FORECAST ADDENDUM

POPULATION

Historic Population

The population within the incorporated areas of Winthrop and Twisp has fluctuated over the last fifty years ranging from about 1,100 to 1,400. Population estimates for the unincorporated areas in the Methow Valley are not maintained, although it appears that the local area (Winthrop, Twisp and unincorporated areas) could account for about 6 percent of Okanogan County's population.

Population growth within Okanogan County has historically averaged less than 1 percent annually, punctuated with periodic surges and declines. On an overall basis, Okanogan County's population has grown at a slightly faster rate than Winthrop or Twisp over the last several decades. As a percentage of Okanogan County's population, the combined population of Winthrop and Twisp (incorporated areas only) has declined from a high of 4.4 percent in 1960 to 3.5 percent in 2008. However, the local area has outpaced county growth over the last eight years.

The 2008 Washington Office of Financial Management (OFM) population estimate for Winthrop and Twisp (within incorporated areas) was 1,385, an increase of 98 residents from the 2000 Census (1,287).[1] The OFM estimate for Okanogan County population in 2008 was 40,100, an increase of 536 residents since 2000. For the most recent eight-year period, Winthrop and Twisp grew faster than the county and accounted for 18.3 percent of the net increase in Okanogan County's population, despite accounting for less than 4 percent of total population. The Winthrop/Twisp share of county population increased from 3.3 percent to 3.5 percent during the period, reversing the 30-year trend of declining share. Historic local and county population data are summarized in **Table 2-10**.

[1] Washington Office of Financial Management (OFM) Forecasting Division (April 1, 2008 estimate); 2000 U.S. Census.

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The service area for Methow Valley State Airport includes both the incorporated areas of the local communities and outlying areas. Based on this, an assumed share of county-wide population will be used to evaluate future population change affecting local airport activity.

TABLE 2-10:
HISTORIC POPULATION

Year	Winthrop and Twisp (incorporated areas only)	% of County Population	Okanogan County
1950	1,172	4.0%	29,131
1960	1,109	4.4%	25,520
1970	1,127	4.4%	25,687
1980	1,324	4.3%	30,663
1990	1,176	3.5%	33,350
2000	1,287	3.3%	39,564
2008	1,385	3.5%	40,100
Average Annual Rates (AAR) of Growth:	*Winthrop/Twisp*		*Okanogan County*
1950-2008	*0.29%*		*0.55%*
1960-2008	*0.46%*		*0.95%*
1970-2008	*0.54%*		*1.18%*
1980-2008	*0.16%*		*0.96%*
1990-2008	*0.91%*		*1.03%*
2000-2008	*0.92%*		*0.17%*

Population Forecasts

The modest population growth experienced in Okanogan County in recent years is expected to continue and is reflected in current long-term population forecasts. In 2007, the Washington Office of Financial Management (OFM) updated its long term county Growth Management Act (GMA) population forecasts, based on a comparison of actual growth and their 2002 forecasts. The 2007 "GMA Medium Forecast" was determined to compare most closely to the 2002 projection for Okanogan County and actual population trend that occurred during the subsequent five years (2002-2007). Based on these considerations, the "GMA Medium Forecast" appears to provide a reasonable projection of county population through 2030, averaging **0.88 percent** annual growth between 2005 and 2030. **Table 2-11** summarizes the OFM population forecasts, including the low and high scenarios.

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TABLE 2-11:
OKANOGAN COUNTY GMA POPULATION FORECASTS

	2005	2008	2010	2015	2020	2025	2030
Low Series *(0.01% 25-year AAR)*	39,600	--	39,064	39,846	40,012	39,998	39,688
Intermediate Series *(0.88% 25-year AAR)*	39,600	--	42,739	44,923	46,526	48,016	49,239
High Series *(1.59% 25-year AAR)*	39,600	--	46,414	50,000	53,040	56,034	58,790
Winthrop & Twisp/ Okanogan County Actual Population	1,287 / 39,564	1,385[1] / 40,100					
Winthrop & Twisp % of Okanogan County	3.3%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Projected Winthrop & Twisp Population[2]			*1,496*	*1,572*	*1,628*	*1,680*	*1,723*

1. 2008 OFM Estimate.
2. Projection developed for ALP planning purposes only. Projection assumes that current 3.5% local share of county population is maintained (applied to "intermediate series" GMA forecast).

ECONOMY

The economy of the Methow Valley is based on tourism, recreation, services, natural resources, and government. The area is a long established year-round destination for visitors and in recent years, has attracted a growing number of full time and part time residents. The growth in new home construction in the valley over the last several years is evident, reflecting the area's growing popularity. The U.S. Forest Service Smokejumper Base, located at Methow State Airport, is a leading government employer. Sun Mountain Lodge, located near Winthrop, is a premier destination resort and a leading private employer in the community.

Okanogan County provides the following description of the region's economy "Agriculture and forestry are the major economic generators for the county and are the foundation for the region, which employs approximately 5,756 people. Government, retail trade, services, and manufacturing are a few of the major employers within the county."

Unemployment levels in the county typically run well above statewide averages. The seasonal and cyclical nature of the economy contributes to high unemployment levels. The unemployment rate for Okanogan County in January 2009 was 12.0 percent, up from 9.1 percent in January 2008.

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Shifts in the local and regional economy do not appear to significantly drive activity at Methow Valley State Airport. However, the area's growing residential and recreational popularity has the potential to attract and generate more private aircraft activity at the airport.

AVIATION ACTIVITY FORECASTS

Introduction

The purpose of this section is to prepare forecasts of aviation activity for Methow Valley State Airport for the twenty-year planning period addressed in the Airport Layout Plan Update (2008-2027). The forecasts will provide the basis for determining future facility needs. The scope of work for this project requires use of the 2007 Washington State Long Term Air Transportation Study (LATS) forecasts developed for Methow Valley State, in addition to developing one other projection based on population growth rate or another measurable factor. The aviation activity forecasts are summarized later in the chapter.

CURRENT AIRPORT ACTIVITY

Recent Estimates

The current FAA 5010-1 Airport Master Record form (12 months ending in December 2002) for Methow Valley State Airport lists 9 based aircraft and 7,650 annual aircraft operations (takeoffs and landings). These numbers are also listed in the FAA's Terminal Area Forecast (TAF).

The 2007 Washington Long Term Air Transportation Study (LATS) estimated activity for Methow Valley State Airport in 2005 (the base year for its updated forecasts) at 9 based aircraft and 2,600 operations. The overall activity averages 7 operations per day. The operational split included 117 local operations and 2,483 itinerant operations (4% local/96% itinerant). Itinerant operations are arrivals or departures associated with travel between two airports; local operations are conducted in the vicinity of an airport and include flights that begin and end at the airport, including touch and go landings.

Current Estimate - Based Aircraft

There are currently ten (10) hangars located on the airport or on adjacent privately-owned parcels, with "through-the-fence" airport access. Nine of the hangars are small/medium conventional hangars and one hangar is a large 3-unit hangar. A recently developed off-airport hangar area currently has 4 of 17 platted hangar lots developed.

Based aircraft are currently estimated at 9, with 4 located on the airport and 5 located off the airport. All based aircraft are single-engine piston models weighing less than 12,500 pounds. The airport also accommodates several aircraft on a regular basis that are operated by local residents

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or businesses, but are based at other airports. These include a Pilatus PC-12 single-engine turboprop and a Gulfstream III business jet.

Current Estimate - Aircraft Operations

For Methow Valley State Airport, aircraft operational data (takeoffs and landings, touch and go landings, etc.) are limited to estimates. As a non-towered airport, no record of activity is regularly maintained. It has been noted during the research conducted in preparing the forecasts that Methow Valley State Airport accommodates some unique flight activity in addition to the locally-generated and transient general aviation flight activity:

Business Aviation Activity

Methow Valley State Airport accommodates a variety business class aircraft on a limited basis. Based in large part on the available runway dimensions and pavement strength, a wide variety of business jets and turboprop aircraft are known to use the airport. It is estimated that this segment of activity totals approximately 100 to 200 annual operations. Based on local accounts of the aircraft types observed at the airport, they range from turboprops and smaller business jets (ARC B-II, C-I) to large business jets (ARC C-II, D-II). One example is a Gulfstream III business jet (ARC C-II) that transports the owners of a local ranch from Seattle, on average about two or three trips per month, for about half the year (estimated to be less than 50 annual operations). A Pilatus PC-12 single-engine turboprop based in Seattle operates regularly at the airport (estimated to be less than 100 annual operations) and is stored in one of the large hangars located at the airport. Sun Mountain Lodge indicates that they provide courtesy guest pick-ups at the airport on a regular basis.

Medical Evacuation (MEDEVAC) Flights

Methow Valley State Airport accommodates regular medical evacuation (medevac) flights with primarily fixed-wing aircraft. Helicopter medevac flights typically land in town or at designated areas along the highway. Northwest MedStar, affiliated with Inland Northwest Health Services, provides medevac service throughout central and eastern Washington from Felts Field in Spokane. Air Lift Northwest operates fixed-wing aircraft from their base in Wenatchee and helicopters from the Seattle area. Local emergency medical personnel estimate that medevac flights generate approximately 20 annual operations at Methow Valley State Airport, consisting of Beechcraft King Air 200 twin-engine turboprop and a Learjet 35. The addition of an instrument approach in the future may allow the airport to accommodate a larger number of medevac flights, including helicopters at night or during poor weather.

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U.S. Forest Service North Cascades Smokejumper Base

The North Cascades Smokejumper Base generates seasonal activity that includes fixed-wing aircraft and helicopters. The majority of this activity is associated with firefighting efforts that occur during the summer fire season (typically mid-May to mid-September). USFS officials indicate that the current level of flight activity is expected to remain steady in the future.

Historically, the design aircraft for Methow Valley State Airport has been the largest aircraft used on regular basis to support smoke jumper operations. A variety of twin-engine turboprops are used in smokejumper operations including the deHavilland Twin Otter (DHC-6), CASA 212, Shorts C-23 Sherpa and a turboprop-conversion DC-3TP. Most of these aircraft are included in Aircraft Approach Category A and Airplane Design Group II, which results in Airport Reference Code A-II (as noted on the 1995 ALP). The Shorts Sherpa is a B-II aircraft and the DC-3TP is an A-III aircraft. Small single engine fire spotting aircraft (Cessna 182, 206, etc.) operated by the USFS and private contractors, occasionally use Methow Valley State Airport when working fires in the area. The activity depends entirely on the location and frequency of fires in the region.

Flight volumes vary considerably depending on the level of response required during the fire season. Local estimates of aircraft activity range from a few hundred per season to several thousand. Unfortunately, the smokejumper base does not log aircraft movements. For planning purposes, a moderate estimate of 400 fixed-wing and 600 helicopter operations was developed to approximate typical activity. A total of 1,000 aircraft operations over a typical 5-month peak fire season yield an average of 6.7 operations per day from mid-May to mid-September.

It is recognized that actual activity may significantly exceed the estimates in any given fire season. USFS officials indicate that periods of intense activity, particularly with helicopters, are common when local response is required. The airport may accommodate 10 to 15 aircraft simultaneously during these periods, each making multiple trips daily until the fire is controlled. During a slow fire season, the smokejumper base may generate only a few hundred operations. However, the moderate estimate noted above provides a general indication of activity that can be used to define facility needs.

Existing Aircraft Operations – Summary

The FAA provides planning guidance for general aviation airports without control towers when estimating aircraft activity. The FAA uses a ratio of the average number of operations per based aircraft to account for both locally based and transient general aviation aircraft activity. The recommended ratios include 250 operations per based aircraft for small airports with low activity; 350 for airports with moderate local and itinerant activity; and 450 for high activity urban or regional airports.

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It appears that the general aviation itinerant activity at Methow State Airport - in relation to its based aircraft total – is higher than typically found at airports in smaller rural communities. The airport accommodates aircraft for intermittent and extended periods that are based at other airports. Some of the newer hangars constructed off airport property are occupied on a part-time basis with these aircraft. The Valley's ability to attract visitors and support a mobile local resident population are unique factors affecting airport activity. To reflect the trend, a slightly higher activity ratio (300 operations per based aircraft) will be used to estimate the current level of general aviation activity.

Based on the conditions noted above, the following method was used to estimate aircraft operations (using 2008 base year data) at Methow Valley State Airport in this forecasting application:

A. **USFS North Cascades Smokejumper Base = 1,000 annual operations.** Forest Service and private contractors operating fixed-wing aircraft and helicopter. These operations are estimated to be 100 percent itinerant. This level of activity is assumed to be constant for the planning period based on historic and planned activity patterns.

B. **Medevac activity = 20 annual operations**. Northwest MedStar and Airlift Northwest fixed-wing operations. 100 percent itinerant. This activity has the potential to increase in the future with the addition of an instrument approach to aid night and poor weather operations for fixed-wing aircraft and helicopters.

C. **Military activity = 25 annual operations.** Occasional helicopter activity. This level of activity is assumed to be constant for the planning period.

D. **Locally based and transient general aviation activity** = a ratio of **300 operations per (9) based aircraft**, for a total of **2,700 annual operations**. This level of activity is expected to increase in line with an increase in based aircraft during the planning period.

E. All activity segments combine for a **2008 base year total of 3,700 operations.**

Based on the approach outlined abov**e, the 2008 estimate of aviation activity for Methow Valley State Airport is 9 based aircraft and 3,700 annual operations.**

Design Aircraft

Based on FAA criteria, the design aircraft, or family of aircraft, must have a minimum of 500 annual *itinerant* operations. The 1995 Airport Layout Plan and the 2007 WSDOT LATS forecast identifies the deHavilland Twin Otter (DHC-6) as the "existing" design aircraft. The Twin Otter is included in Aircraft Approach Category A and Airplane Design Group II (ADG II), which

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results in Airport Reference Code (ARC) A-II. The future design aircraft was previously identified as a Beechcraft King Air 200, a business class turboprop. The King Air was identified as the future design aircraft on the 1995 ALP and in the 2007 WSDOT LATS forecasts (beginning in 2020).

The combination of ADG II smokejumper aircraft and other itinerant ADG II aircraft (Approach Category A through D) appear to meet the FAA minimum of 500 annual operations required for the design aircraft or family of design aircraft. Based on current traffic levels, Approach Category A and Airplane Design Group II appear to be the appropriate criteria for defining the current/future ARC as A-II. The CASA 212 is representative of the A-II type of aircraft used in smokejumper operations. The other ADG II aircraft activity (Approach Categories B, C and D) is not expected to reach the required 500 annual operation threshold during the current planning period.

Based on these considerations, and the forecast activity described later in the chapter, the recommended **current and future ARC for Runway 13/31 is A-II.**

Existing Fleet Mix

Existing air traffic is predominantly fixed-wing (estimated at 83%) with most helicopter activity occurring during the summer fire season (estimated at 17%). An operational split between local (15%) and itinerant (85%) activity appears to be reasonable for purposes of estimating current activity and forecasting future activity.

A summary of current air traffic operations and distribution is provided in **Table 2-12**.

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TABLE 2-12:
SUMMARY OF CURRENT ACTIVITY
METHOW VALLEY STATE AIRPORT

Activity	2008
Based Aircraft	*9*
Ratio of Operations per Based Aircraft (GA activity)	*300*
General Aviation Operations	2,675
Military Operations	25
North Cascades Smokejumper Base Activity	1,000
Total Operations	**3,700**
Aircraft Operations	
Local Operations (15%)	555
Itinerant Operations (85%)	3,145
Total Operations (100%)	**3,700**
Operations By AC Type	
Fixed-wing (84%)	3,100
Rotor Wing (16%)	600
Total Operations (100%)	**3,700**
Operations by ARC, Weight or Type	
A-I & B-I Operations (<12,500#)	2,525
A-II/B-II Operations (<12,500#)	50
A-II/B-II Operations (≥12,500#)	450
C-II/D-II Operations (≥12,500#)	50
Helicopter Operations	625
Total Operations	**3,700**
Subtotal ADG I Operations	*2,575*
Subtotal ADG II Operations	*500*

FORECASTS OF ACTIVITY

The forecasts of aviation activity for Methow Valley State Airport include two existing forecasts (WSDOT LATS and FAA TAF) and one updated market-based projection. The LATS forecasts were developed for airports throughout the state, through the use of regional growth assumptions. The TAF provides broad-based projections that are consistent with the FAA's long term expectations of demand for general aviation in the U.S. The LATS and TAF provide reasonable baseline projections for use in the ALP project.

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An updated forecast was also developed that attempts to reflect several specific local factors that have the potential to affect activity at Methow Valley State Airport. This projection provides a slightly more aggressive growth trend that would be reflected in both based aircraft totals and airport operations.

Washington Long-Term Air Transportation Study (LATS) Forecast

The LATS Phase II Report (July 2007) examined a wide range of conditions affecting airports and air transportation in Washington. The statewide study included 25-year projections of based aircraft and aircraft operations for Washington's pubic use airports. The LATS forecasts project based aircraft at Methow Valley State Airport to increase from 9 in 2005 to 14 in 2030, which reflects average annual growth of **1.78 percent** during the 25-year planning period. The composition of the based aircraft fleet transitions from predominantly conventional single-engine aircraft to a growing share of "other" aircraft being added to the fleet mix. By FAA definition, "other" aircraft generally include ultralights, experimental and light sport aircraft. By 2030, "other" aircraft are projected to account for 36 percent of locally based aircraft at Methow Valley State, with conventional single-engine aircraft accounting for 64 percent.

The LATS forecasts project aircraft operations at Methow Valley State Airport to increase from 2,600 in 2005 to 3,850 in 2030, which reflects average annual growth of **1.58 percent** during the 25-year period. The operations forecasts reflect activity ratios fluctuating between 275 to 289 operations per based aircraft. The LATS forecasts for Methow Valley State Airport are summarized in **Table 2-16**, later in the chapter.

Market Projection

A new forecast of aviation activity was developed for Methow Valley State Airport that considers several market conditions that can affect airport activity. These include the following:

<u>Population</u>

As noted earlier in the chapter, the population within the local Winthrop/Twisp area increased at a higher rate than for the overall county since the 2000 Census, after many decades of slower growth. This projection assumes that local area population growth will keep pace with overall county growth over the next twenty years. Population growth and growth in economic capacity are favorable conditions for stimulating aviation activity.

<u>Existing Landside Capacity</u>

This projection assumes that the two existing off airport hangar developments will continue to fill available capacity during the current planning period. The Ram's Head hangar development

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consists of 17 sites, of which 4 hangars are currently developed. This projection assumes that 75% of the platted sites will be developed by 2030. The large 3-unit hangar located off airport currently has 2 vacant spaces. It is assumed that this hangar will consistently maintain 2/3 occupancy during the current planning period. It is also assumed that no other "through-the-fence" hangar development will be permitted by WSDOT Aviation.

Local Market Conditions

Twisp Municipal Airport has experienced an active period of hangar construction in recent years. This activity surge provides an indication of strong demand for general aviation facilities within the local service area. However, it appears that Twisp Municipal Airport's future ability to accommodate demand will be limited by available land capacity. The recently updated airport layout plan identifies only 10 hangar sites remaining on the airport. The 2007 LATS forecasts for Twisp Municipal Airport projects a small increase (+4) in based aircraft between 2005 and 2030. These factors suggest that Methow Valley State Airport has an opportunity to increase its share of a growing locally-based aircraft population.

The development of private hangars adjacent to Methow Valley State Airport is an indication that demand for general aviation facilities exists. It is reasonable to assume that on-airport develop can also grow during current planning period in conjunction with ongoing off-airport development.

Based Aircraft

As noted earlier, the rate of population growth projected for Okanogan County is modest over the next 20 years. It is reasonable to assume that growth in based aircraft at Methow Valley State Airport can be sustained as the local community and outlying areas grow and facility improvements are made.

The current total of nine (9) based aircraft equals 0.224 based aircraft per 1,000 residents in Okanogan County. Although historic airport activity data is limited, it appears that a similar relationship between airport activity and population has existed in the large, sparsely populated county in recent years. However, recent and planned hangar construction at the airport suggests strong potential exists for local airport growth to exceed county-wide population growth over the long-term planning period.

It is reasonable to assume that the current based aircraft-population ratio will increase as a result of airport-specific activity. For example, an increase of just one additional based aircraft at the airport today would represent an 11 percent increase in the size of the based aircraft fleet and would increase the ratio to 0.250 based aircraft per 1,000 county residents. With county population growth expected to average about 1 percent annually through 2030, it is evident that

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even a marginal increase in based aircraft would exceed population growth *in terms of percentage.* Assuming modest growth in based aircraft in line with on- and off-airport facility capabilities, historic development patterns and market potential, the ratio of based aircraft to county population is projected to increase from 0.224 to 0.447 over the twenty-year planning period. The population-based forecast of based aircraft is summarized in **Table 2-13**.

TABLE 2-13:
BASED AIRCRAFT FORECAST (MARKET & POPULATION BASED)

	2008	2010	2015	2020	2025	2030
Okanogan County Population (OFM Medium Projection)	40,100	42,739	44,923	46,526	48,016	49,239
Based Aircraft Ratio (per 1,000 Population)	0.224	0.281	0.334	0.365	0.396	0.447
Based Aircraft *(4.15 % AAR 2008-2030)*	9	12	15	17	19	22

Based on a gradually increasing population ratio, the number of based aircraft at Methow Valley State Airport is projected to increase from 9 to 22 over the twenty-year planning period. This forecast reflects an average annual growth rate of **4.15 percent**. This growth rate is considerably higher than broader statewide projections of general aviation growth; however, the local factors described above suggest that the development potential of Methow Valley State Airport is exceptional.

It is estimated that 15 of the 22 based aircraft (68 percent) projected for 2030 will be located in adjacent off-airport hangar developments that currently exist or are currently under development. The remaining 32 percent (7 aircraft) will be located on airport property. It should be noted that once the development capacity of all existing through-the-fence development is reached (approximately 20 to 25 aircraft), 100 percent of future demand would be accommodated on airport property. In this sense, the facility needs beyond the current 20-year planning period should be considered when making current planning decisions.

Aircraft Operations

The updated forecast of aircraft operations is derived by applying a ratio of 300 operations per based aircraft through the 20-year planning period. As noted earlier, the use of a slightly higher activity ratio appears to be justified based on the higher proportion of transient activity generated by a wide range of visiting aircraft or aircraft that are not permanently based at the airport. Other activity segments at the airport, including the North Cascades Smokejumper Base, military, and commercial/air taxi are expected to remain similar to current levels during the planning period. This projection results in an increase from approximately 3,700 annual operations to 7,600 by

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2030. This forecast reflects an average annual growth rate of **3.33 percent**. This rate of growth is consistent with the expectations for based aircraft and aircraft utilization levels.

The LATS forecasts and the market-based forecasts of activity are summarized in **Table 2-14**.

TABLE 2-14:
EXISTING & UPDATED AVIATION FORECASTS

Source	2005	2008	2010	2015	2020	2025	2030
Based Aircraft ***12/2008 Count: 9***							
2007 WSDOT LATS Forecast *(1.78% AAR 2005-2030)*	5	--	10	12	13	13	14
TAF *(0.0% AAR: 2005-2020)*	9	9	9	9	9	9	--
2008 ALP Market Based Forecast *(preferred)* *(4.15% AAR 2008-2030)*	**9**	**9**	**12**	**15**	**17**	**19**	**22**
Aircraft Operations ***2008 Estimate: 3,700***							
2007 WSDOT LATS Forecast *(1.58% AAR 2005-2030)*	2,600	--	2,850	3,350	3,600	3,600	3,850
TAF *(0.0% AAR: 2005-2020)*	7,350	7,350	7,350	7,350	7,350	--	--
2008 ALP Market Based Forecast *(preferred)* *(3.33% AAR 2008-2030)*	**--**	**3,700**	**4,600**	**5,500**	**6,100**	**6,700**	**7,600**

Preferred Forecast

For facility planning purposes, the market-based forecasts are recommended as the preferred forecast for Methow Valley State Airport. The preferred forecasts are summarized in **Table 2-15.**

Fleet Mix

The preferred forecast assumes that A-I & B-I (small) piston-engine aircraft will continue to represent the majority of the based aircraft fleet and generate the majority of airport operations during the current twenty-year planning period. However, the twin-engine turboprop (A-II) aircraft used in smokejumper operations represent the most demanding aircraft using the airport on a regular basis. The current distribution of aircraft operations at Methow Valley State Airport is estimated as follows:

- A/B-I (small): 68 percent

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- A/B-II 13 percent
- C/D-II 1 percent
- Helicopters: 17 percent

The distribution of operations by airport reference code (ARC) is included in **Table 2-15**. The aircraft fleet mix is expected to shift slightly during the planning period as the number of small general aviation aircraft based at the airport increases through hangar construction.

Peak Month

Based on the seasonal nature of fire-related aviation activity at the airport and the active summer season for general aviation, peak month traffic is assumed to account for 18 percent of annual activity.

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TABLE 2-15:
SUMMARY OF PREFERRED AVIATION FORECASTS

Activity	2008	2010	2015	2020	2025	2030
Based Aircraft						
Single Engine Piston	8	10	11	12	13	14
Multi-Engine Piston	0	0	1	1	1	1
Turbine (prop/jet)	0	0	0	0	1	1
Ultralights/Experimental	1	1	1	1	1	2
Light Sport Aircraft (LSA)	0	1	2	3	3	4
Total	**9**	**12**	**15**	**17**	**19**	**22**
Aircraft Operations						
Local						
Total Local (all GA)	**555**	**690**	**825**	**915**	**1,005**	**1,140**
Itinerant						
General Aviation	2,020	2,785	3,550	4,060	4,570	5,335
Commercial/Air Taxi	100	100	100	100	100	100
Military	25	25	25	25	25	25
Fire Related	1,000	1,000	1,000	1,000	1,000	1,000
Total Itinerant	**3,145**	**3,910**	**4,675**	**5,185**	**5,695**	**6,460**
TOTAL LOCAL AND ITINERANT	**3,700**	**4,600**	**5,500**	**6,100**	**6,700**	**7,600**
Ratio of GA Operations Per Based Aircraft	*300*	*300*	*300*	*300*	*300*	*300*
Peak Month Operations (18%)	*670*	*830*	*990*	*1,100*	*1,210*	*1,370*
Design Day Operations 0average day in peak month)	*22*	*27*	*32*	*35*	*39*	*44*
Aircraft Operations by ARC and Weight						
A-I & B-I Operations (<12,500#)	2,525	3,395	4,265	4,835	5,405	6,255
A-II/B-II Operations (<12,500#)	50	60	80	100	120	150
A-II/B-II Operations (≥12,500#)	450	470	480	490	500	520
C-II/D-II Operations (≥12,500#)	50	50	50	50	50	50
Rotor Wing	625	625	625	625	625	625
Total Operations	**3,700**	**4,600**	**5,500**	**6,100**	**6,700**	**7,600**

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