



U.S. Department
of Transportation
**Federal Aviation
Administration**

Chicago Airports District Office
2300 E. Devon Avenue
Des Plaines, Illinois 60018

July 30, 2020

Mr. Mark Optiz, City Planner
City of Middleton
7426 Hubbard Avenue
Middleton, WI 53562

Middleton Municipal Airport (C29)
Middleton, WI
Approval of Forecast

Dear Mr. Opitz:

The Federal Aviation Administration (FAA) is in receipt of the proposed forecast for the Middleton Municipal Airport masterplan, as contained in the most recent update to Chapter 2 – Aviation Demand Forecast (dated July 2020).

This aviation forecast was scoped and prepared prior to the effects of the Coronavirus Disease 2019 (COVID-19) outbreak. It is uncertain if there are, or will be, impacts to this forecast. For this reason, the FAA approval of the information provided in this forecast document is limited to the reasonability of the methodologies used and analysis completed. This is not an assessment of the forecasted number of operations or enplanements. FAA approval of the forecast does not provide justification to begin construction of airport development. Further documentation of actual activity levels reaching the forecasted activity levels will be needed prior to FAA participation in funding for those types of projects.

Given the above, the FAA approves the medium-growth forecast provided in Tables 2-42 and 2-44 on pages 2-58 and 2-60, for planning purposes only, as captured below.

Table 2-42: FAA Template – Forecasted Levels and Growth Rates (Medium-Growth Scenario)

Specify base year: 2019	Medium-Growth Forecasts					Average CAGR ¹			
	2019	2024	2029	2034	2039	2024	2029	2034	2039
	Base Year Level	Base Year + 5yr.	Base Year + 10yr.	Base Year + 15yr.	Base Year + 20yr.	Base Year + 5yr.	Base Year + 10yr.	Base Year + 15yr.	Base Year + 20yr.
Operations									
<u>Itinerant</u>									
Air carrier	0	0	0	0	0				
Commuter/air taxi	358	395	436	482	532	2.00%	2.00%	2.00%	2.00%
Air Freight	420	499	592	704	836	3.50%	3.50%	3.50%	3.50%
Total Commercial									
Operations	778	894	1,029	1,185	1,368	2.82%	2.83%	2.85%	2.86%
General aviation	12,654	13,564	14,176	14,842	15,572	1.40%	1.14%	1.07%	1.04%
Military	2	4	4	4	4	14.87%	7.18%	4.73%	3.53%
<u>Local</u>									
General aviation	27,906	28,046	28,186	28,328	28,469	0.10%	0.10%	0.10%	0.10%
Military	2	6	6	6	6	24.57%	11.61%	7.60%	5.65%
Total General Aviation Ops	40,560	41,610	42,362	43,169	44,041	0.51%	0.44%	0.42%	0.41%
TOTAL OPERATIONS	41,342	42,514	43,401	44,365	45,419	0.56%	0.49%	0.47%	0.47%
Turbine Operations	908	1,201	1,357	1,492	1,622	5.76%	4.10%	3.37%	2.94%
Based Aircraft									
Single Engine (Nonjet)	86	88	93	97	99	0.46%	0.76%	0.83%	0.69%
Multi Engine (Nonjet)	8	13	15	16	17	9.99%	6.16%	4.65%	3.99%
Jet Engine	2	3	4	5	5	9.99%	6.57%	6.11%	4.69%
Helicopter	4	3	3	4	4	-4.25%	-1.51%	-0.61%	-0.32%
TOTAL BASED AIRCRAFT	100	107	115	122	125	1.42%	1.36%	1.32%	1.12%

¹CAGR = Compound Annual Growth Rate

	Year	2019 TAF ¹	Low Growth Forecast (LGF)	LGF to 2019 TAF (%)	Recommended Forecasts - Medium Growth			
					Medium Growth Forecast (MGF)	MGF to 2019 TAF (%)	High Growth Forecast (HGF)	HGF to 2019 TAF (%)
Based Aircraft								
Base Yr. Level	2019	94	100	6.4%	100	6.4%	100	6.4%
Base Yr. + 5yr.	2024	94	103	9.9%	107	14.2%	112	19.1%
Base Yr. + 10yrs.	2029	94	107	13.3%	115	21.8%	124	32.4%
Base Yr. + 15yrs.	2034	94	110	16.7%	122	29.5%	136	44.9%
Base Yr. + 20yrs.	2039	94	113	20.2%	125	33.0%	148	57.2%
GA Operations								
Base Yr. Level	2019	38,447	40,560	5.5%	40,560	5.5%	40,560	5.5%
Base Yr. + 5yr.	2024	40,763	41,342	1.4%	41,610	2.1%	40,763	0.0%
Base Yr. + 10yrs.	2029	43,204	41,995	-2.8%	42,362	-1.9%	43,204	0.0%
Base Yr. + 15yrs.	2034	45,781	42,690	-6.8%	43,169	-5.7%	45,781	0.0%
Base Yr. + 20yrs.	2039	48,505	43,447	-10.4%	44,041	-9.2%	48,505	0.0%
Total Operations								
Base Yr. Level	2019	40,957	41,342	0.9%	41,342	0.9%	41,342	0.9%
Base Yr. + 5yr.	2024	43,273	42,166	-2.6%	42,514	-1.8%	41,724	-3.6%
Base Yr. + 10yrs.	2029	45,714	42,856	-6.3%	43,401	-5.1%	44,379	-2.9%
Base Yr. + 15yrs.	2034	48,291	43,591	-9.7%	44,365	-8.1%	47,222	-2.2%
Base Yr. + 20yrs.	2039	51,015	44,389	-13.0%	45,419	-11.0%	50,276	-1.4%

Notes: ¹ 2019 FAA Terminal Area Forecast (TAF) Data Obtained January 2020

Based on the approved forecasts, the FAA also approves B-I for the existing and B-II future critical aircraft as provided in Table 2-39 on pages 2-52, for planning purposes only, as captured below.

Table 2-39: Existing and Future Design Aircraft

Design Category	Existing Design Aircraft	Future Design Aircraft
Runway Design Code (RDC)	B-I	B-II
Aircraft Approach Category (AAC)	B	B
Approach Speed (knots)	91 or greater, but less than 121	91 or greater, but less than 121
Design Aircraft (Jet):	Cessna Citation CJ1 (108 knots)	Cessna Citation CJ2 (114 knots)
Design Aircraft (Turboprop):	Beechcraft Airliner 99 (107 knots)	Beechcraft King Air 90 (100 knots)
Airplane Design Group (ADG)	I	II
Wingspan (feet)	< 49 feet	49 - <79 feet
Design Aircraft (Jet):	Cessna Citation CJ1 (47 feet)	Cessna Citation CJ2 (50 feet)
Design Aircraft (Turboprop):	Beechcraft Airliner 99 (46 feet)	Beechcraft King Air 90 (50 feet)
Taxiway Design Group (TDG)	TDG 1-A	TDG-2
Design Aircraft (Jet):	Cessna Citation CJ1	Cessna Citation CJ2
Design Aircraft (Turboprop):	Beechcraft Airliner 99	Beechcraft King Air 90

Source: FAA Advisory Circular 150/5300-13A; Mead & Hunt

If you have any questions, I can be reached at 847-294-8253 or at sandy.lyman@faa.gov,

Sincerely,

Sandra A. Lyman
Community Planner
Chicago Airports District Office

cc: Josh Holbrook, Wisconsin Bureau of Aviation
Greg Stern, Mead & Hunt