(b) Estimated at 90 percent of enplanements. Not shown to preserve confidentiality.

Sources: As noted and HNTB analysis.

Table F.3

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Projected International Passenger Originations

	2007 (a)	2008 (b)	2009 (c)	2010 (d)	2015 (d)	2020 (d)	2025 (d)	2030 (d)	U.S. Average (e)	MSP Average (f)
Income Growth Rate (g)									1.94%	2.15%
Canada	149,484	149,917	142,558	147,753	176,707	211,335	252,749	302,278	3.4%	3.6%
U.S. - Mexico/Central America	254,360	257,439	244,803	256,048	320,518	401,221	502,244	628,704	4.4%	4.6%
U.S.-Caribbean	63,430	63,696	60,569	62,857	75,659	91,069	109,618	131,944	3.6%	3.8%
U.S. South America	29,360	29,929	28,460	29,981	38,894	50,458	65,461	84,923	5.1%	5.3%
U.S. - Europe	273,672	277,560	263,936	276,633	349,887	442,540	559,728	707,948	4.6%	4.8%
U.S.- Africa	20,980	21,380	20,330	21,410	27,732	35,920	46,526	60,263	5.1%	5.3%
U.S.- Middle East	15,670	16,085	15,296	16,225	21,792	29,269	39,311	52,799	5.9%	6.1%
U.S.-Asia	120,100	123,068	117,027	123,924	165,010	219,717	292,562	389,558	5.7%	5.9%
U.S.- Oceania	7,150	7,335	6,975	7,394	9,900	13,255	17,746	23,761	5.8%	6.0%
Other	16,990	17,223	16,378	17,158	21,650	27,319	34,472	43,497	4.6%	4.8%
Base (h)	951,196	963,631	916,331	959,382	1,207,749	1,522,103	1,920,416	2,425,675		4.7%

(a) Table F.2.
(b) 2007 geographic breakout applied to 2008 originations.
(c) Reduced from 2008 to reflect schedule cutbacks published in Official Airline Guide.
(d) Assumed to grow at MSP rate from 2009.
(e) Table F.1.
(f) US growth rate plus difference between MSp and US income growth rates. Growth rates after 2009.
(g) Table A.6.
(h) Sum of regional forecasts.

Sources: As noted and HNTB analysis.

Table F.4

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Forecast of International Hubbing Ratio

Year	Originations (a)	Enplanements (b)	Domestic Hubbing Ratio (c)	International Hubbing Ratio (d)
2005	840,887	790,806	2.232	0.940
2006	888,697	692,757	2.137	0.780
2007	951,196	980,460	2.024	1.031
2008	963,631	1,264,507	2.069	1.312
2009	916,331	1,140,368	2.045	1.244
2010			2.021	1.230
2015			1.999	1.217
2020			1.978	1.204
2025			1.956	1.191
2030			1.924	1.171
		Average Annual Growth Rate		
2007-2030				-0.5%

(a) Table 2.
(b) Table 3.
(c) Table E.2.
(d) Assumed to change at same rate as domestic hubbing ratio.

Sources: As noted and HNTB analysis.

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market	2007	2008	2010	2015	2020	2025	2030
Canada (a)	149,484	149,917	147,753	176,707	211,335	252,749	302,278
U.S. - Mexico/Central America (a)	254,360	257,439	256,048	320,518	401,221	502,244	628,704
U.S.-Caribbean (a)	63,430	63,696	62,857	75,659	91,069	109,618	131,944
U.S. South America (a)	29,360	29,929	29,981	38,894	50,458	65,461	84,923
U.S. - Europe (a)	273,672	277,560	276,633	349,887	442,540	559,728	707,948
U.S.- Africa (a)	20,980	21,380	21,410	27,732	35,920	46,526	60,263
U.S.- Middle East (a)	15,670	16,085	16,225	21,792	29,269	39,311	52,799
U.S.-Asia (a)	120,100	123,068	123,924	165,010	219,717	292,562	389,558
U.S.- Oceania (a)	7,150	7,335	7,394	9,900	13,255	17,746	23,761
Other (a)	16,990	17,223	17,158	21,650	27,319	34,472	43,497
FAA Load Factor (b)							
U.S. (Canada)	80.4	80.4	81.0	81.2	81.6	82.4	*83.2*
Atlantic	80.7	81.4	81.6	82.1	82.6	83.1	*83.6*
Latin America	76.9	78.6	78.7	79.0	79.2	79.5	*79.8*
Pacific	82.9	81.6	81.7	82.0	82.2	82.5	*82.8*
Originations - Top Down (c)	951,196	963,631	959,808	1,210,171	1,525,839	1,923,847	2,425,675
Originations - Bottom Up (d)	-	-	-	-	-	-	-
Enplanements - Top Down (c)	980,460	1,264,507	1,180,400	1,472,452	1,836,550	2,290,408	2,839,469
Ratio of Enplanements/Outbound Passengers (e)	0.8553	0.991247	0.9912	0.9912	0.9912	0.9912	0.9912
Outbound Passengers - Top Down (f)	1,146,273		1,190,823	1,485,454	1,852,767	2,310,633	2,864,542
Outbound Passengers - Bottom Up (g)	1,146,273	-	1,190,823	1,488,816	1,861,272	2,326,770	2,864,542
Adjustment Factor for Outbound Passengers (h)			0.92400	0.94177	0.94756	0.91498	0.93211
Outbound Passengers - Bottom Up - Canada (g)	443,214	-	416,744	512,596	610,175	696,987	834,955
Outbound Passengers - Bottom Up - non-PC (i)	67,393		63,368	76,421	90,968	103,911	124,480
Outbound Passengers - Bottom Up - Mex & CA (g)	195,966		187,659	267,211	332,925	420,853	527,693
Outbound Passengers - Bottom Up - Mex. City (g)	-		-	26,712	33,281	39,791	49,892
Outbound Passengers - Bottom Up - Carib. (g)	17,744		16,727	24,293	32,449	37,305	44,978
Outbound Passengers - Bottom Up - Europe (g)	359,723		443,408	551,539	643,372	726,617	835,969
Outbound Passengers - Bottom Up - Asia (g)	129,626		126,285	133,178	242,352	445,008	620,947
Outbound Passengers - Bottom Up - Other (g)	703,059	-	774,079	976,220	1,251,098	1,629,783	2,029,587
Ratio of Outbound Passengers to Originations	1.2051		1.2407	1.2275	1.2143	1.2010	1.1809
Seat Departures (j)	1,559,262	1,654,404	1,593,582	1,984,943	2,470,170	3,062,407	3,753,849
Enplanements - Bottom Up - Canada (k)			413,096	508,109	604,834	690,886	827,647
Enplanements - Bottom Up - Non PC canada (k)			62,813	75,752	90,172	103,001	123,390
Enplanements - Bottom Up - Mex & CA (k)			186,016	264,872	330,011	417,169	523,074
Enplanements - Bottom Up - Mexico City (k)			-	26,478	32,990	39,442	49,455
Enplanements - Bottom Up - Carib. (k)			16,581	24,080	32,165	36,978	44,584
Enplanements - Bottom Up - Europe (k)			439,527	546,711	637,740	720,257	828,651
Enplanements - Bottom Up - Asia (k)			125,180	132,012	240,230	441,113	615,512

Mexico and Central America

	Regional Index							
ACA	Regional Index (l)	100		101	126	158	197	247
ACA	Distance (m)	1975	1975	1975	1975	1975	1975	1975
ACA	Outbound Passengers (p)	5331		5105	6444	8029	9599	12036
ACA	Load Factor (q)	75.2%		77.0%	77.3%	77.5%	77.8%	78.0%
ACA	Seat Departures (r)	7088	3700	6632	8340	10365	12345	15421
ACA	AAD Seat Departures (s)	19.42	10.14	18	23	28	34	42
BZE	Regional Index (l)			101	126	158	197	247
BZE	Distance (m)	1906	1906	1906	1906	1906	1906	1906
BZE	Outbound Passengers (p)	0		0	0	0	5520	6922
BZE	Load Factor (q)			77.0%	77.3%	77.5%	77.8%	78.0%
BZE	Seat Departures (r)	0	0	0	0	0	7100	8868
BZE	AAD Seat Departures (s)	0.00	0.00	0	0	0	19	24
CUN	Regional Index (l)			101	126	158	197	247
CUN	Distance (m)	1683	1683	1683	1683	1683	1683	1683
CUN	Outbound Passengers (p)	97284		93160	117594	146513	175170	219640

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market		2007	2008	2010	2015	2020	2025	2030
CUN	Load Factor (q)	106.6%		83.6%	83.9%	84.1%	84.4%	84.7%
CUN	Seat Departures (r)	91300	110948	111478	140181	174214	207503	259203
CUN	AAD Seat Departures (s)	250	304	305	384	477	569	710
CZM	Regional Index (l)			101	126	158	197	247
CZM	Distance (m)	1717	1717	1717	1717	1717	1717	1717
CZM	Outbound Passengers (p)	13235		12674	15998	19932	23831	29881
CZM	Load Factor (q)	81.7%		83.6%	83.9%	84.1%	84.4%	84.7%
CZM	Seat Departures (r)	16208	16632	15166	19071	23701	28230	35263
CZM	AAD Seat Departures (s)	44.41	45.57	42	52	65	77	97
LIR	Regional Index (l)			101	126	158	197	247
LIR	Distance (m)	2406	2406	2406	2406	2406	2406	2406
LIR	Outbound Passengers (p)	1580		1513	1910	2380	2845	3567
LIR	Load Factor (q)	76.3%		78.0%	78.3%	78.5%	78.8%	79.1%
LIR	Seat Departures (r)	2072	1924	1939	2438	3030	3609	4508
LIR	AAD Seat Departures (s)	5.68	5.27	5	7	8	10	12
MEX	Regional Index (l)			101	126	158	197	247
MEX	Distance (m)	1786	1786	1786	1786	1786	1786	1786
MEX	Outbound Passengers (p)	0		0	26712	33281	39791	49892
MEX	Load Factor (q)			83.6%	83.9%	84.1%	84.4%	84.7%
MEX	Seat Departures (r)	0	0	0	31843	39573	47135	58879
MEX	AAD Seat Departures (s)	0.00	0.00	0	87	108	129	161
MZT	Regional Index (l)			101	126	158	197	247
MZT	Distance (m)	1669	1669	1669	1669	1669	1669	1669
MZT	Outbound Passengers (p)	15647		14984	18914	23565	28174	35327
MZT	Load Factor (q)	89.7%		91.8%	92.1%	92.4%	92.7%	93.1%
MZT	Seat Departures (r)	17448	15408	16326	20530	25514	30389	37961
MZT	AAD Seat Departures (s)	47.80	42.21	45	56	70	83	104
PVR	Regional Index (l)			101	126	158	197	247
PVR	Distance (m)	1804	1804	1804	1804	1804	1804	1804
PVR	Outbound Passengers (p)	31659		30317	38268	47680	57005	71477
PVR	Load Factor (q)	72.8%		74.5%	74.8%	75.0%	75.3%	75.6%
PVR	Seat Departures (r)	43480	44960	40685	51160	63581	75730	94598
PVR	AAD Seat Departures (s)	119.12	123.18	111	140	174	207	259
SJD	Regional Index (l)			101	126	158	197	247
SJD	Distance (m)	1764	1764	1764	1764	1764	1764	1764
SJD	Outbound Passengers (p)	12955		12406	15660	19511	40616	50927
SJD	Load Factor (q)	65.6%		83.6%	83.9%	84.1%	84.4%	84.7%
SJD	Seat Departures (r)	19740	17184	14845	18667	23200	48113	60101
SJD	AAD Seat Departures (s)	54.08	47.08	41	51	64	132	165
SJO	Regional Index (l)			101	126	158	197	247
SJO	Distance (m)	2462	2462	2462	2462	2462	2462	2462
SJO	Outbound Passengers (p)	0		0	3622	4512	5395	6765
SJO	Load Factor (q)	#DIV/0!		78.0%	78.3%	78.5%	78.8%	79.1%
SJO	Seat Departures (r)	0	0	0	4623	5746	6844	8549
SJO	AAD Seat Departures (s)	0.00	0.00	0	13	16	19	23
ZIH	Regional Index (l)			101	126	158	197	247
ZIH	Distance (m)	1940	1940	1940	1940	1940	1940	1940
ZIH	Outbound Passengers (p)	12541		12009	15159	18887	22581	28314
ZIH	Load Factor (q)	77.4%		79.2%	79.5%	79.7%	80.0%	80.3%
ZIH	Seat Departures (r)	16208	14964	15166	19071	23701	28230	35263
ZIH	AAD Seat Departures (s)	44.41	41.00	42	52	65	77	97
ZLO	Regional Index (l)			101	126	158	197	247
ZLO	Distance (m)	1888	1888	1888	1888	1888	1888	1888
ZLO	Outbound Passengers (p)	5734		5491	6931	8636	10325	12946
ZLO	Load Factor (q)	100.0%		79.2%	79.5%	79.7%	80.0%	80.3%
ZLO	Seat Departures (r)	5734	4956	6934	8720	10837	12907	16123
ZLO	AAD Seat Departures (s)	15.71	13.58	19	24	30	35	44

Carribean

AUA	Regional Index (l)			99	119	144	173	208
AUA	Distance (m)	2618	2618	2618	2618	2618	2618	2618

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market		2007	2008	2010	2015	2020	2025	2030
AUA	Outbound Passengers (p)	0		0	0	3345	3846	4637
AUA	Load Factor (q)	0.0%		0.0%	0.0%	77.4%	77.7%	78.0%
AUA	Seat Departures (r)	0	0	0	0	4324	4952	5948
AUA	AAD Seat Departures (s)	0.00	0.00	0	0	12	14	16
FPO	Regional Index (l)			99	119	144	173	208
FPO	Distance (m)	1499	1499	1499	1499	1499	1499	1499
FPO	Outbound Passengers (p)	0		0	0	0	0	0
FPO	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
FPO	Seat Departures (r)	0	0	0	0	0	0	0
FPO	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
GCM	Regional Index (l)			99	119	144	173	208
GCM	Distance (m)	1891	1891	1891	1891	1891	1891	1891
GCM	Outbound Passengers (p)	1820		1716	2082	2495	2868	3458
GCM	Load Factor (q)	87.8%		89.9%	90.2%	90.5%	90.8%	91.2%
GCM	Seat Departures (r)	2072	1924	1909	2308	2758	3159	3794
GCM	AAD Seat Departures (s)	5.68	5.27	5	6	8	9	10
MBJ	Regional Index (l)			99	119	144	173	208
MBJ	Distance (m)	2021	2021	2021	2021	2021	2021	2021
MBJ	Outbound Passengers (p)	11287		10640	12915	15472	17788	21446
MBJ	Load Factor (q)	71.9%		73.6%	73.9%	74.1%	74.4%	74.7%
MBJ	Seat Departures (r)	15688	16940	14451	17473	20881	23915	28725
MBJ	AAD Seat Departures (s)	42.98	46.41	40	48	57	66	79
NAS	Regional Index (l)			99	119	144	173	208
NAS	Distance (m)	1627	1627	1627	1627	1627	1627	1627
NAS	Outbound Passengers (p)	0		0	3990	4780	5495	6626
NAS	Load Factor (q)			73.6%	73.9%	74.1%	74.4%	74.7%
NAS	Seat Departures (r)	0	0	0	5398	6451	7388	8875
NAS	AAD Seat Departures (s)	0.00	0.00	0	15	18	20	24
POP	Regional Index (l)			99	119	144	173	208
POP	Distance (m)	2160	2160	2160	2160	2160	2160	2160
POP	Outbound Passengers (p)	0		0	0	0	0	0
POP	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
POP	Seat Departures (r)	0	0	0	0	0	0	0
POP	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
PUJ	Regional Index (l)			99	119	144	173	208
PUJ	Distance (m)	2310	2310	2310	2310	2310	2310	2310
PUJ	Outbound Passengers (p)	3576		3371	4092	4902	5636	6795
PUJ	Load Factor (q)	75.1%		76.9%	77.2%	77.4%	77.7%	78.0%
PUJ	Seat Departures (r)	4760	5956	4385	5302	6336	7256	8716
PUJ	AAD Seat Departures (s)	13.04	16.32	12	15	17	20	24
SXM	Regional Index (l)			99	119	144	173	208
SXM	Distance (m)	2537	2537	2537	2537	2537	2537	2537
SXM	Outbound Passengers (p)	1061		1000	1214	1454	1672	2016
SXM	Load Factor (q)	48.6%		76.9%	77.2%	77.4%	77.7%	78.0%
SXM	Seat Departures (r)	2184	2184	1301	1573	1880	2153	2586
SXM	AAD Seat Departures (s)	5.98	5.98	4	4	5	6	7

Europe

AMS	Regional Index (l)			101	128	162	205	259
AMS	Distance (m)	4166	4166	4166	4166	4166	4166	4166
AMS	Outbound Passengers (p)	249262		239687	261648	278434	285761	277445
AMS	Load Factor (q)	80.8%		82.7%	83.0%	83.2%	83.5%	83.9%
AMS	Seat Departures (r)	308430	303960	289799	315151	334521	342029	330827
AMS	AAD Seat Departures (s)	845	833	794	863	916	937	906
CDG	Regional Index (l)			101	128	162	205	259
CDG	Distance (m)	4222	4222	4222	4222	4222	4222	4222
CDG	Outbound Passengers (p)	0		97906	124870	157197	189898	240584
CDG	Load Factor (q)			82.7%	83.0%	83.2%	83.5%	83.9%
CDG	Seat Departures (r)	0	79864	118376	150404	188862	227290	286873
CDG	AAD Seat Departures (s)	0.00	218.81	324	412	517	623	786

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market		2007	2008	2010	2015	2020	2025	2030
FCO	Regional Index (l)			101	128	162	205	259
FCO	Distance (m)	4902	4902	4902	4902	4902	4902	4902
FCO	Outbound Passengers (p)	419		0	0	0	0	0
FCO	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
FCO	Seat Departures (r)	0	0	0	0	0	0	0
FCO	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
FRA	Regional Index (l)			101	128	162	205	259
FRA	Distance (m)	4391	4391	4391	4391	4391	4391	4391
FRA	Outbound Passengers (p)	0		0	30064	37846	45720	57923
FRA	Load Factor (q)	0.0%		0.0%	75.4%	75.6%	75.8%	76.1%
FRA	Seat Departures (r)	0	0	0	39891	50091	60283	76086
FRA	AAD Seat Departures (s)	0.00	0.00	0	109	137	165	208
KEF	Regional Index (l)			101	128	162	205	259
KEF	Distance (m)	2944	2944	2944	2944	2944	2944	2944
KEF	Outbound Passengers (p)	33745		32449	41385	52099	62937	79736
KEF	Load Factor (q)	75.9%		77.7%	78.0%	78.2%	78.5%	78.8%
KEF	Seat Departures (r)	44460	43890	41774	53077	66649	80210	101236
KEF	AAD Seat Departures (s)	121.81	120.25	114	145	183	220	277
LON (Londo	Regional Index (l)			101	128	162	205	259
LGW	Distance (m)	4015	4015	4015	4015	4015	4015	4015
LGW	Originations (n)	46220		46720	59092	74740	94531	119564
LGW	Load Factor (q)	73.4%		75.1%	75.4%	75.6%	75.8%	76.1%
LGW	Seat Departures (r)	104002	109068	97720	124159	155906	187629	236815
LGW	AAD Seat Departures (s)	285	299	268	340	427	514	649
MAD	Regional Index (l)			101	128	162	205	259
MAD	Distance (m)	4332	4332	4332	4332	4332	4332	4332
MAD	Outbound Passengers (p)	0		0	0	0	0	0
MAD	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
MAD	Seat Departures (r)	0	0	0	0	0	0	0
MAD	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
MUC	Regional Index (l)			101	128	162	205	259
MUC	Distance (m)	4586	4586	4586	4586	4586	4586	4586
MUC	Outbound Passengers (p)	0		0	0	0	0	0
MUC	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
MUC	Seat Departures (r)	0	0	0	0	0	0	0
MUC	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0

South and East Asia

BKK	Regional Index (l)			103	137	183	244	324
BKK	Distance (m)	8289	8289	8289	8289	8289	8289	8289
BKK	Outbound Passengers (p)	0		0	0	0	0	0
BKK	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
BKK	Seat Departures (r)	0	0	0	0	0	0	0
BKK	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
BOM	Regional Index (l)			103	137	183	244	324
BOM	Distance (m)	7940	7940	7940	7940	7940	7940	7940
BOM	Outbound Passengers (p)	0		0	0	0	0	0
BOM	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
BOM	Seat Departures (r)	0	0	0	0	0	0	0
BOM	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
HKG	Regional Index (l)			103	137	183	244	324
HKG	Distance (m)	7501	7501	7501	7501	7501	7501	7501
HKG	Outbound Passengers (p)	0		0	0	0	0	67047
HKG	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	80.2%
HKG	Seat Departures (r)	0	0	0	0	0	0	83617
HKG	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	229
ICN	Regional Index (l)			103	137	183	244	324
ICN	Distance (m)	6248	6248	6248	6248	6248	6248	6248
ICN	Outbound Passengers (p)	0		0	0	0	110237	147028
ICN	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	79.9%	80.2%

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market		2007	2008	2010	2015	2020	2025	2030
ICN	Seat Departures (r)	0	0	0	0	0	137999	183364
ICN	AAD Seat Departures (s)	0.00	0.00	0	0	0	378	502
KIX	Regional Index (l)			103	137	183	244	324
KIX	Distance (m)	6187	6187	6187	6187	6187	6187	6187
KIX	Outbound Passengers (p)	0		0	0	0	0	0
KIX	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
KIX	Seat Departures (r)	0	0	0	0	0	0	0
KIX	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
MNL	Regional Index (l)			103	137	183	244	324
MNL	Distance (m)	7815	7815	7815	7815	7815	7815	7815
MNL	Outbound Passengers (p)	0		0	0	0	0	0
MNL	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
MNL	Seat Departures (r)	0	0	0	0	0	0	0
MNL	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
NRT	Regional Index (l)			103	107	112	118	123
NRT	Distance (m)	5950	5950	5950	5950	5950	5950	5950
NRT	Outbound Passengers (p)	129230		126285	133178	138627	138470	145055
NRT	Load Factor (q)	77.3%		79.1%	79.4%	79.6%	79.9%	80.2%
NRT	Seat Departures (r)	167245	167648	159696	167772	174196	173343	180903
NRT	AAD Seat Departures (s)	458	459	438	460	477	475	496
NGO	Regional Index (l)			103	137	183	244	324
NGO	Distance (m)	5313	5313	5313	5313	5313	5313	5313
NGO	Outbound Passengers (p)	396		0	0	0	0	0
NGO	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
NGO	Seat Departures (r)	0	0	0	0	0	0	0
NGO	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
PEK	Regional Index (l)			103	137	183	244	324
PEK	Distance (m)	6300	6300	6300	6300	6300	6300	6300
PEK	Outbound Passengers (p)			0	0	103725	131913	175939
PEK	Load Factor (q)	0.0%		0.0%	0.0%	79.6%	79.9%	80.2%
PEK	Seat Departures (r)	0	0	0	0	130339	165134	219420
PEK	AAD Seat Departures (s)	0.00	0.00	0	0	357	452	601
PVG	Regional Index (l)			103	137	183	244	324
PVG	Distance (m)	6756	6756	6756	6756	6756	6756	6756
PVG	Outbound Passengers (p)	0		0	0	0	64388	85877
PVG	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	79.9%	80.2%
PVG	Seat Departures (r)	0	0	0	0	0	80603	107101
PVG	AAD Seat Departures (s)	0.00	0.00	0	0	0	221	293
SGN	Regional Index (l)			103	137	183	244	324
SGN	Distance (m)	8396	8396	8396	8396	8396	8396	8396
SGN	Outbound Passengers (p)	0		0	0	0	0	0
SGN	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
SGN	Seat Departures (r)	0	0	0	0	0	0	0
SGN	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
SIN	Regional Index (l)			103	137	183	244	324
SIN	Distance (m)	9055	9055	9055	9055	9055	9055	9055
SIN	Outbound Passengers (p)	0		0	0	0	0	0
SIN	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
SIN	Seat Departures (r)	0	0	0	0	0	0	0
SIN	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0
TPE	Regional Index (l)			103	137	183	244	324
TPE	Distance (m)	7150	7150	7150	7150	7150	7150	7150
TPE	Outbound Passengers (p)	0		0	0	0	0	0
TPE	Load Factor (q)	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%
TPE	Seat Departures (r)	0	0	0	0	0	0	0
TPE	AAD Seat Departures (s)	0.00	0.00	0	0	0	0	0

Canada

YEG	Regional Index (l)			99	118	141	169	202
YEG	Distance (m)	1086	1086	1086	1086	1086	1086	1086

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market		2007	2008	2010	2015	2020	2025	2030
YEG	Outbound Passengers (p)	60043		56457	68086	81047	92578	110904
YEG	Load Factor (q)	65.4%		66.9%	67.1%	67.3%	67.6%	67.8%
YEG	Seat Departures (r)	91876	92562	84413	101414	120414	137027	163535
YEG	AAD Seat Departures (s)	252	254	231	278	330	375	448
YOW	Regional Index (l)			99	118	141	169	202
YOW	Distance (m)	857	857	857	857	857	857	857
YOW	Outbound Passengers (p)	0		0	10010	11916	13611	16306
YOW	Load Factor (q)	0.0%		0.0%	67.2%	67.4%	67.6%	67.9%
YOW	Seat Departures (r)	0	0	0	14899	17690	20131	24025
YOW	AAD Seat Departures (s)	0.00	0.00	0	41	48	55	66
YQR	Regional Index (l)			99	118	141	169	202
YQR	Distance (m)	619	619	619	619	619	619	619
YQR	Outbound Passengers (p)	28071		26395	31831	37891	43282	51849
YQR	Load Factor (q)	65.3%		66.8%	67.1%	67.3%	67.5%	67.8%
YQR	Seat Departures (r)	42988	55502	39496	47451	56341	64114	76517
YQR	AAD Seat Departures (s)	117.78	152.06	108	130	154	176	210
YQT	Regional Index (l)			99	118	141	169	202
YQT	Distance (m)	304	304	304	304	304	304	304
YQT	Outbound Passengers (p)	9600		9027	10886	12958	14802	17732
YQT	Load Factor (q)	40.1%		41.0%	41.2%	41.3%	41.4%	41.6%
YQT	Seat Departures (r)	23958	24156	22012	26445	31400	35732	42644
YQT	AAD Seat Departures (s)	65.64	66.18	60	72	86	98	117
YUL	Regional Index (l)			99	118	141	169	202
YUL	Distance (m)	950	950	950	950	950	950	950
YUL	Outbound Passengers (p)	14530		13662	16476	19613	22403	26838
YUL	Load Factor (q)	65.4%		66.9%	67.2%	67.4%	67.6%	67.9%
YUL	Seat Departures (r)	22216	23214	20411	24522	29117	33134	39543
YUL	AAD Seat Departures (s)	61	64	56	67	80	91	108
YVR	Regional Index (l)			99	118	141	169	202
YVR	Distance (m)	1436	1436	1436	1436	1436	1436	1436
YVR	Outbound Passengers (p)	43073		40501	48843	58141	66413	79559
YVR	Load Factor (q)	73.5%		75.2%	75.5%	75.7%	76.0%	76.3%
YVR	Seat Departures (r)	58600	68364	53840	64684	76802	87398	104305
YVR	AAD Seat Departures (s)	161	187	148	177	210	239	286
YWG	Regional Index (l)			99	118	141	169	202
YWG	Distance (m)	394	394	394	394	394	394	394
YWG	Outbound Passengers (p)	101059		95023	114597	136411	155819	186664
YWG	Load Factor (q)	60.0%		61.4%	61.6%	61.8%	62.0%	62.3%
YWG	Seat Departures (r)	168427	158009	154746	185912	220744	251199	299792
YWG	AAD Seat Departures (s)	461	433	424	509	605	688	821
YXE	Regional Index (l)			99	118	141	169	202
YXE	Distance (m)	795	795	795	795	795	795	795
YXE	Outbound Passengers (p)	29722		27947	33703	40119	45827	54899
YXE	Load Factor (q)	63.6%		65.1%	65.4%	65.5%	65.8%	66.0%
YXE	Seat Departures (r)	46712	44840	42918	51561	61222	69668	83145
YXE	AAD Seat Departures (s)	128	123	118	141	168	191	228
YYC	Regional Index (l)			99	118	141	169	202
YYC	Distance (m)	1051	1051	1051	1051	1051	1051	1051
YYC	Outbound Passengers (p)	71746		67461	81357	96844	110623	132520
YYC	Load Factor (q)	68.9%		70.5%	70.8%	71.0%	71.3%	71.5%
YYC	Seat Departures (r)	104100	105516	95644	114907	136436	155259	185293
YYC	AAD Seat Departures (s)	285	289	262	315	374	425	508
YYZ	Regional Index (l)			99	118	141	169	202
YYZ	Distance (m)	679	679	679	679	679	679	679
YYZ	Outbound Passengers (p)	85370		80271	96806	115234	131629	157685
YYZ	Load Factor (q)	64.5%		66.1%	66.3%	66.5%	66.7%	67.0%
YYZ	Seat Departures (r)	132266	120131	121522	145997	173350	197267	235427
YYZ	AAD Seat Departures (s)	362	329	333	400	475	540	645

(a) Table F.3.

(b) FAA Aerospace Forecasts: Fiscal Years 2008-2025. extrapolated to 2030.

(c) Table 8.

Table F.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Market-by-Market Scheduled Passenger Projections

Market	2007	2008	2010	2015	2020	2025	2030

(d) Sum of originations for individual markets.
(e) Ratio in 2008 assumed to remain constant.
(f) Enplanements divided by ratio of enplanements to outbound passengers.
(g) Sum of outbound passengers for individual markets.
(h) Adjustment factor for individual destination market enplanement/origination ratios so that bottom-up outbound passengers match top-down outbound passengers.
(I) sum for non-pre-cleared Canadian markets.
(j) Sum of annual scheduled seat departures for individual markets.
(k) Outbound passengers multiplied by enplanement to outbound passenger ratio.
(l) Regional growth rate converted to index in which 2007 equals 100.
(m) Distance from MSP to individual market (in statute miles).
(n) Originations assumed to increase at same rate as regional index. Not shown to preserve confidentiality.
(o) Ratio of outbound passengers to originating passengers. Assumed to remain constant in markets with existing non-stop servive. New non-stop markets assumed to have same enplanement/origination ratio as most similar existing non-stop market. Not shown to preserve confidentiality.
(p) Originations multiplied by enplanement/origination ratio.
(q) Load factor assumed to change at same rate as forecasted FAA load factor for that region.
(r) Outbound passengers divided by load factor.
(s) Annual scheduled seat departures divided by 365 days.

Sources: As noted and HNTB analysis.

Table F.6

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

US International Seat Departure Thresholds for Nonstop Service: 2007

	US Total Seat Departures (a)				
Geographic Category	**Lowest With (b)**		**Highest Without (c)**		**Average (d)**
International					
Mexico/Central America (tourist)	PVR	1,137,465	SJD	1,403,148	1,270,307
Mexico/Central America (tourist Seasonal)	ZLO	64,250	SJO	1,123,307	593,779
Mexico/Central America (non-tourist)	N/A		MEX	3,607,791	3,607,791
Caribbean (seasonal)	GCM	501,538	NAS	1,562,744	1,032,141
South America	N/A		GRU	1,268,874	
Europe	AMS	2,804,944	FRA	4,277,021	3,540,983
Africa	N/A		DKR	174,635	
Middle East	N/A		TLV	751,839	
Asia	NRT	5,833,327	ICN	2,101,063	3,967,195
Oceania	N/A		SYD	893,799	

(a) Official Airline Guide.
(b) Smallest market (US scheduled seat departures) in geographic category with non-stop service to MSP.
(c) Largest market (US scheduled seat departures) in geographic category without non-stop service to MSP.
(d) Average of smallest market with non-stop service and largest market without non-stop service.

Sources: As noted and HNTB analysis.

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

x	Market	Publ. Carrier	Operator	Equip	Seats	Aircraft Departures 2006	2007	2008	2010	2015	2020	2025	2030	Seat Departures 2006	2007	2008	2010	2015	2020	2025	2030
Mexico and Central America																					
	Acapulco													**Target Seat Departures (a)**			18	23	28	34	42
	ACA	NW	NW	320	148	0.1	0.1	0.1						10	13	10	0	0	0	0	0
	ACA	DL	DL	320	148				0.1		0.2		0.3	0	0	0	15	0	30	0	44
	ACA	DL	DL	319	124					0.2				0	0	0	0	25	0	0	0
	ACA	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	ACA	DL	DL	757	183									0	0	0	0	0	0	0	0
	ACA	DL	DL	738	160							0.2		0	0	0	0	0	0	32	0
	ACA	DL	DL	NGC	180									0	0	0	0	0	0	0	0
	ACA	SY	SY	738	168	0.1	0.0	0.0						13	6	0	0	0	0	0	0
		Subtotal				0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.3	23	19	10	15	25	30	32	44
	Belize													**Target Seat Departures (a)**			0	0	0	19	24
	BZE	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	BZE	DL	DL	320	148									0	0	0	0	0	0	0	0
	BZE	DL	DL	319	124									0	0	0	0	0	0	0	0
	BZE	DL	DL	NGA	120								0.2	0	0	0	0	0	0	0	24
	BZE	DL	DL	757	183							0.1		0	0	0	0	0	0	18	0
	BZE	DL	DL	738	160									0	0	0	0	0	0	0	0
	BZE	DL	DL	NGC	180									0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0	0	0	0	0	0	18	24
	Cancun													**Target Seat Departures (a)**			305	384	477	569	710
	CUN	NW	NW	320	148	0.8	1.1	1.2						124	159	172	0	0	0	0	0
	CUN	NW	NW	753	224	0.0	0.0	0.3						0	0	66	0	0	0	0	0
	CUN	DL	DL	320	148				1.2	2.0	1.0			0	0	0	178	296	148	0	0
	CUN	DL	DL	319	124							1.0		0	0	0	0	0	0	124	0
	CUN	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	CUN	DL	DL	757	183									0	0	0	0	0	0	0	0
	CUN	DL	DL	738	160							2.0		0	0	0	0	0	0	320	0
	CUN	DL	DL	NGC	180								2.0	0	0	0	0	0	0	0	360
	CUN	DL	DL	NGD	225								1.0	0	0	0	0	0	0	0	225
	CUN	DL	DL	753	224				0.3		1.0			0	0	0	67	0	224	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
	CUN	RD	RD	738	168	0.0	0.1	0.0						0	14	0	0	0	0	0	0
	CUN	SY	SY	737	168	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	CUN	SY	SY	738	168	0.5	0.5	0.4	0.4	0.5	0.6	0.7	0.8	85	77	65	67	84	101	118	134
		Subtotal				1.3	1.6	1.8	1.9	2.5	2.6	3.7	3.8	209	250	304	312	380	473	562	719
Cozumel														**Target Seat Departures (a)**			42	52	65	77	97
	CZM	NW	NW	320	148	0.0	0.2	0.2						6	32	34	0	0	0	0	0
	CZM	NW	NW	753	224	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	CZM	DL	DL	320	148				0.3	0.1				0	0	0	44	15	0	0	0
	CZM	DL	DL	319	124									0	0	0	0	0	0	0	0
	CZM	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	CZM	DL	DL	757	183					0.2				0	0	0	0	37	0	0	0
	CZM	DL	DL	738	160						0.4	0.5	0.6	0	0	0	0	0	64	80	96
	CZM	DL	DL	NGC	180									0	0	0	0	0	0	0	0
	CZM	SY	SY	737	168	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	CZM	SY	SY	738	168	0.0	0.1	0.1						1	12	12	0	0	0	0	0
		Subtotal				0.0	0.3	0.3	0.3	0.3	0.4	0.5	0.6	7	44	46	44	51	64	80	96
Huatulco														**Target Seat Departures (a)**			0	0	0	0	0
	HUX	SY	SY	738	168	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Liberia														**Target Seat Departures (a)**			5	7	8	10	12
	LIR	NW	NW	320	148	0.0	0.0	0.0						7	6	5	0	0	0	0	0
	LIR	DL	DL	320	148				0.0	0.1	0.1			0	0	0	4	7	7	0	0
	LIR	DL	DL	319	124									0	0	0	0	0	0	0	0
	LIR	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	LIR	DL	DL	757	183									0	0	0	0	0	0	0	0
	LIR	DL	DL	738	160									0	0	0	0	0	0	0	0
	LIR	DL	DL	NGC	180							0.1	0.1	0	0	0	0	0	0	11	11
		Subtotal				0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	7	6	5	4	7	7	11	11
Mexico City														**Target Seat Departures (a)**			0	87	108	129	161

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
	MEX	AM	AM	M80	142	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	MEX	AM	AM	757	191	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	MEX	AM	AM	738	150								1.1	0	0	0	0	0	0	0	165
	MEX	AM	AM	73G	124					0.7	0.9	1.0		0	0	0	0	87	112	124	0
		Subtotal				0.0	0.0	0.0	0.0	0.7	0.9	1.0	1.1	0	0	0	0	87	112	124	165
Mazatlan														**Target Seat Departures (a)**			45	56	70	83	104
	MZT	NW	NW	320	148	0.1	0.2	0.2						11	24	32	0	0	0	0	0
	MZT	DL	DL	320	148				0.2	0.3				0	0	0	30	44	0	0	0
	MZT	DL	DL	319	124									0	0	0	0	0	0	0	0
	MZT	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	MZT	DL	DL	757	183						0.3			0	0	0	0	0	55	0	0
	MZT	DL	DL	738	160							0.3		0	0	0	0	0	0	48	0
	MZT	DL	DL	NGC	180								0.4	0	0	0	0	0	0	0	72
	MZT	SY	SY	738	168	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	32	23	11	17	17	17	34	34
		Subtotal				0.3	0.3	0.3	0.3	0.4	0.4	0.5	0.6	42	48	42	46	61	72	82	106
Puerto Vallarta														**Target Seat Departures (a)**			111	140	174	207	259
	PVR	NW	NW	320	148	0.4	0.5	0.6						55	72	93	0	0	0	0	0
	PVR	RD	RD	738	168	0.0	0.0	0.0						0	6	0	0	0	0	0	0
	PVR	DL	DL	320	148				0.2					0	0	0	30	0	0	0	0
	PVR	DL	DL	319	124				0.4					0	0	0	50	0	0	0	0
	PVR	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	PVR	DL	DL	757	183					0.6				0	0	0	0	110	0	0	0
	PVR	DL	DL	738	160						0.8	1.0	0.1	0	0	0	0	0	128	160	16
	PVR	DL	DL	NGC	180								1.0	0	0	0	0	0	0	0	180
	PVR	SY	SY	737	168	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	PVR	SY	SY	738	168	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.4	33	41	30	34	34	50	50	67
		Subtotal				0.6	0.8	0.8	0.8	0.8	1.1	1.3	1.5	88	119	123	113	143	178	210	263
San Jose del Cabo														**Target Seat Departures (a)**			41	51	64	132	165
	SJD	NW	NW	320	148	0.2	0.3	0.2						36	43	36	0	0	0	0	0
	SJD	DL	DL	320	148				0.2					0	0	0	30	0	0	0	0
	SJD	DL	DL	319	124									0	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

x	Market	Publ. Carrier	Operator	Equip	Seats	Aircraft Departures 2006	2007	2008	2010	2015	2020	2025	2030	Seat Departures 2006	2007	2008	2010	2015	2020	2025	2030
	SJD	DL	DL	NGA	120							1.0	0.8	0	0	0	0	0	0	120	96
	SJD	DL	DL	757	183									0	0	0	0	0	0	0	0
	SJD	DL	DL	738	160					0.2	0.3			0	0	0	0	32	48	0	0
	SJD	DL	DL	NGC	180								0.2	0	0	0	0	0	0	0	36
	SJD	SY	SY	738	168	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	9	12	11	17	17	17	17	34
		Subtotal				0.3	0.4	0.3	0.3	0.3	0.4	1.1	1.2	45	54	47	46	49	65	137	166
San Jose														**Target Seat Departures (a)**			0	13	16	19	23
	SJO	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	SJO	DL	DL	320	148					0.1	0.1			0	0	0	0	15	15	0	0
	SJO	DL	DL	319	124									0	0	0	0	0	0	0	0
	SJO	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	SJO	DL	DL	757	183									0	0	0	0	0	0	0	0
	SJO	DL	DL	738	160									0	0	0	0	0	0	0	0
	SJO	DL	DL	NGC	180							0.1	0.1	0	0	0	0	0	0	18	23
		Subtotal				0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0	0	0	0	15	15	18	23
Ixtapa/Zihuatanejo														**Target Seat Departures (a)**			42	52	65	77	97
	ZIH	NW	NW	757	180	0.0	0.0	0.0						2	0	0	0	0	0	0	0
	ZIH	NW	NW	320	148	0.1	0.2	0.2						13	32	30	0	0	0	0	0
	ZIH	DL	DL	320	148				0.2					0	0	0	30	0	0	0	0
	ZIH	DL	DL	319	124									0	0	0	0	0	0	0	0
	ZIH	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	ZIH	DL	DL	757	183					0.2				0	0	0	0	37	0	0	0
	ZIH	DL	DL	738	160						0.3	0.3	0.4	0	0	0	0	0	48	48	64
	ZIH	DL	DL	NGC	180									0	0	0	0	0	0	0	0
	ZIH	SY	SY	738	168	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.2	8	12	11	17	17	17	34	34
		Subtotal				0.1	0.3	0.3	0.3	0.3	0.4	0.5	0.6	23	44	41	46	53	65	82	98
Manzanillo														**Target Seat Departures (a)**			19	24	30	35	44
	ZLO	NW	NW	320	148	0.1	0.1	0.1						11	13	9	0	0	0	0	0
	ZLO	DL	DL	320	148						0.2		0.3	0	0	0	0	0	30	0	44
	ZLO	DL	DL	319	124					0.2				0	0	0	0	25	0	0	0
	ZLO	DL	DL	NGA	120									0	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
	ZLO	DL	DL	757	183				0.1					0	0	0	18	0	0	0	0
	ZLO	DL	DL	738	160									0	0	0	0	0	0	0	0
	ZLO	DL	DL	NGC	180							0.2		0	0	0	0	0	0	36	0
	ZLO	SY	SY	737	168	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	ZLO	SY	SY	738	168	0.0	0.0	0.0						8	6	5	0	0	0	0	0
		Subtotal				0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.3	20	20	14	18	25	30	36	44

Carribean

Aruba														**Target Seat Departures (a)**			0	0	12	14	16
P	AUA	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	AUA	DL	DL	320	148							0.1		0	0	0	0	0	0	15	0
P	AUA	DL	DL	319	124						0.1			0	0	0	0	0	12	0	0
P	AUA	DL	DL	NGA	120									0	0	0	0	0	0	0	0
P	AUA	DL	DL	757	183									0	0	0	0	0	0	0	0
P	AUA	DL	DL	738	160								0.1	0	0	0	0	0	0	0	16
P	AUA	DL	DL	NGC	180									0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0	0	0	0	0	12	15	16
Freeport														**Target Seat Departures (a)**			0	0	0	0	0
P	FPO	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Grand Cayman Island														**Target Seat Departures (a)**			5	6	8	9	10
	GCM	NW	NW	320	148	0.0	0.0	0.0						6	6	5	0	0	0	0	0
	GCM	DL	DL	320	148				0.0	0.0				0	0	0	4	6	0	0	0
	GCM	DL	DL	319	124									0	0	0	0	0	0	0	0
	GCM	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	GCM	DL	DL	757	183									0	0	0	0	0	0	0	0
	GCM	DL	DL	738	160						0.1			0	0	0	0	0	8	0	0
	GCM	DL	DL	NGC	180							0.1	0.1	0	0	0	0	0	0	9	9

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	6	6	5	4	6	8	9	9
Montego Bay														**Target Seat Departures (a)**			40	48	57	66	79
	MBJ	NW	NW	320	148	0.1	0.2	0.2						17	26	31	0	0	0	0	0
	MBJ	DL	DL	320	148						0.1			0	0	0	0	0	15	0	0
	MBJ	DL	DL	319	124				0.2		0.2			0	0	0	25	0	25	0	0
	MBJ	DL	DL	NGA	120									0	0	0	0	0	0	0	0
	MBJ	DL	DL	757	183									0	0	0	0	0	0	0	0
	MBJ	DL	DL	738	160					0.2		0.3	0.4	0	0	0	0	32	0	48	64
	MBJ	DL	DL	NGC	180									0	0	0	0	0	0	0	0
	MBJ	SY	SY	738	168	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	8	17	15	17	17	17	17	17
		Subtotal				0.2	0.3	0.3	0.3	0.3	0.4	0.4	0.5	25	43	46	42	49	56	65	81
Nassau														**Target Seat Departures (a)**			0	15	18	20	24
P	NAS	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	NAS	DL	DL	320	148					0.1				0	0	0	0	15	0	0	0
P	NAS	DL	DL	319	124									0	0	0	0	0	0	0	0
P	NAS	DL	DL	NGA	120								0.2	0	0	0	0	0	0	0	24
P	NAS	DL	DL	757	183						0.1			0	0	0	0	0	18	0	0
P	NAS	DL	DL	738	160									0	0	0	0	0	0	0	0
P	NAS	DL	DL	NGC	180							0.1		0	0	0	0	0	0	18	0
		Subtotal				0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0	0	0	0	15	18	18	24
Puerto Plata														**Target Seat Departures (a)**			0	0	0	0	0
	POP	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Punta Cana														**Target Seat Departures (a)**			12	15	17	20	24
	PUJ	NW	NW	320	148	0.0	0.0	0.0						0	6	5	0	0	0	0	0
	PUJ	NW	NW	738	168	0.0	0.0	0.1						1	7	11	0	0	0	0	0
	PUJ	DL	DL	320	148					0.1				0	0	0	0	15	0	0	0
	PUJ	DL	DL	319	124				0.1					0	0	0	12	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

x	Market	Publ. Carrier	Operator	Equip	Seats	Aircraft Departures 2006	2007	2008	2010	2015	2020	2025	2030	Seat Departures 2006	2007	2008	2010	2015	2020	2025	2030
	PUJ	DL	DL	NGA	120								0.2	0	0	0	0	0	0	0	24
	PUJ	DL	DL	757	183									0	0	0	0	0	0	0	0
	PUJ	DL	DL	738	160						0.1			0	0	0	0	0	16	0	0
	PUJ	DL	DL	NGC	180							0.1		0	0	0	0	0	0	18	0
		Subtotal				0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.2	1	13	16	12	15	16	18	24
St. Maarten														**Target Seat Departures (a)**			4	4	5	6	7
	SXM	SY	SY	738	168	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	6	6	5	5	5	7	7
		Subtotal				0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17	6	6	5	5	5	7	7

Europe

Amsterdam														**Target Seat Departures (a)**			794	863	916	937	906
	AMS	KL	KL	M11	297	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	AMS	KL	KL	332	259					1.0				0	0	0	0	259	0	0	0
	AMS	KL	KL	772	327						1.0	1.0	1.0	0	0	0	0	0	327	327	327
	AMS	DL	DL	333	298				2.7	2.0	2.0	2.0	1.0	0	0	0	805	596	596	596	298
	AMS	DL	DL	332	243									0	0	0	0	0	0	0	0
	AMS	DL	DL	744	403									0	0	0	0	0	0	0	0
	AMS	DL	DL	763	217									0	0	0	0	0	0	0	0
	AMS	DL	DL	764	246									0	0	0	0	0	0	0	0
	AMS	DL	DL	772	268								1.0	0	0	0	0	0	0	0	268
	AMS	DL	DL	788	210									0	0	0	0	0	0	0	0
	AMS	NW	NW	D10	273	1.0	0.0	0.0						282	0	0	0	0	0	0	0
	AMS	NW	NW	744	403									0	0	0	0	0	0	0	0
	AMS	NW	NW	747	349	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	AMS	NW	NW	333	298	1.6	2.8	2.8						483	845	833	0	0	0	0	0
	AMS	NW	NW	332	243	0.0	0.0	0.0						8	0	0	0	0	0	0	0
		Subtotal				2.7	2.8	2.8	2.7	3.0	3.0	3.0	3.0	773	845	833	805	855	923	923	893
Paris														**Target Seat Departures (a)**			324	412	517	623	786
	CDG	AF	AF	343	272	0.0	0.0	0.0						0	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
	CDG	AF	AF	777	264	0.0	0.0	0.0		0.7	1.0			0	0	0	0	185	264	0	0
	CDG	AF	AF	773	325	0.0	0.0	0.0				1.0	1.0	0	0	0	0	0	0	325	325
	CDG	DL	DL	333	298				1.0			1.0		0	0	0	298	0	0	298	0
	CDG	DL	DL	763	217					1.0				0	0	0	0	217	0	0	0
	CDG	DL	DL	764	246						1.0		1.0	0	0	0	0	0	246	0	246
	CDG	DL	DL	772	268									0	0	0	0	0	0	0	0
	CDG	DL	DL	788	210								1.0	0	0	0	0	0	0	0	210
	CDG	NW	NW	333	298	0.0	0.0	0.7						0	0	219	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	1.0	1.7	2.0	2.0	3.0	0	0	219	298	402	510	623	781
Rome														**Target Seat Departures (a)**			0	0	0	0	0
	FCO	NW	NW	333	298	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Frankfurt														**Target Seat Departures (a)**			0	109	137	165	208
	FRA	LH	LH	340	221	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	FRA	LH	LH	333	221					0.5	0.6	0.7	0.9	0	0	0	0	111	133	155	199
	FRA	LH	LH	346	306									0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.5	0.6	0.7	0.9	0	0	0	0	111	133	155	199
Reykjavik														**Target Seat Departures (a)**			114	145	183	220	277
	KEF	FI	FI	752	186	0.0	0.0	0.0						3	0	0	0	0	0	0	0
	KEF	FI	FI	757	186	0.5	0.0	0.0						86	4	0	0	0	0	0	0
	KEF	FI	FI	75W	186	0.2	0.6	0.6	0.6	0.8	1.0			32	116	118	112	149	186	0	0
	KEF	FI	FI	788	210	0.0	0.0	0.0				1.0	1.3	0	0	0	0	0	0	210	273
		Subtotal				0.6	0.6	0.6	0.6	0.8	1.0	1.0	1.3	120	119	118	112	149	186	210	273
London														**Target Seat Departures (a)**			268	340	427	514	649
	LGW	NW	NW	D10	273	0.6	0.0	0.0						158	0	0	0	0	0	0	0
	LGW	NW	NW	744	403	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	LGW	NW	NW	333	298	0.2	1.0	0.2						70	285	72	0	0	0	0	0
	LHR	NW	NW	333	298	0.0	0.0	0.8						0	0	227	0	0	0	0	0
	LHR	DL	DL	333	298				0.5	1.1				0	0	0	149	328	0	0	0
	LHR	DL	DL	332	243									0	0	0	0	0	0	0	0
	LHR	DL	DL	744	403									0	0	0	0	0	0	0	0
	LHR	DL	DL	763	217									0	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
	LHR	DL	DL	764	246				0.5					0	0	0	123	0	0	0	0
	LHR	DL	DL	772	268							1.6		0	0	0	0	0	0	429	0
	LHR	DL	DL	773	325								2.0	0	0	0	0	0	0	0	650
	LHR	DL	DL	788	210						2.0	0.4		0	0	0	0	0	420	84	0
		Subtotal				0.8	1.0	1.0	1.0	1.1	2.0	2.0	2.0	228	285	299	272	328	420	513	650
Madrid														**Target Seat Departures (a)**			0	0	0	0	0
	MAD					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Munich														**Target Seat Departures (a)**			0	0	0	0	0
	MUC					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0

South and East Asia

Bangkok														**Target Seat Departures (a)**			0	0	0	0	0
	BKK					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Mumbai														**Target Seat Departures (a)**			0	0	0	0	0
	BOM					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Hong Kong														**Target Seat Departures (a)**			0	0	0	0	229
	HKG	NW	NW	332	243	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	HKG	DL	DL	772	268								0.3	0	0	0	0	0	0	0	80
	HKG	DL	DL	773	325									0	0	0	0	0	0	0	0
	HKG	DL	DL	788	210								0.7	0	0	0	0	0	0	0	147
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0	0	0	0	0	0	0	227
Seoul														**Target Seat Departures (a)**			0	0	0	378	502
	ICN	KE	KE	744	384	0.0	0.0	0.0						0	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
	ICN	KE	KE	777	261	0.0	0.0	0.0					0.7	0	0	0	0	0	0	0	183
	ICN	KE	KE	773	376							1.0	0.3	0	0	0	0	0	0	376	113
	ICN	DL	DL	788	210								1.0	0	0	0	0	0	0	0	210
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0	0	0	0	0	0	376	506
Osaka														**Target Seat Departures (a)**			0	0	0	0	0
	KIX	NW	NW	332	243	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	KIX	NW	NW	744	403	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Manila														**Target Seat Departures (a)**			0	0	0	0	0
	MNL					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Tokyo														**Target Seat Departures (a)**			438	460	477	475	496
	NRT	NW	NW	747	349	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	NRT	NW	NW	744	403	1.1	1.1	1.1						459	458	459	0	0	0	0	0
	NRT	NW	NW	332	243	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	NRT	DL	DL	772	268									0	0	0	0	0	0	0	0
	NRT	DL	DL	773	325									0	0	0	0	0	0	0	0
	NRT	DL	DL	788	210									0	0	0	0	0	0	0	0
	NRT	DL	DL	744	403				1.1	1.0	1.0			0	0	0	443	403	403	0	0
	NRT	DL	DL	332	243					0.2	0.3	2.0	2.0	0	0	0	0	49	73	486	486
		Subtotal				1.1	1.1	1.1	1.1	1.2	1.3	2.0	2.0	459	458	459	443	452	476	486	486
Tokoname														**Target Seat Departures (a)**			0	0	0	0	0
	NGO	NW	NW	332	243	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Beijing														**Target Seat Departures (a)**			0	0	357	452	601
	PEK	NW	NW	744	403	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	PEK	NW	NW	332	243	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	PEK	CA	CA	788	210							0.2	1.0	0	0	0	0	0	0	42	210

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

x	Market	Publ. Carrier	Operator	Equip	Seats	Aircraft Departures 2006	2007	2008	2010	2015	2020	2025	2030	Seat Departures 2006	2007	2008	2010	2015	2020	2025	2030
	PEK	DL	DL	772	268						0.4			0	0	0	0	0	107	0	0
	PEK	DL	DL	773	325									0	0	0	0	0	0	0	0
	PEK	DL	DL	788	210									0	0	0	0	0	0	0	0
	PEK	DL	DL	744	403						0.6	1.0	1.0	0	0	0	0	0	242	403	403
	PEK	DL	DL	332	243									0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	1.0	1.2	2.0	0	0	0	0	0	349	445	613
Shanghai														**Target Seat Departures (a)**			0	0	0	221	293
	PVG	NW	NW	744	403	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	PVG	NW	NW	332	243	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	PVG	DL	DL	772	268								1.1	0	0	0	0	0	0	0	295
	PVG	DL	DL	773	325									0	0	0	0	0	0	0	0
	PVG	DL	DL	788	210							1.1		0	0	0	0	0	0	231	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	0	0	0	0	0	0	231	295
Ho Chi Minh														**Target Seat Departures (a)**			0	0	0	0	0
	SGN					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Singapore														**Target Seat Departures (a)**			0	0	0	0	0
	SIN					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
Taipei														**Target Seat Departures (a)**			0	0	0	0	0
	TPE					0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0

Canada

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
Edmonton, Canada														**Target Seat Departures (a)**			231	278	330	375	448
P	YEG	NW	NW	D9S	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YEG	NW	NW	E90	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YEG	NW	NW	320	150	0.2	0.2	0.2						29	31	28	0	0	0	0	0
P	YEG	NW	NW	319	124	1.8	1.8	1.8						223	220	225	0	0	0	0	0
P	YEG	NW	9E	CRJ	50	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YEG	DL	DL	320	148					1.0				0	0	0	0	148	0	0	0
P	YEG	DL	DL	319	124				1.9	1.0	2.0	3.0	3.0	0	0	0	236	124	248	372	372
P	YEG	DL	DL	NGA	120									0	0	0	0	0	0	0	0
P	YEG	DL	DL	757	183									0	0	0	0	0	0	0	0
P	YEG	DL	DL	738	160									0	0	0	0	0	0	0	0
P	YEG	DL	DL	NGC	180									0	0	0	0	0	0	0	0
P	YEG	DL	DL	M80	142									0	0	0	0	0	0	0	0
P	YEG	DL	DLX	CR9	76						1.0		1.0	0	0	0	0	0	76	0	76
		Subtotal				2.0	2.0	2.0	1.9	2.0	3.0	3.0	4.0	252	252	254	236	272	324	372	448
Ottawa														**Target Seat Departures (a)**			0	41	48	55	66
P	YOW	NW	9E	CRJ	50	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YOW	NW	9E	CR7	70	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YOW	DL	DLX	CRJ	50					0.8	1.0	0.8	0.4	0	0	0	0	40	50	40	20
P	YOW	DL	DLX	E75	76							0.2	0.6	0	0	0	0	0	0	15	46
		Subtotal				0.0	0.0	0.0	0.0	0.8	1.0	1.0	1.0	0	0	0	0	40	50	55	66
Regina														**Target Seat Departures (a)**			108	130	154	176	210
	YQR	NW	CP	E75	76	0.0	0.0	2.0						0	3	151	0	0	0	0	0
	YQR	NW	NW	D9S	100	0.2	0.3	0.0						15	34	0	0	0	0	0	0
	YQR	NW	NW	D95	125	0.0	0.0	0.0						0	2	0	0	0	0	0	0
	YQR	NW	NW	E90	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YQR	NW	XJ	ARJ	69	1.0	0.0	0.0						71	0	0	0	0	0	0	0
	YQR	NW	9E	CRJ	50	0.8	1.6	0.0						41	79	1	0	0	0	0	0
	YQR	NW	9E	CR7	70	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YQR	DL	DLX	CRJ	50				1.6	1.0		2.0	0.8	0	0	0	80	50	0	100	40
	YQR	DL	DLX	E75	76				0.4	1.0	2.0	1.0	2.2	0	0	0	30	76	152	76	167
		Subtotal				2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0	127	118	152	110	126	152	176	207

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	Market	Carrier	Operator	Equip	Seats	2006	2007	2008	2010	2015	2020	2025	2030	2006	2007	2008	2010	2015	2020	2025	2030
Thunder Bay														**Target Seat Departures (a)**			60	72	86	98	117
	YQT	NW	XJ	SF3	33	2.0	2.0	2.0						66	66	66	0	0	0	0	0
	YQT	NW	9E	CRJ	50	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YQT	DL	DLX	SF3	33				2.0	2.0	1.0			0	0	0	66	66	33	0	0
	YQT	DL	DLX	CRJ	50						1.0			0	0	0	0	0	50	0	0
	YQT	DL	DLX	NGT	50							2.0	2.3	0	0	0	0	0	0	100	115
		Subtotal				2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.3	66	66	66	66	66	83	100	115
Montreal														**Target Seat Departures (a)**			56	67	80	91	108
P	YUL	NW	NW	D9S	100	0.1	0.0	0.0						6	0	0	0	0	0	0	0
P	YUL	NW	NW	D95	125	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YUL	NW	NW	E90	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YUL	NW	9E	CRJ	50	0.8	0.5	0.5						42	26	24	0	0	0	0	0
P	YUL	NW	9E	CR7	70	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YUL	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YUL	NW	NW	319	124	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YUL	NW	XJ	ARJ	69	0.1	0.0	0.0						8	0	0	0	0	0	0	0
P	YUL	NW	XJ	CR9	76	0.0	0.5	0.5						0	35	39	0	0	0	0	0
P	YUL	DL	DLX	CR9	76				0.2	0.7	1.0	1.2	1.4	0	0	0	15	53	76	91	106
P	YUL	DL	DLX	CRJ	50				0.8	0.3				0	0	0	40	15	0	0	0
		Subtotal				1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.4	55	61	64	55	68	76	91	106
Vancouver														**Target Seat Departures (a)**			148	177	210	239	286
P	YVR	NW	CP	E75	76	0.0	0.2	0.6						0	16	45	0	0	0	0	0
P	YVR	NW	NW	757	180	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YVR	NW	NW	320	148	0.9	0.4	0.4						131	64	65	0	0	0	0	0
P	YVR	NW	NW	319	124	0.2	0.6	0.6						20	80	77	0	0	0	0	0
P	YVR	DL	DL	320	148				1.0	1.0	1.0			0	0	0	148	148	148	0	0
P	YVR	DL	DL	319	124					0.3	0.5			0	0	0	0	37	62	0	0
P	YVR	DL	DL	NGA	120							2.0	1.0	0	0	0	0	0	0	240	120
P	YVR	DL	DL	757	183									0	0	0	0	0	0	0	0
P	YVR	DL	DL	738	160								1.0	0	0	0	0	0	0	0	160
P	YVR	DL	DL	NGC	180									0	0	0	0	0	0	0	0
P	YVR	DL	DL	M80	142									0	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	**Market**	**Carrier**	**Operator**	**Equip**	**Seats**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
P	YVR	DL	DLX	E75	76									0	0	0	0	0	0	0	0
		Subtotal				1.0	1.3	1.7	1.0	1.3	1.5	2.0	2.0	151	161	187	148	185	210	240	280
Winnipeg														**Target Seat Departures (a)**			424	509	605	688	821
P	YWG	NW	NW	DC9	78	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YWG	NW	NW	D9S	100	1.6	0.5	2.2						157	45	216	0	0	0	0	0
P	YWG	NW	NW	D95	125	0.1	0.5	0.2						18	62	22	0	0	0	0	0
P	YWG	NW	NW	320	148	0.5	0.5	0.3						79	80	43	0	0	0	0	0
P	YWG	NW	NW	319	124	0.7	1.2	0.4						87	145	44	0	0	0	0	0
P	YWG	NW	NW	E90	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YWG	NW	9E	CR7	70	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YWG	NW	XJ	SF3	33	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YWG	NW	XJ	CR9	76	0.0	0.0	0.1						0	0	5	0	0	0	0	0
P	YWG	NW	9E	CRJ	50	2.7	2.6	2.1						137	129	104	0	0	0	0	0
P	YWG	DL	DL	320	148				1.0			1.0		0	0	0	148	0	0	148	0
P	YWG	DL	DL	319	124					1.0	1.0			0	0	0	0	124	124	0	0
P	YWG	DL	DL	NGA	120								2.0	0	0	0	0	0	0	0	240
P	YWG	DL	DL	D9S	100				1.0					0	0	0	100	0	0	0	0
P	YWG	DL	DL	738	160									0	0	0	0	0	0	0	0
P	YWG	DL	DL	NGC	180									0	0	0	0	0	0	0	0
P	YWG	DL	DL	M80	142									0	0	0	0	0	0	0	0
P	YWG	DL	DLX	CR9	76				1.0	2.0	2.0	3.0	4.0	0	0	0	76	152	152	228	304
P	YWG	DL	DLX	CRJ	50				2.0	2.0	1.0	1.0		0	0	0	100	100	50	50	0
P	YWG	WS	WS	73G	136	0.0	0.0	0.0		1.0	2.0	2.0	2.0	0	0	0	0	136	272	272	272
		Subtotal				5.7	5.2	5.1	5.0	6.0	6.0	7.0	8.0	479	461	433	424	512	598	698	816
Saskatoon														**Target Seat Departures (a)**			118	141	168	191	228
	YXE	NW	CP	E75	76	0.0	0.0	1.6						0	3	123	0	0	0	0	0
	YXE	NW	NW	D9S	100	1.3	0.6	0.0						130	56	0	0	0	0	0	0
	YXE	NW	NW	D95	125	0.2	0.1	0.0						20	10	0	0	0	0	0	0
	YXE	NW	NW	757	180	0.0	0.0	0.0						6	7	0	0	0	0	0	0
	YXE	NW	NW	320	148	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YXE	NW	NW	319	124	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YXE	NW	NW	753	224	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YXE	NW	NW	E90	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
	YXE	NW	XJ	ARJ	69	0.1	0.0	0.0						7	0	0	0	0	0	0	0

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	**Market**	**Carrier**	**Operator**	**Equip**	**Seats**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
	YXE	NW	XJ	CR9	76	0.0	0.4	0.0						0	27	0	0	0	0	0	0
	YXE	NW	9E	CRJ	50	0.0	0.5	0.0						0	25	0	0	0	0	0	0
	YXE	DL	DL	320	148									0	0	0	0	0	0	0	0
	YXE	DL	DL	319	124						0.3	0.9	1.5	0	0	0	0	0	37	112	186
	YXE	DL	DLX	E75	76				1.6	1.8	1.7	1.1	0.5	0	0	0	122	137	129	84	38
	YXE	DL	DLX	CRJ	50									0	0	0	0	0	0	0	0
		Subtotal				1.6	1.6	1.6	1.6	1.8	2.0	2.0	2.0	163	128	123	122	137	166	195	224
Calgary														**Target Seat Departures (a)**			262	315	374	425	508
P	YYC	NW	NW	320	148	1.0	0.9	0.6						145	131	92	0	0	0	0	0
P	YYC	NW	NW	319	124	1.2	1.2	1.6						149	154	197	0	0	0	0	0
P	YYC	DL	DL	320	148				1.0					0	0	0	148	0	0	0	0
P	YYC	DL	DL	319	124				1.0	0.6	2.0			0	0	0	124	74	248	0	0
P	YYC	DL	DLX	E75	76					1.4		2.0	3.0	0	0	0	0	106	0	152	228
P	YYC	DL	DLX	CRJ	50									0	0	0	0	0	0	0	0
P	YYC	DL	DL	NGA	120									0	0	0	0	0	0	0	0
P	YYC	WS	WS	73G	136	0.0	0.0	0.0		1.0	1.0	2.0	2.0	0	0	0	0	136	136	272	272
		Subtotal				2.2	2.1	2.2	2.0	3.0	3.0	4.0	5.0	294	285	289	272	317	384	424	500
Toronto														**Target Seat Departures (a)**			333	400	475	540	645
P	YYZ	AC	AC	CRJ	50	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YYZ	AC	AC	319	112	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YYZ	AC	QK	CRJ	50	1.9	1.9	1.7	2.0					97	95	86	100	0	0	0	0
P	YYZ	AC	AC	E75	73					2.0	2.0	2.0	3.0	0	0	0	0	146	146	146	219
P	YYZ	NW	NW	DC9	78	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YYZ	NW	NW	D9S	100	1.2	0.6	0.3						122	62	30	0	0	0	0	0
P	YYZ	NW	NW	D95	125	0.4	0.3	0.3						44	37	37	0	0	0	0	0
P	YYZ	NW	NW	320	148	0.0	0.0	0.0						2	4	0	0	0	0	0	0
P	YYZ	NW	NW	319	124	0.3	0.2	0.1						42	30	15	0	0	0	0	0
P	YYZ	NW	XJ	ARJ	69	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YYZ	NW	NW	E90	100	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YYZ	NW	9E	CR7	70	0.0	0.0	0.0						0	0	0	0	0	0	0	0
P	YYZ	NW	9E	CRJ	50	2.0	2.7	3.2						102	134	161	0	0	0	0	0
P	YYZ	DL	DL	320	148									0	0	0	0	0	0	0	0
P	YYZ	DL	DL	319	124						1.0	1.0		0	0	0	0	0	124	124	0
P	YYZ	DL	DL	NGA	120								1.0	0	0	0	0	0	0	0	120

Table F.7

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

International Scheduled Aircraft Departure Projections

		Publ.				Aircraft Departures								Seat Departures							
x	**Market**	**Carrier**	**Operator**	**Equip**	**Seats**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**	**2006**	**2007**	**2008**	**2010**	**2015**	**2020**	**2025**	**2030**
P	YYZ	DL	DL	D9S	100									0	0	0	0	0	0	0	0
P	YYZ	DL	DL	738	160									0	0	0	0	0	0	0	0
P	YYZ	DL	DL	NGC	180									0	0	0	0	0	0	0	0
P	YYZ	DL	DL	M80	142									0	0	0	0	0	0	0	0
P	YYZ	DL	DLX	CR9	76				1.0	2.0	2.0	3.0	4.0	0	0	0	76	152	152	228	304
P	YYZ	DL	DLX	CRJ	50				3.0	2.0	1.0	1.0		0	0	0	150	100	50	50	0
P	YYZ	WS	WS	73G	140	0.0	0.0	0.0						0	0	0	0	0	0	0	0
		Subtotal				5.9	5.8	5.7	6.0	6.0	6.0	7.0	8.0	409	362	329	326	398	472	548	643
		Total				32.0	32.9	33.7	33.5	40.6	45.9	56.3	66.5	4088	4274	4530	4398	5403	6738	8384	10248

(a) AAD Seat Departures from Table F.5

Sources: As noted and HNTB analysis.

Table F.8

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Daily International Air Carrier Fleet Mix Forecast by Carrier

2007

Sum of 2007		
Carrier	Equip	Total
AC	319	0.0
	CRJ	1.9
	E75	
AC Total		1.9
AF 343		0.0
	773	0.0
	777	0.0
AF Total		0.0
AM 738		
	757	0.0
	73G	
	M80	0.0
AM Total		0.0
FI	752	0.0
	757	0.0
	75W	0.6
	788	0.0
FI Total		0.6
KE 744		0.0
	773	
	777	0.0
KE Total		0.0
KL	332	
	M11	0.0
	772	
KL Total		0.0
LH 333		
	340	0.0
	346	
LH Total		0.0
NW	319	5.1
	320	5.0
	332	0.0
	333	3.8
	738	0.0
	744	1.1
	747	0.0
	753	0.0
	757	0.0
	ARJ	0.0
	CR7	0.0
	CR9	0.8
	CRJ	7.9
	D10	0.0
	D95	0.9
	D9S	2.0
	DC9	0.0
	E75	0.3
	E90	0.0
	SF3	2.0
NW Total		28.9

2008

Sum of 2008		
Carrier	Equip	Total
AC	319	0.0
	CRJ	1.7
	E75	
AC Total		1.7
AF 343		0.0
	773	0.0
	777	0.0
AF Total		0.0
AM 738		
	757	0.0
	73G	
	M80	0.0
AM Total		0.0
FI	752	0.0
	757	0.0
	75W	0.6
	788	0.0
FI Total		0.6
KE 744		0.0
	773	
	777	0.0
KE Total		0.0
KL	332	
	M11	0.0
	772	
KL Total		0.0
LH 333		
	340	0.0
	346	
LH Total		0.0
NW	319	4.5
	320	4.7
	332	0.0
	333	4.5
	738	0.1
	744	1.1
	747	0.0
	753	0.3
	757	0.0
	ARJ	0.0
	CR7	0.0
	CR9	0.6
	CRJ	5.8
	D10	0.0
	D95	0.5
	D9S	2.5
	DC9	0.0
	E75	4.2
	E90	0.0
	SF3	2.0
NW Total		30.7

2010

Sum of 2010		
Carrier	Equip	Total
AC	319	
	CRJ	2.0
	E75	
AC Total		2.0
AF 343		
	773	
	777	
AF Total		
AM 738		
	757	
	73G	
	M80	
AM Total		
FI	752	
	757	
	75W	0.6
	788	
FI Total		0.6
KE 744		
	773	
	777	
KE Total		
KL	332	
	M11	
	772	
KL Total		
LH 333		
	340	
	346	
LH Total		
NW	319	
	320	
	332	
	333	
	738	
	744	
	747	
	753	
	757	
	ARJ	
	CR7	
	CR9	
	CRJ	
	D10	
	D95	
	D9S	
	DC9	
	E75	
	E90	
	SF3	
NW Total		

2015

Sum of 2015		
Carrier	Equip	Total
AC	319	
	CRJ	
	E75	2.0
AC Total		2.0
AF 343		
	773	
	777	0.7
AF Total		0.7
AM 738		
	757	
	73G	0.7
	M80	
AM Total		0.7
FI	752	
	757	
	75W	0.8
	788	
FI Total		0.8
KE 744		
	773	
	777	
KE Total		
KL	332	1.0
	M11	
	772	
KL Total		1.0
LH 333		0.5
	340	
	346	
LH Total		0.5
NW	319	
	320	
	332	
	333	
	738	
	744	
	747	
	753	
	757	
	ARJ	
	CR7	
	CR9	
	CRJ	
	D10	
	D95	
	D9S	
	DC9	
	E75	
	E90	
	SF3	
NW Total		

2020

Sum of 2020		
Carrier	Equip	Total
AC	319	
	CRJ	
	E75	2.0
AC Total		2.0
AF 343		
	773	
	777	1.0
AF Total		1.0
AM 738		
	757	
	73G	0.9
	M80	
AM Total		0.9
FI	752	
	757	
	75W	1.0
	788	
FI Total		1.0
KE 744		
	773	
	777	
KE Total		
KL	332	
	M11	
	772	1.0
KL Total		1.0
LH 333		0.6
	340	
	346	
LH Total		0.6
NW	319	
	320	
	332	
	333	
	738	
	744	
	747	
	753	
	757	
	ARJ	
	CR7	
	CR9	
	CRJ	
	D10	
	D95	
	D9S	
	DC9	
	E75	
	E90	
	SF3	
NW Total		

2025

Sum of 2025		
Carrier	Equip	Total
AC	319	
	CRJ	
	E75	2.0
AC Total		2.0
AF 343		
	773	1.0
	777	
AF Total		1.0
AM 738		
	757	
	73G	1.0
	M80	
AM Total		1.0
FI	752	
	757	
	75W	
	788	1.0
FI Total		1.0
KE 744		
	773	1.0
	777	
KE Total		1.0
KL	332	
	M11	
	772	1.0
KL Total		1.0
LH 333		0.7
	340	
	346	
LH Total		0.7
NW	319	
	320	
	332	
	333	
	738	
	744	
	747	
	753	
	757	
	ARJ	
	CR7	
	CR9	
	CRJ	
	D10	
	D95	
	D9S	
	DC9	
	E75	
	E90	
	SF3	
NW Total		

2030

Sum of 2030		
Carrier	Equip	Total
AC	319	
	CRJ	
	E75	3.0
AC Total		3.0
AF 343		
	773	1.0
	777	
AF Total		1.0
AM 738		1.1
	757	
	73G	
	M80	
AM Total		1.1
FI	752	
	757	
	75W	
	788	1.3
FI Total		1.3
KE 744		
	773	0.3
	777	0.7
KE Total		1.0
KL	332	
	M11	
	772	1.0
KL Total		1.0
LH 333		0.9
	340	
	346	
LH Total		0.9
NW	319	
	320	
	332	
	333	
	738	
	744	
	747	
	753	
	757	
	ARJ	
	CR7	
	CR9	
	CRJ	
	D10	
	D95	
	D9S	
	DC9	
	E75	
	E90	
	SF3	
NW Total		

Table F.8

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Daily International Air Carrier Fleet Mix Forecast by Carrier

		2007			2008			2010			2015			2020			2025			2030
RD	738	0.1	RD	738	0.0	RD	738		RD	738		RD	738		RD	738		RD	738	
RD Total		0.1	RD Total		0.0	RD Total			RD Total			RD Total			RD Total			RD Total		
Subtotal	(blank)	32.9	Subtotal	(blank)	33.3	Subtotal	(blank)	33.5	Subtotal	(blank)	40.6	Subtotal	(blank)	45.9	Subtotal	(blank)	56.3	Subtotal	(blank)	66.5
Subtotal Total		32.9	Subtotal Total		33.3	Subtotal Total		33.5	Subtotal Total		40.6	Subtotal Total		45.9	Subtotal Total		56.3	Subtotal Total		66.5
SY	737	0.0	SY	737	0.0	SY	737		SY	737		SY	737		SY	737		SY	737	
	738	1.3		738	1.0		738	1.0		738	1.1		738	1.3		738	1.6		738	1.9
SY Total		1.3	SY Total		1.0	SY Total		1.0	SY Total		1.1	SY Total		1.3	SY Total		1.6	SY Total		1.9
WS	73G	0.0	WS	73G	0.0	WS	73G		WS	73G	2.0	WS	73G	3.0	WS	73G	4.0	WS	73G	4.0
WS Total		0.0	WS Total		0.0	WS Total			WS Total		2.0	WS Total		3.0	WS Total		4.0	WS Total		4.0
(blank)	(blank)	0.0	(blank)	(blank)	0.0	(blank)	(blank)		(blank)	(blank)		(blank)	(blank)		(blank)	(blank)		(blank)	(blank)	
(blank) Total		0.0	(blank) Total		0.0	(blank) Total			(blank) Total			(blank) Total			(blank) Total			(blank) Total		
DL	319		DL	319		DL	319	3.6	DL	319	3.3	DL	319	7.1	DL	319	5.9	DL	319	4.5
	320			320			320	5.5		320	4.8		320	2.7		320	1.1		320	0.6
	332			332			332			332	0.2		332	0.3		332	2.0		332	2.0
	333			333			333	4.2		333	3.1		333	2.0		333	3.0		333	1.0
	738			738			738			738	0.4		738	2.0		738	4.6		738	2.6
	744			744			744	1.1		744	1.0		744	1.6		744	1.0		744	1.0
	753			753			753	0.3		753			753	1.0		753			753	
	757			757			757	0.1		757	1.0		757	0.4		757	0.1		757	
	773			773			773			773			773			773			773	2.0
	CR9			CR9			CR9	2.2		CR9	4.7		CR9	6.0		CR9	7.2		CR9	10.4
	CRJ			CRJ			CRJ	7.4		CRJ	6.1		CRJ	4.0		CRJ	4.8		CRJ	1.2
	D9S			D9S			D9S	1.0		D9S			D9S			D9S			D9S	
	E75			E75			E75	2.0		E75	4.2		E75	3.7		E75	4.3		E75	6.3
	M80			M80			M80			M80			M80			M80			M80	
	SF3			SF3			SF3	2.0		SF3	2.0		SF3	1.0		SF3			SF3	
	NGA			NGA			NGA			NGA			NGA			NGA	3.0		NGA	5.4
	NGC			NGC			NGC			NGC			NGC			NGC	0.6		NGC	3.8
	NGD			NGD			NGD			NGD			NGD			NGD			NGD	1.0
	772			772			772			772			772	0.4		772	1.6		772	2.4
	763			763			763			763	1.0		763			763			763	
	764			764			764	0.5		764			764	1.0		764			764	1.0
	788			788			788			788			788	2.0		788	1.5		788	2.7
	NGT			NGT			NGT			NGT			NGT			NGT	2.0		NGT	2.3
DL Total			DL Total			DL Total		29.9	DL Total		31.8	DL Total		35.1	DL Total		42.7	DL Total		50.2
CA	788		CA	788		CA	788		CA	788		CA	788		CA	788	0.2	CA	788	1.0
CA Total			CA Total			CA Total			CA Total			CA Total			CA Total		0.2	CA Total		1.0
Total		32.9			34.1			33.5			40.6			45.9			56.3			66.5

Sources: Table F.7 and HNTB analysis.

Table G.1

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Forecast of Annual Domestic and International Charter Enplanements

Year	Domestic (a)	International (a)	Total (b)
1995	n/a	n/a	501,792
1996	n/a	n/a	481,532
1997	n/a	n/a	465,628
1998	n/a	n/a	635,290
1999	n/a	n/a	650,350
2000	n/a	n/a	399,683
2001	n/a	n/a	280,609
2002	n/a	n/a	365,023
2003	115,050	118,642	233,692
2004	110,185	150,913	240,250
2005	94,267	111,708	205,975
2006	57,642	93,770	151,412
2007	41,874	43,641	85,515
2008	16,990	15,386	32,376
2010	15,574	14,103	29,677
2015	12,527	11,345	23,872
2020	10,077	9,126	19,203
2025	8,106	7,341	15,447
2030	6,520	5,905	12,425
	Average Annual Growth Rate		
2008-2030	-4.3%	-4.3%	-4.3%

(a) Historical data from monthly activity reports. Future domestic/international splits assumed to be the same as 2008.

(b) Assumed to change at half of historical rate. See text for detail.

Sources: As noted and HNTB analysis.

Table G.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Forecast of Domestic Non-Scheduled (Charter) Annual Departures and Fleet Mix

Aircraft	Capacity Seats (a)	2008	2010	2015	2020	2025	2030
			Annual (b)				
BOMBARDIER BD-700	14	1	-	-	-	-	-
CESSNA CITATION III	7	1	-	-	-	-	-
CESSNA CITATION X	8	1	-	-	-	-	-
EMB-135 Embraer	13	1	-	-	-	-	-
DC-9-15/15F MD	50	3	3	-	-	-	-
DC-9-30 MD	74	3	3	-	-	-	-
MD-80/DC-9-80 MD	146	8	30	20	10	5	1
727-200 Boeing	148	66	5	-		-	-
737-100/200 Boeing	104	11	11	9		-	-
737-300 Boeing	114	3	4	11	13	10	5
737-400 Boeing	78	42	42	42	40	35	30
737-700/LR	18	1	1	1	1	1	1
737-800/900 <7-1-02 Boeing	173	15	25	20	18	16	15
757-200 Boeing	165	6	10	7	7	5	5
767-300/ER Boeing	264	1	2	2	2	2	2
MD-11	365	-	-	-	-	-	-
Total Departures		163	136	112	91	74	59
Total Operations (c)		306	272	224	182	148	118
Enplanements (d)		16,990	15,574	12,527	10,077	8,106	6,520
Load Factor (e)		92.4%	92.4%	92.4%	92.4%	92.4%	92.4%
Seat Departures (f)		18,397	16,864	13,564	10,912	8,777	7,060

(a) Existing fleet mix data from USDOT T-100 database.
(b) Annual departures by aircraft type estimated so that seat departures sum to estimate of seat departures derived from enplanements and load factor.
(c) Departures multiplied by two.
(d) Table G.1.
(e) Assumed to remain constant.
(f) Enplanements divided by load factor.

Sources: As noted and HNTB analysis.

Table G.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Forecast of International Non-Scheduled (Charter) Annual Departures and Fleet Mix

Aircraft	Capacity Seats (a)	2008	2010	2015	2020	2025	2030
			Annual (b)				
BOMBARDIER BD-700 GLOBAL	12	1	-	-		-	-
727-200 Boeing	154	92	5	-	-	-	-
737-100/200 Boeing	122	1	1	-	-	-	-
737-300	114	-	12	4	-	-	-
737-400 Boeing	68	6	21	20	14	4	1
737-700/LR >4-1-01 Boeing	18	1	1	1	1	1	1
737-800/900 <7-1-02 Boeing	173	2	65	58	50	45	38
757-200 Boeing	165	-	30	25	20	14	10
Total Departures		103	135	108	85	64	50
Total Operations (c)		230	270	216	170	128	100
Enplanements (d)		15,386	15,574	12,527	10,077	8,106	6,520
Load Factor (e)		78.2%	78.2%	78.2%	78.2%	78.2%	78.2%
Seat Departures (f)		19,667	19,907	16,012	12,881	10,361	8,334

(a) Existing fleet mix data from USDOT T-100 database.
(b) Annual departures by aircraft type estimated so that seat departures sum to estimate of seat departures derived from enplanements and load factor.
(c) Departures multiplied by two.
(d) Table G.1.
(e) Assumed to remain constant.
(f) Enplanements divided by load factor.

Sources: As noted and HNTB analysis.

Table G.4

MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT

Forecast of Annual Domestic and International Charter Aircraft Operations

Year	Domestic (a)	International (b)	Total
1995	n/a	n/a	6,832
1996	n/a	n/a	8,750
1997	n/a	n/a	8,350
1998	n/a	n/a	11,531
1999	n/a	n/a	10,600
2000	n/a	n/a	5,959
2001	n/a	n/a	4,090
2002	n/a	n/a	4,833
2003	2,578	2,154	4,732
2004	2,235	1,558	3,793
2005	2,248	1,631	3,879
2006	1,846	1,387	3,233
2007	821	611	1,432
2008	306	230	536
2010	272	270	542
2015	224	216	440
2020	182	170	352
2025	148	128	276
2030	118	100	218
	Average Annual Growth Rate		
2008-2030	-4.2%	-3.7%	-4.0%

(a) Historical data from Monthly Activity Reports. Forecast data from Table G.2.
(b) Historical data from Monthly Activity Reports. Forecast data from Table G.3.

Sources: As noted and HNTB analysis.

Table H.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Domestic Peak Hour Enplanement/Deplanement Activity

	2007	2008	2010	2015	2020	2025	2030
Annual Enplanements (a)	15,903,109	15,087,389	15,316,308	17,606,511	19,962,423	22,675,048	25,579,956
Delta/Northwest (b)	12,527,640	11,911,387	11,889,642	13,084,459	14,714,457	16,548,119	18,986,364
Southwest (b)	-	-	496,474	1,561,378	1,778,376	2,071,522	2,244,339
Other (b)	3,375,469	3,176,002	2,930,192	2,960,674	3,469,590	4,055,407	4,349,253
Peak Month		July	July	July	July	July	July
Peak Month Enplanements (c)		1,461,941	1,441,265	1,656,773	1,878,464	2,133,722	2,407,074
Delta/Northwest		1,163,789	1,118,815	1,231,248	1,384,630	1,557,178	1,786,617
Southwest		-	46,718	146,926	167,345	194,930	211,192
Other	-	298,152	275,731	278,599	326,488	381,614	409,265
ADPM Enplanements (d)		47,159	46,492	53,444	60,596	68,830	77,648
AWDPM Enplanements (e)		48,598	47,910	55,074	62,444	70,929	80,016
Delta/Northwest		38,687	37,192	40,929	46,028	51,764	59,391
Southwest		-	1,553	4,884	5,563	6,480	7,020
Other		9,911	9,166	9,261	10,853	12,686	13,605
Peak Hour Enplanements (f)		5,669	5,589	6,425	7,284	8,274	9,334
Delta/Northwest		5,143	4,944	5,441	6,119	6,881	7,895
Southwest (g)		-	155	488	556	648	702
Other		1,567	1,449	1,464	1,716	2,006	2,151
Peak Hour Deplanements (f)		5,659	5,579	6,413	7,271	8,259	9,317
Delta/Northwest		5,220	5,018	5,523	6,211	6,984	8,014
Southwest (g)		-	155	488	556	648	702
Other		1,114	1,030	1,041	1,220	1,426	1,529

(a) Table 7.
(b) Distribution based on distribution of scheduled seat departures in Tables E.5 and E.6.
(c) Peak month percentage for 2007 assumed to remain constant.
(d) Average Day Peak Month. Peak month divided by 31 days.
(e) Average Weekday Peak Month. ADPM increased by 3.5 percent to reflect increased weekday activity based on OAG schedule.
(f) Peak hour percentage of AWDPM assumed to remain constant.
(g) Assumed to be 10 percent.

Sources: As noted and HNTB analysis.

Table H.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Domestic Peak Hour Origin/Destination Activity

	2007	2008	2010	2015	2020	2025	2030
Annual Domestic Originations (a)	7,857,050	7,291,815	7,692,173	9,420,211	10,788,756	12,380,025	14,186,792
International Originations via Alternate Gateway (b)		517,099	543,743	622,644	785,575	992,821	1,243,776
Total Originations on Domestic Flights		7,808,914	8,235,916	10,042,855	11,574,331	13,372,846	15,430,568
Delta/Northwest (c)		4,963,078	5,163,510	5,984,722	6,864,889	7,874,655	9,513,542
Southwest (d)		-	446,826	1,405,241	1,600,538	1,864,370	2,019,905
Other (e)		2,845,836	2,625,580	2,652,892	3,108,904	3,633,821	3,897,120
Peak Month		July	July	July	July	July	July
Peak Month Originations (f)		756,670	775,000	945,033	1,089,145	1,258,385	1,452,016
Delta/Northwest		487,295	485,886	563,162	645,986	741,005	895,224
Southwest		-	42,046	132,233	150,611	175,437	190,073
Other		269,374	247,067	249,637	292,548	341,943	366,719
ADPM Originations (g)		24,409	25,000	30,485	35,134	40,593	46,839
AWDPM Originations (h)		25,153	25,762	31,415	36,205	41,831	48,268
Delta/Northwest		16,199	16,152	18,721	21,474	24,632	29,759
Southwest		-	1,398	4,396	5,007	5,832	6,318
Other		8,955	8,213	8,298	9,725	11,367	12,190
Peak Hour Originations (i)		2,943	3,014	3,676	4,236	4,894	5,647
Delta/Northwest		2,187	2,180	2,527	2,899	3,325	4,017
Southwest (j)		-	140	440	501	583	632
Other		1,567	1,449	1,464	1,716	2,006	2,151
Peak Hour Terminations (i)		2,943	3,014	3,676	4,236	4,894	5,647
Delta/Northwest		2,154	2,148	2,490	2,856	3,276	3,958
Southwest (j)		-	140	440	501	583	632
Other		1,003	920	929	1,089	1,273	1,365

(a) Table 5.
(b) Table H.4.
(c) Total originations less Southwest originations and other airline originations.
(d) Assumed to be 90 percent.
(e) Ratio of originations to enplanements assumed to remain constant.
(f) Peak month percentage for 2007 assumed to remain constant.
(g) Average Day Peak Month. Peak month divided by 31 days.
(h) Average Weekday Peak Month. ADPM increased by 3.5 percent to reflect increased weekday activity based on OAG schedule.
(i) Peak hour percentage of AWDPM assumed to remain constant.
(j) Assumed to be 10 percent.

Sources: As noted and HNTB analysis.

Table H.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of International Peak Hour Enplanement/Deplanement Activity

	2007	2008	2010	2015	2020	2025	2030
Annual Enplanements (a)	980,460	1,264,507	1,180,400	1,472,452	1,836,550	2,290,408	2,839,469
Sky Team (b)	849,164	1,152,540	1,077,158	1,236,120	1,537,786	1,915,512	2,348,805
Southwest (b)	-	-	-	-	-	-	-
Other (b)	131,296	111,967	103,242	236,332	298,764	374,895	490,664
Peak Month		March	March	March	March	March	March
Peak Month Enplanements (c)		153,879	142,778	180,437	227,008	286,543	355,596
Sky Team		128,296	117,145	128,614	170,644	227,299	294,148
Southwest		-	-	-	-	-	-
Other	-	25,583	25,633	51,824	56,365	59,244	61,447
ADPM Enplanements (d)		4,964	4,606	5,821	7,323	9,243	11,471
AWDPM Enplanements (e)		5,115	4,746	5,998	7,546	9,525	11,821
Sky Team		4,265	3,894	4,275	5,673	7,556	9,778
Southwest		-	-	-	-	-	-
Other		850	852	1,723	1,874	1,969	2,043
Peak Hour Enplanements (f)		1,141	1,058	1,338	1,683	2,124	2,636
Sky Team		1,105	1,009	1,107	1,469	1,957	2,533
Southwest		-	-	-	-	-	-
Other		372	373	755	821	863	895
Peak Hour Deplanements (f)		1,509	1,400	1,769	2,226	2,810	3,487
Sky Team		1,245	1,137	1,248	1,656	2,206	2,855
Southwest		-	-	-	-	-	-
Other		372	373	755	821	863	895
Peak Hour Deplanements - Non Pre-Cleared (g)		1,156	1,145	1,454	1,851	2,381	2,974
Sky Team		1,023	930	1,026	1,377	1,870	2,435
Southwest		-	-	-	-	-	-
Other		372	305	620	682	731	763

(a) Table 9.
(b) Distribution based on distribution of scheduled seat departures in Tables F.7 and F.8.
(c) Assumes seasonal distribution of passenger enplanements to each major world region will remain the same.
(d) Average Day Peak Month. Peak month divided by 31 days.
(e) Average Weekday Peak Month. ADPM increased by 3.5 percent to reflect increased weekday activity based on OAG schedule.
(f) Peak hour percentage of AWDPM assumed to remain constant.
(g) Non-precleared share of international deplanements based on non-precleared share of international scheduled seat departures in Table F.7.

Sources: As noted and HNTB analysis.

Table H.4

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of International Peak Hour Origination/Termination Activity

	2007	2008	2010	2015	2020	2025	2030
Annual Originations (a)	951,196	963,631	959,808	1,210,171	1,525,839	1,923,847	2,425,675
Sky Team (b)		345,762	323,147	374,828	471,376	593,620	740,301
Southwest		-	-	-	-	-	-
Other (c)		100,770	92,918	212,699	268,887	337,406	441,598
Via Alternate Gateway (d)		517,099	543,743	622,644	785,575	992,821	1,243,776
Peak Month		March	March	March	March	March	March
Peak Month Originations on International Flights (e)		61,514	58,213	85,641	103,035	123,760	148,013
Sky Team (f)		38,489	35,144	39,000	52,307	70,440	92,710
Southwest		-	-	-	-	-	-
Other (g)	-	23,025	23,069	46,641	50,728	53,319	55,303
ADPM Originations on International Flights (h)		1,984	1,878	2,763	3,324	3,992	4,775
AWDPM Originations (i)		2,045	1,935	2,847	3,425	4,114	4,920
Sky Team		1,279	1,168	1,296	1,739	2,342	3,082
Southwest		-	-	-	-	-	-
Other		765	767	1,550	1,686	1,772	1,838
Peak Hour Originations on International Flights (j)		456	432	635	764	917	1,097
Sky Team		331	303	336	450	606	798
Southwest		-	-	-	-	-	-
Other		335	336	679	739	776	805
Peak Hour Terminations on International Flights (j)		603	571	840	1,010	1,214	1,451
Sky Team		374	341	379	508	684	900
Southwest		-	-	-	-	-	-
Other		335	336	679	739	776	805
Peak Hour Terminations - Non Pre-Cleared (k)		462	467	690	840	1,029	1,238
Sky Team		307	279	311	422	579	767
Southwest		-	-	-	-	-	-
Other		335	275	558	614	658	687

(a) Table 8.
(b) International origination on international flight at MSP. Assumed to be 30 percent of international Sky Team enplanements.
(c) International origination on international flight at MSP. Assumed to be 90 percent of international non-Sky Team enplanements.
(d) Total annual originations less originations on international Sky Team and non-Sky Team flights.
(e) Sum of Sky Team and other originations.
(f) Assumed to be 30 percent of international Sky Team enplanements.
(g) Assumed to be 90 percent of international non-Sky Team enplanements.
(h) Average Day Peak Month. Peak month divided by 31 days.
(i) Average Weekday Peak Month. ADPM increased by 3.5 percent to reflect increased weekday activity based on OAG schedule.
(j) Peak hour percentage of AWDPM assumed to remain constant.
(k) Non-precleared share of international terminations based on non-precleared share of international scheduled seat departures in Table F.7.

Sources: As noted and HNTB analysis.

Table H.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Combined Peak Hour Enplanement/Deplanement Activity

	2007	2008	2010	2015	2020	2025	2030
Annual Enplanements (a)	16,883,569	16,351,896	16,496,708	19,078,963	21,798,973	24,965,456	28,419,425
Delta/Northwest	13,376,804	13,063,927	12,966,800	14,320,579	16,252,243	18,463,632	21,335,168
Southwest	-	-	496,474	1,561,378	1,778,376	2,071,522	2,244,339
Other	3,506,765	3,287,969	3,033,434	3,197,006	3,768,354	4,430,303	4,839,917
Peak Month (b)		July	July	July	July	March	March
Peak Month Enplanements		1,564,075	1,539,273	1,778,804	2,029,905	2,326,186	2,656,538
Delta/Northwest		1,265,869	1,209,905	1,335,161	1,513,398	1,720,371	1,994,329
Southwest		-	46,718	146,926	167,345	186,311	201,854
Other		298,206	282,650	296,716	349,162	419,504	460,355
ADPM Enplanements (c)		50,454	49,654	57,381	65,481	75,038	85,695
AWDPM Enplanements (d)		51,993	51,168	59,131	67,478	77,327	88,308
Delta/Northwest		42,080	40,220	44,383	50,308	57,188	66,295
Southwest		-	1,553	4,884	5,563	6,193	6,710
Other		9,913	9,396	9,863	11,607	13,945	15,303
Peak Hour Enplanements (e)		5,875	5,782	6,682	7,625	8,738	9,979
Delta/Northwest		5,218	4,987	5,504	6,238	7,091	8,221
Southwest (f)		-	155	488	556	619	671
Other		1,567	1,449	1,519	1,787	2,148	2,357
Peak Hour Deplanements (e)		7,019	6,908	7,983	9,110	10,439	11,922
Delta/Northwest		6,396	6,113	6,746	7,647	8,693	10,077
Southwest (f)		-	155	488	556	619	671
Other		1,199	1,137	1,193	1,404	1,687	1,852

(a) Tables H.1 and H.3.
(b) Peak month shifts from July to March because international passengers (with a March peak month) are projected to grow more rapidly than domestic passengers (with a July peak month).
(c) Average Day Peak Month. Peak month divided by 31 days.
(d) Average Weekday Peak Month. ADPM increased by 3.5 percent to reflect increased weekday activity based on OAG schedule.
(e) Peak hour percentage of AWDPM assumed to remain constant.
(f) Assumed to be 10 percent.

Sources: As noted and HNTB analysis.

Table H.6

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Combined Peak Hour Origination/Termination Activity

	2007	2008	2010	2015	2020	2025	2030
Annual Originations (a)	8,808,246	8,255,446	8,651,981	10,630,382	12,314,594	14,303,872	16,612,467
Delta/Northwest		5,308,840	5,486,658	6,359,550	7,336,265	8,468,275	10,253,843
Southwest		-	446,826	1,405,241	1,600,538	1,864,370	2,019,905
Other		2,946,606	2,718,498	2,865,591	3,377,791	3,971,227	4,338,718
Peak Month (b)		July	July	July	July	March	March
Peak Month Originations		798,814	814,882	1,002,849	1,157,769	1,326,503	1,535,826
Delta/Northwest		513,665	509,964	589,491	680,824	778,680	948,351
Southwest		-	42,046	132,233	150,611	167,680	181,669
Other	-	285,149	262,872	281,125	326,334	380,142	405,807
ADPM Originations (c)		25,768	26,287	32,350	37,347	42,790	49,543
AWDPM Originations (d)		26,554	27,088	33,337	38,486	44,096	51,054
Delta/Northwest		17,075	16,952	19,596	22,632	25,885	31,525
Southwest		-	1,398	4,396	5,007	5,574	6,039
Other		9,479	8,738	9,345	10,848	12,637	13,490
Peak Hour Originations (e)		3,001	3,061	3,767	4,349	4,983	5,769
Delta/Northwest		2,117	2,102	2,430	2,806	3,210	3,909
Southwest (f)		-	140	440	501	557	604
Other		1,567	1,449	1,519	1,787	2,148	2,357
Peak Hour Terminations (e)		3,585	3,657	4,500	5,196	5,953	6,892
Delta/Northwest		2,595	2,577	2,979	3,440	3,934	4,792
Southwest (f)		-	140	440	501	557	604
Other		1,147	1,057	1,131	1,313	1,529	1,632

(a) Tables H.2 and H.4.
(b) Peak month shifts from July to March because international passengers (with a March peak month) are projected to grow more rapidly than domestic passengers (with a July peak month).
(c) Average Day Peak Month. Peak month divided by 31 days.
(d) Average Weekday Peak Month. ADPM increased by 3.5 percent to reflect increased weekday activity based on OAG schedule.
(e) Peak hour percentage of AWDPM assumed to remain constant.
(f) Assumed to be 10 percent.

Sources: As noted and HNTB analysis.

Table I.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Historical and Projected Enplaned Cargo Tonnage

Year	Passenger Carrier (a)			Cargo Carrier (b)			Total (c)			US Domestic RTMs (mil.) (d)		US Domestic ASMs (e)	MSP Projected Seat Departures (f)	Ratio of MSP All-Cargo Tonnage to U.S. RTMs (g)
	Freight	Mail	Total	Freight	Mail	Total	Freight	Mail	Total	Passenger	Cargo			
1990	40,110	42,479	82,589	64,617	3,379	67,996	104,727	45,858	150,585					
1992	53,498	51,350	104,848	66,401	4,629	71,030	119,899	55,979	175,878					
1995	45,927	66,564	112,491	91,412	4,974	96,386	137,339	71,538	208,877					
1999	31,889	55,559	87,448	100,880	13,458	114,338	132,768	69,018	201,786	4,218	9,757	694.7		11.72
2000			-			119,176	140,760	69,563	210,324	4,415	10,283	726.6		11.59
2001	26,411	53,327	79,737	96,994	10,428	107,422	123,405	63,755	187,160	3,946	9,992	732.1		10.75
2002	18,944	34,348	53,292	119,571	-	119,571	138,515	34,348	172,863	3,337	9,630	681.8		12.42
2003	14,802	21,029	35,831	138,829	-	138,829	153,631	21,029	174,660	3,819	11,153	684.2		12.45
2004	20,578	5,174	25,752	136,217	-	136,217	156,795	5,174	161,969	3,300	13,041	730.2		10.45
2005	22,922	5,070	27,992	130,625	-	130,625	153,548	5,070	158,617	3,082	13,008	755.2		10.04
2006	22,073	4,829	26,902	122,591	21	122,612	144,664	4,850	149,514	3,229	12,481	740.2		9.82
2007	20,968	4,157	25,124	115,544	515	116,058	136,511	4,671	141,182	3,029	12,793	752.0	1,559,828	9.07
2008	19,608	4,571	24,179	101,428	1,079	102,508	121,037	5,650	126,687	3,090	13,174	756.4	1,653,480	7.78
2010			23,298			108,379			131,677	3,281	14,357	809.1	1,605,168	7.55
2015			25,603			118,759			144,362	3,625	16,972	963.0	1,971,971	7.00
2020			31,627			127,749			159,376	3,920	19,696	1,155.4	2,459,202	6.49
2025			43,274			135,617			178,891	4,169	22,557	1,380.4	3059984.8	6.01
2030			66,129			143,943			210,071	4,430	25,828	1,605.3	3,740,418	5.57
Average Annual Growth Rate			6.5%			2.1%			3.2%	2.3%	4.3%	4.8%	5.2%	-2.1%

(a) Assumed to increase at same rate as scheduled seat departures adjusted by ratio of FAA projected growth in Revenue Ton Miles (RTMs) on domestic passenger carriers divided by FAA projected growth in U.S. domestic available seat miles (ASMs).

(b) Assumed to increase at same rate as FAA projected growth in RTMs on domestic all-cargo carriers, adjusted by ratio of MSP tonnage to US RTMs.

(c) Sum of passenger and all-cargo carrier tonnage.

(d) FAA Aerospace Forecasts: Fiscal Years 2008-2025.

(e) FAA Aerospace Forecasts: Fiscal Years 2008-2025.

(f) Table 9.

(g) Future ratio of MSP all-cargotonnage to US all-cargo RTMs assumed to decline at half of historical rate.

Sources: As noted and HNTB analysis.

Table I.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Air Cargo Annual Departures and Fleet Mix Forecast

Aircraft	Capacity (Short Tons) (a)	2008	2010	2015	2020	2025	2030
Beech	1.3	2,940	2,940	2,940	2,940	2,940	2,940
Cessna	1.7	324	365	365	365	365	365
Swearingen Metro	2.0	18	10	-	-	-	-
Lear	2.2	217	217	217	217	217	217
Other	2.2	20	-	-	-	-	-
Falcon	2.5	0			-	-	-
ATR	4.4	0	0	100	120	135	160
Convair	8.4	3	2	-	-	-	-
DC 9-15	10.6	3	2	-	-	-	-
L-188	13.0	2	1	-	-	-	-
Boeing 737-200	14.0	160	150	80	-	-	-
Boeing 737-500	14.0	0	0	-	-	-	-
Boeing 737-400	14.0	0	100	500	1,250	1,250	1,250
DC 9-30	18.0	3	2	-	-	-	-
DC 9-40	18.0	106	80	25	-	-	-
Boeing 727-100	20.6	1	1	-	-	-	-
Boeing 727-200	27.6	694	650	250	-	-	-
Airbus 310	40.1	179	179	179	179	140	100
Boeing 757-200	44.0	230	425	1,200	1,500	1,800	1,800
DC 8-61	44.3	10	5	-	-	-	-
DC 8-71	46.5	65	55	25	-	-	-
DC 8-63	49.0	9	5	-	-	-	-
DC 8-73	53.1	187	175	50	-	-	-
Boeing 767-200	54.4	67	75	125	200	300	485
Airbus 300-600	54.4	815	890	1,050	1,100	1,100	1,100
Boeing 767-300	65.0	6	15	50	100	200	500
DC 10-10	70.1	952	930	710	500	300	110
DC 10-30	85.3	20	20	20	20	20	10
Boeing 747-100	82.7	10		-	-	-	-
MD-11	99.0	125	141	164	209	209	200
Boeing 747F	108.5	0					
Boeing 747-200	109.6	16	16	6	-	-	-
Boeing 747-400	120.3			12	20	20	30
Boeing 777	103.0				50	100	150
Total Departures (b)		7,181	7,451	8,068	8,770	9,096	9,417
Total Operations (c)		14,361	14,902	16,136	17,540	18,192	18,834
Cargo Tonnage (d)		102,508	108,379	118,759	127,749	135,617	143,943
Load Factor (e)		53.6%	53.6%	53.6%	53.6%	53.6%	53.6%
Required All-Cargo Capacity (f)		191,286	202,241	221,611	238,388	253,069	268,605

(a) FAA Economic Values for Evaluation of Federal Aviation Administration Investment and Regulatory Decisions and HNTB research.
(b) Departures estimated so that available capacity matches required all-cargo capacity.
(c) Departures multiplied by 2.
(d) Table 11.
(e) Assumed to remain constant.
(f) Cargo tonnage divided by load factor.

Sources: As noted and HNTB analysis.

Table J.1

MINNEAPOLIS-ST. PAUL RELIEVER AIRPORTS

Summary of Civil Aircraft Operations Forecast: Minneapolis-St. Paul International Airport

Year	Single Engine Piston	Multi-Engine Piston	Turboprop	Microjets	Other Jets	Helicopter	Other	Total
Civilian Based Aircraft Forecast (a)								
2008	0	0	0	0	24	0	0	24
2010	0	0	0	1	26	0	0	27
2015	0	0	0	1	29	0	0	30
2020	0	0	0	1	29	0	0	30
2025	0	0	0	1	29	0	0	30
2030	0	0	0	1	29	0	0	30
FAA Forecast of Active Aircraft (b)								
2008	143,782	18,360	8,269	503	11,377	10,176	34,568	227,035
2010	142,024	17,945	8,423	1,211	12,452	11,130	36,584	229,769
2015	139,166	16,931	8,867	3,060	15,065	13,077	41,547	237,713
2020	138,571	15,965	9,361	4,891	17,204	14,501	44,540	245,034
2025	140,213	15,017	9,787	6,705	18,972	15,904	46,498	253,094
2030	141,854	14,068	10,212	8,519	20,739	17,307	48,455	261,154
FAA Forecast of Hours Flown (000's) (c)								
2007								
2008	11,059	2,174	1,960	383	3,987	3,609	1,423	24,596
2010	10,035	1,984	1,909	1,032	4,293	3,866	1,432	24,552
2015	9,579	1,628	1,974	2,515	5,851	4,530	1,741	27,818
2020	10,262	1,565	2,048	3,998	7,115	5,100	2,041	32,129
2025	11,247	1,569	2,135	5,438	8,209	5,673	2,292	36,562
2030	12,233	1,573	2,221	6,878	9,302	6,246	2,543	40,996
Unconstrained Forecast of Total Aircraft Operations (d)								
2008	1,257	1,069	4,726	20	23,573	40	-	30,685
2010	1,141	975	4,603	907	25,124	43	-	32,793
2015	1,089	800	4,759	874	31,568	50	-	39,140
2020	1,166	769	4,939	869	33,613	57	-	41,413
2025	1,278	771	5,146	863	35,167	63	-	43,289
2030	1,390	773	5,354	859	36,457	69	-	44,903
Forecast of Total Aircraft Operations (e)								
2008	1,257	1,069	4,726	20	23,573	40	-	30,685
2010	1,097	938	4,428	872	24,166	41	-	31,542
2015	928	682	4,055	745	26,901	43	-	33,354
2020	939	619	3,975	699	27,054	45	-	33,331
2025	981	592	3,949	662	26,988	48	-	33,220
2030	1,021	568	3,933	631	26,784	51	-	32,988

(a) Table G.6 in Minneapolis-St. Paul Reliever Airports: Activity Forecasts - Technical Report. Extrapolated to 2030.
(b) FAA Aerospace Forecasts: Fiscal Years 2008-2025. Adjusted for higher fuel prices.
(c) FAA Aerospace Forecasts: Fiscal Years 2008-2025. Adjusted for higher fuel prices.
(d) Base year data from ANOMS. Future operations projected to increase at same rate as based aircraft adjusted by estimated change in utilization rate (estimated as FAA ratio of hours flown to active aircraft).
(e) Fleet mix constrained to match general aviation forecast in Table 13.

Sources: As noted and HNTB analysis.

Table K.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Scenario Summary: Base Case

	2007	2008	2010	2015	2020	2025	2030
Enplanements							
Domestic Scheduled Air Carrier	15,903,109	15,087,389	15,316,308	17,606,511	19,962,423	22,675,048	25,579,956
International Scheduled Air Carrier	980,460	1,264,507	1,180,400	1,472,452	1,836,550	2,290,408	2,839,469
Subtotal Scheduled	16,883,569	16,351,896	16,496,708	19,078,963	21,798,973	24,965,456	28,419,425
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	16,969,084	16,384,272	16,526,385	19,102,835	21,818,176	24,980,903	28,431,850
Originations							
Domestic Scheduled Air Carrier	7,857,050	7,291,815	7,692,173	9,420,211	10,788,756	12,380,025	14,186,792
International Scheduled Air Carrier	951,196	963,631	959,808	1,210,171	1,525,839	1,923,847	2,425,675
Subtotal Scheduled	8,808,246	8,255,446	8,651,981	10,630,382	12,314,594	14,303,872	16,612,467
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	8,893,761	8,287,822	8,681,658	10,654,254	12,333,797	14,319,319	16,624,892
Air Cargo Tonnage							
Enplaned	141,182	126,687	131,677	144,362	159,376	178,891	210,071
Deplaned	142,595	130,430	134,073	146,998	162,780	183,853	218,146
Total	283,777	257,116	265,750	291,360	322,156	362,745	428,217
Aircraft Operations							
Domestic Scheduled Air Carrier	388,508	378,273	386,666	426,862	461,076	499,216	529,608
International Scheduled Air Carrier	14,889	24,074	23,714	28,762	32,522	39,830	47,074
Charter	1,432	536	542	440	352	276	218
All-Cargo Carrier	15,292	14,361	14,902	16,136	17,540	18,192	18,834
General Aviation and Air Taxi	30,562	30,685	31,542	33,354	33,331	33,220	32,988
Military	2,289	2,115	2,115	2,115	2,115	2,115	2,115
Total	452,972	450,044	459,481	507,669	546,936	592,849	630,837

Sources: Tables 11, 15, and 16.

Table K.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Scenario 1 Summary: High Fuel Cost

	2007	2008	2010	2015	2020	2025	2030
Enplanements							
Domestic Scheduled Air Carrier	15,903,109	15,087,389	14,852,723	15,250,951	16,411,201	17,680,156	19,085,801
International Scheduled Air Carrier	980,460	1,264,507	1,157,249	1,376,725	1,637,635	1,947,760	2,302,863
Subtotal Scheduled	16,883,569	16,351,896	16,009,972	16,627,676	18,048,836	19,627,916	21,388,664
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	16,969,084	16,384,272	16,039,649	16,651,548	18,068,039	19,643,363	21,401,089
Originations							
Domestic Scheduled Air Carrier	7,857,050	7,291,815	7,692,173	8,748,659	9,901,029	11,215,730	12,727,850
International Scheduled Air Carrier	951,196	963,631	940,984	1,131,495	1,360,576	1,636,037	1,967,268
Subtotal Scheduled	8,808,246	8,255,446	8,633,157	9,880,154	11,261,605	12,851,768	14,695,118
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	8,893,761	8,287,822	8,662,834	9,904,026	11,280,808	12,867,215	14,707,543
Air Cargo Tonnage							
Enplaned	141,182	126,687	131,390	134,174	145,748	160,731	185,826
Deplaned	142,595	130,430	133,781	136,624	148,861	165,189	192,968
Total	283,777	257,116	265,172	270,798	294,609	325,919	378,794
Aircraft Operations							
Domestic Scheduled Air Carrier	388,508	378,273	374,963	375,958	393,342	411,204	428,506
International Scheduled Air Carrier	14,889	24,074	23,249	26,892	29,000	33,871	38,178
Charter	1,432	536	542	440	352	276	218
All-Cargo Carrier	15,292	14,361	14,870	14,997	16,040	16,345	16,660
General Aviation and Air Taxi	30,562	30,685	28,203	29,041	28,607	28,540	28,365
Military	2,289	2,115	2,115	2,115	2,115	2,115	2,115
Total	452,972	450,044	443,941	449,443	469,455	492,352	514,042

Source: HNTB analysis.

Table K.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Scenario 3 Summary: Low Fuel Cost

	2007	2008	2010	2015	2020	2025	2030
Enplanements							
Domestic Scheduled Air Carrier	15,903,109	15,087,389	15,316,308	18,348,115	21,041,004	24,199,108	27,772,520
International Scheduled Air Carrier	980,460	1,264,507	1,198,345	1,549,304	2,002,816	2,588,772	3,326,296
Subtotal Scheduled	16,883,569	16,351,896	16,514,653	19,897,418	23,043,820	26,787,880	31,098,816
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	16,969,084	16,384,272	16,544,330	19,921,290	23,063,023	26,803,327	31,111,241
Originations							
Domestic Scheduled Air Carrier	7,857,050	7,291,815	7,692,173	9,817,000	11,371,678	13,212,124	15,402,800
International Scheduled Air Carrier	951,196	963,631	974,400	1,273,333	1,663,975	2,174,461	2,841,557
Subtotal Scheduled	8,808,246	8,255,446	8,666,573	11,090,333	13,035,653	15,386,585	18,244,357
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	8,893,761	8,287,822	8,696,250	11,114,205	13,054,856	15,402,032	18,256,782
Air Cargo Tonnage							
Enplaned	141,182	126,687	131,899	150,608	168,708	192,432	230,707
Deplaned	142,595	130,430	134,299	153,358	172,311	197,770	239,575
Total	283,777	257,116	266,198	303,967	341,019	390,202	470,282
Aircraft Operations							
Domestic Scheduled Air Carrier	388,508	378,273	386,666	444,842	485,988	532,770	575,003
International Scheduled Air Carrier	14,889	24,074	24,075	30,263	35,466	45,019	55,145
Charter	1,432	536	542	440	352	276	218
All-Cargo Carrier	15,292	14,361	14,927	16,834	18,567	19,569	20,684
General Aviation and Air Taxi	30,562	30,685	35,614	39,519	41,437	43,427	44,650
Military	2,289	2,115	2,115	2,115	2,115	2,115	2,115
Total	452,972	450,044	463,938	534,013	583,925	643,175	697,815

Source: HNTB analysis.

Table K.4

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Scenario Summary: Base Fuel Cost and High Economic Growth Scenario

	2007	2008	2010	2015	2020	2025	2030
Enplanements							
Domestic Scheduled Air Carrier	15,903,109	15,087,389	15,316,308	18,860,814	21,384,563	24,290,437	27,402,294
International Scheduled Air Carrier	980,460	1,264,507	1,195,393	1,536,500	1,974,713	2,537,606	3,241,592
Subtotal Scheduled	16,883,569	16,351,896	16,511,701	20,397,313	23,359,276	26,828,043	30,643,886
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	16,969,084	16,384,272	16,541,378	20,421,185	23,378,479	26,843,490	30,656,311
Originations							
Domestic Scheduled Air Carrier	7,857,050	7,291,815	7,692,173	10,091,315	11,557,356	13,261,988	15,197,470
International Scheduled Air Carrier	951,196	963,631	971,999	1,262,810	1,640,627	2,131,483	2,769,198
Subtotal Scheduled	8,808,246	8,255,446	8,664,172	11,354,125	13,197,983	15,393,472	17,966,668
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	8,893,761	8,287,822	8,693,849	11,377,997	13,217,186	15,408,919	17,979,093
Air Cargo Tonnage							
Enplaned	141,182	126,687	131,862	154,190	170,809	192,518	227,196
Deplaned	142,595	130,430	134,262	157,006	174,457	197,858	235,928
Total	283,777	257,116	266,124	311,197	345,266	390,377	463,124
Aircraft Operations							
Domestic Scheduled Air Carrier	388,508	378,273	386,666	457,272	493,923	534,781	567,338
International Scheduled Air Carrier	14,889	24,074	24,015	30,013	34,969	44,129	53,741
Charter	1,432	536	542	440	352	276	218
All-Cargo Carrier	15,292	14,361	14,923	17,235	18,798	19,578	20,369
General Aviation and Air Taxi	30,562	30,685	35,614	39,519	41,437	43,427	44,650
Military	2,289	2,115	2,115	2,115	2,115	2,115	2,115
Total	452,972	450,044	463,875	546,593	591,594	644,305	688,431

Source: HNTB analysis.

Table K.5

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Scenario Summary: Base Fuel Cost and Declining Connecting Ratio

	2007	2008	2010	2015	2020	2025	2030
Enplanements							
Domestic Scheduled Air Carrier	15,903,109	15,087,389	14,852,723	16,421,623	17,882,631	19,515,517	21,273,529
International Scheduled Air Carrier	980,460	1,264,507	1,192,366	1,423,496	1,699,429	2,028,848	2,422,123
Subtotal Scheduled	16,883,569	16,351,896	16,045,089	17,845,120	19,582,059	21,544,366	23,695,652
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	16,969,084	16,384,272	16,074,766	17,868,992	19,601,262	21,559,813	23,708,077
Originations							
Domestic Scheduled Air Carrier	7,857,050	7,291,815	7,692,173	9,420,211	10,788,756	12,380,025	14,186,792
International Scheduled Air Carrier	951,196	963,631	959,808	1,210,171	1,525,839	1,923,847	2,425,675
Subtotal Scheduled	8,808,246	8,255,446	8,651,981	10,630,382	12,314,594	14,303,872	16,612,467
Domestic Charter	41,874	16,990	15,574	12,527	10,077	8,106	6,520
International Charter	43,641	15,386	14,103	11,345	9,126	7,341	5,905
Subtotal charter	85,515	32,376	29,677	23,872	19,203	15,447	12,425
Total	8,893,761	8,287,822	8,681,658	10,654,254	12,333,797	14,319,319	16,624,892
Air Cargo Tonnage							
Enplaned	141,182	126,687	131,677	144,362	159,376	178,891	210,071
Deplaned	142,595	130,430	134,073	146,998	162,780	183,853	218,146
Total	283,777	257,116	265,750	291,360	322,156	362,745	428,217
Aircraft Operations							
Domestic Scheduled Air Carrier	388,508	378,273	374,963	404,817	428,609	453,891	477,624
International Scheduled Air Carrier	14,889	24,074	23,954	27,806	30,094	35,282	40,155
Charter	1,432	536	542	440	352	276	218
All-Cargo Carrier	15,292	14,361	14,902	16,136	17,540	18,192	18,834
General Aviation and Air Taxi	30,562	30,685	31,542	33,354	33,331	33,220	32,988
Military	2,289	2,115	2,115	2,115	2,115	2,115	2,115
Total	452,972	450,044	448,018	484,668	512,041	542,975	571,934

Source: HNTB analysis.

Table L.1

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Forecast Gate Requirements - Sky Team

	2008		2010	2015	2020	2025	2030
			Daily Departures				
Sky Team Domestic (a)							
Widebody (b)	1.0		1.9	5.0	11.6	10.0	12.2
757 Class (c)	49.8		36.6	24.4	21.5	66.7	92.5
Narrow Body (d)	195.4		184.6	182.2	202.8	185.3	208.2
Large Regional (e)	48.0		66.5	106.0	122.4	139.7	151.1
Medium Regional (f)	101.9		104.0	109.6	106.4	111.8	126.4
Small Regional (g)	59.3		58.0	56.5	51.9	39.6	-
Subtotal	455.4		451.6	483.7	516.6	553.2	590.4
Sky Team International (h)							
Widebody (b)	5.7		5.8	7.0	9.3	12.1	15.1
757 Class (c)	0.3		0.4	1.0	1.3	0.6	4.8
Narrow Body (d)	3.2		3.2	4.2	5.0	8.4	5.9
Large Regional (e)	3.6		2.0	2.8	3.7	2.1	2.7
Medium Regional (f)	0.0		1.6	1.0	1.0	4.0	3.1
Small Regional (g)	2.0		2.0	2.0	1.0	-	-
Subtotal	14.8		15.0	18.0	21.3	27.2	31.6
Total							
Widebody (b)	6.7		7.7	12.0	20.9	22.1	27.3
757 Class (c)	50.1		37.0	25.4	22.8	67.3	97.3
Narrow Body (d)	198.6		187.8	186.4	207.8	193.7	214.1
Large Regional (e)	51.6		68.5	108.8	126.1	141.8	153.8
Medium Regional (f)	101.9		105.6	110.6	107.4	115.8	129.5
Small Regional (g)	61.3		60.0	58.5	52.9	39.6	-
Subtotal	470.2		466.6	501.7	537.9	580.4	622.0
			Gate Requirements (i)				
Total	w/o Spares (j)	w/ Spares (k)					
Widebody (b)	3	4	4	6	10	11	13
757 Class (c)	8	9	6	3	1	9	16
Narrow Body (d)	27	29	28	28	30	27	27
Large Regional (e)	13	15	18	25	29	32	35
Medium Regional (f)	20	21	22	23	23	24	28
Small Regional (g)	12	12	11	11	10	8	-
Subtotal	83	90	89	96	103	111	119
International							
Widebody (b)	3	4	4	5	6	7	9
757 Class (c)	-	-	-	-	-	-	1
Narrow Body (d)	4	4	3	4	6	9	9
Large Regional (e)	-	-	-	-	-	-	-
Medium Regional (f)	-	-	1	1	1	1	1
Small Regional (g)	-	-	-	-	-	-	-
Subtotal	7	8	8	10	13	17	20
Domestic							
Widebody (b)	-	-	-	1	4	4	4
757 Class (c)	8	9	6	3	1	9	15
Narrow Body (d)	23	25	25	24	24	18	18
Large Regional (e)	13	15	18	25	29	32	35
Medium Regional (f)	20	21	21	22	22	23	27
Small Regional (g)	12	12	11	11	10	8	-
Subtotal	76	82	81	86	90	94	99
Average Utilization (l)		5.2	5.2	5.2	5.2	5.2	5.2

(a) Table E.6. Includes international flights to pre-cleared markets.
(b) Includes all multiple aisle aircraft.
(c) Includes 757-200, 757-300 and anticipated replacement aircraft.
(d) Includes all mainline narrow-body aircraft except for 757 class.
(e) Includes Embraer 175 and Canadair 900 aircraft.
(f) Includes all regional aircraft between 44 and 70 seats.
(g) Includes all regional aircraft less than 44 seats.
(h) Table F.8. Excludes international flights to pre-cleared markets.
(i) Gowth in gates estimated based on increase in aircraft departures. Aircraft assumed to be able to use gates designed for larger aircraft.
(j) Base year requirements based on weekday July schedule for domestic, and weekday March schedule for international.
(k) Assumes requirement for spare gates equal to 8 percent of total requirement without spares
(l) Number of gates divided by number of aircraft departures.

Sources: As noted and HNTB analysis.

Table L.2

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Forecast Gate Requirements - Southwest Airlines

	2008		2010	2015	2020	2025	2030
		Daily Departures (a)					
Narrow Body		-	13.0	40.6	45.9	52.9	57.0
Subtotal	-	-	13.0	40.6	45.9	52.9	57.0
		Gate Requirements (b)					
	w/o Spares	w/ Spares					
Narrow Body	-	-	2	5	6	7	7
Subtotal	-	-	2	5	6	7	7
Average Utilization		8.5	8.5	8.5	8.5	8.5	8.5

(a) Table E.6.
(b) Daily departures divided by average utilization rates.
(c) Based on Southwest Airlines utilization rate at other airports used by Southwest.

Sources: As noted and HNTB analysis.

Table L.3

MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT

Summary of Forecast Gate Requirements - Other Airlines

	2008		2010	2015	2020	2025	2030
			Daily Departures				
Domestic (a)							
Widebody (b)	-		-	-	-	-	-
757 Class (c)	0.5		1.0	1.0	1.0	-	-
Narrow Body (d)	68.4		58.6	64.6	79.4	94.6	101.5
Large Regional (e)	2.0		3.0	3.0	4.0	4.0	5.0
Medium Regional (f)	26.7		36.5	31.0	27.0	27.0	25.0
Small Regional (g)	-		-	-	-	-	-
Subtotal	97.6		99.1	99.6	111.4	125.6	131.5
International (h)							
Widebody (b)	-		-	0.5	0.6	1.9	3.2
757 Class (c)	0.6		0.6	0.8	1.0	-	-
Narrow Body (d)	1.0		1.0	1.1	1.3	1.6	1.9
Large Regional (e)	-		-	-	-	-	-
Medium Regional (f)	-		-	-	-	-	-
Small Regional (g)	-		-	-	-	-	-
Subtotal	1.6		1.6	2.4	2.9	3.5	5.1
Total							
Widebody (b)	-		-	0.5	0.6	1.9	3.2
757 Class (c)	1.1		1.6	1.8	2.0	-	-
Narrow Body (d)	69.4		59.6	65.7	80.7	96.2	103.4
Large Regional (e)	2.0		3.0	3.0	4.0	4.0	5.0
Medium Regional (f)	26.7		36.5	31.0	27.0	27.0	25.0
Small Regional (g)	-		-	-	-	-	-
Subtotal	99.2		100.7	102.0	114.3	129.1	136.6
			Gate Requirements (i)				
Total	w/o Spares (j)	w/ Spares (k)					
Widebody (b)	-	1	1	1	1	2	2
757 Class (c)	2	2	3	3	3	-	-
Narrow Body (d)	15	16	15	15	18	22	23
Large Regional (e)	-	-	-	1	-	1	1
Medium Regional (f)	2	2	2	2	2	2	3
Small Regional (g)	-	-	-	-	-	-	-
Subtotal	19	21	21	22	24	27	29
International							
Widebody (b)	-	1	1	1	1	2	2
757 Class (c)	1	1	1	1	1	-	-
Narrow Body (d)	2	2	2	3	3	3	3
Large Regional (e)	-	-	-	-	-	-	-
Medium Regional (f)	-	-	-	-	-	-	-
Small Regional (g)	-	-	-	-	-	-	-
Subtotal	3	4	4	5	5	5	5
Domestic							
Widebody (b)	-	-	-	-	-	-	-
757 Class (c)	1	1	2	2	2	-	-
Narrow Body (d)	13	14	13	12	15	19	20
Large Regional (e)	-	-	-	1	-	1	1
Medium Regional (f)	2	2	2	2	2	2	3
Small Regional (g)	-	-	-	-	-	-	-
Subtotal	16	17	17	17	19	22	24
Average Utilization (l)		4.7	4.8	4.6	4.8	4.8	4.7

(a) Table E.6. Includes international flights to pre-cleared markets.
(b) Includes all multiple aisle aircraft.
(c) Includes 757-200, 757-300 and anticipated replacement aircraft.
(d) Includes all mainline narrow-body aircraft except for 757 class.
(e) Includes Embraer 175 and Canadair 900 aircraft.
(f) Includes all regional aircraft between 44 and 70 seats.
(g) Includes all regional aircraft less than 44 seats.
(h) Table F.8. Excludes international flights to pre-cleared markets.
(i) Gowth in gates estimated based on increase in aircraft departures. Aircraft assumed to be able to use gates designed for larger aircraft.
(j) Base year requirements based on weekday July schedule for domestic, and weekday March schedule for international.
(k) Assumes requirement for spare gates equal to 8 percent of total requirement without spares
(l) Number of gates divided by number of aircraft departures.