

APPENDIX B

AVIATION ACTIVITY HISTORICAL DATA

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Appendix B Aviation Activity Historical Data Tables and Figures

Table B-1 Historical and Projected Gross Domestic Product and Consumer Price Index

Fiscal Year	Gross Domestic Product		Consumer Price Index	
	(Billions, 2009\$)	Percent Change	(1982-84=1.00)	Percent Change
2008	14,934		2.140	
2009	14,428	-3.4%	2.138	-0.1%
2010	14,685	1.8%	2.174	1.7%
2011	14,958	1.9%	2.231	2.6%
2012	15,306	2.3%	2.285	2.4%
2013	15,510	1.3%	2.322	1.6%
2014	15,884	2.4%	2.360	1.6%
2015	16,321	2.8%	2.368	0.3%
2016	16,581	1.6%	2.389	0.9%
2017	16,937	2.1%	2.446	2.4%
2018	17,365	2.5%	2.497	2.1%
2019	17,791	2.5%	2.556	2.4%
2020	18,163	2.1%	2.623	2.6%
2021	18,563	2.2%	2.694	2.7%
2022	18,960	2.1%	2.766	2.7%
2023	19,353	2.1%	2.843	2.8%
2024	19,730	1.9%	2.921	2.7%
2025	20,099	1.9%	3.001	2.7%
2026	20,454	1.8%	3.081	2.7%
2027	20,834	1.9%	3.161	2.6%
2028	21,262	2.0%	3.236	2.4%
2029	21,683	2.0%	3.313	2.4%
2030	22,114	2.0%	3.391	2.4%
2031	22,557	2.0%	3.473	2.4%
2032	23,002	2.0%	3.557	2.4%
2033	23,448	1.9%	3.643	2.4%
2034	23,927	2.0%	3.732	2.4%
2035	24,411	2.0%	3.822	2.4%
2036	24,901	2.0%	3.914	2.4%
2037	25,392	2.0%	4.008	2.4%
Compounded Average Annual Change				
2008-2017		1.4%		1.5%
2013-2017		2.2%		1.3%
2017-2022		2.3%		2.5%
2022-2037		2.0%		2.5%
2017-2037		2.0%		2.5%

Source: FAA Forecast, 2017-2037; Compiled by WSP USA.

Figure B-1. Historical General Aviation Aircraft Shipments

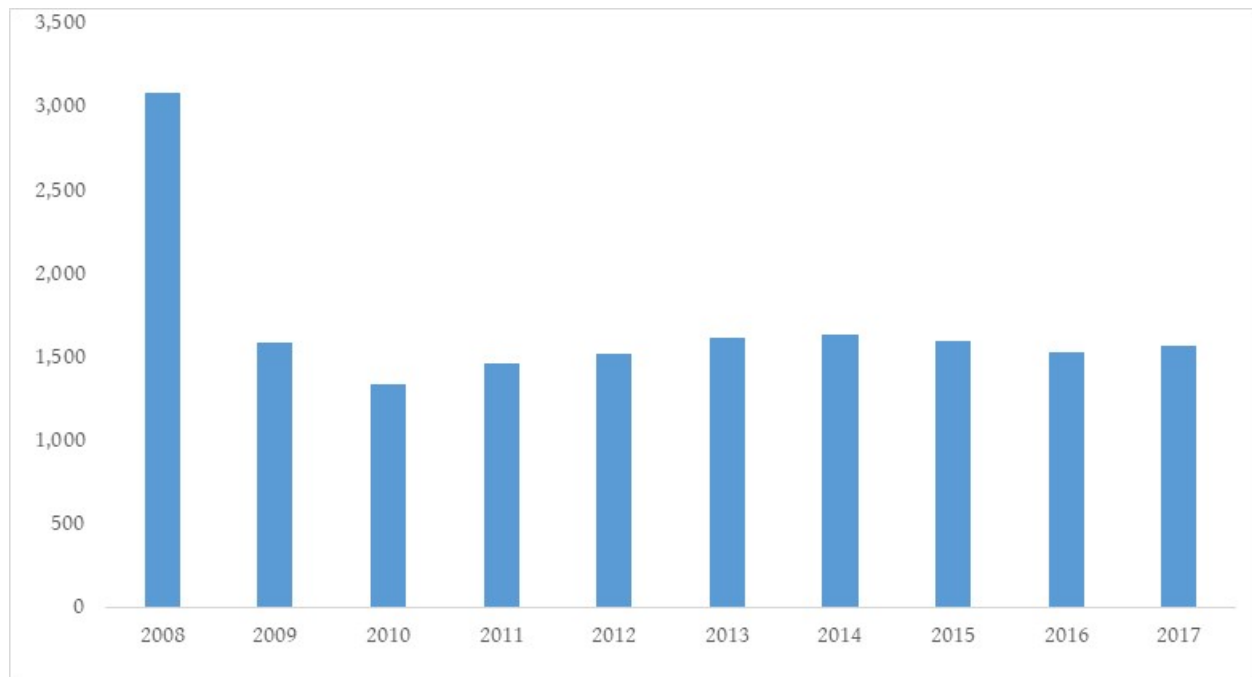


Table B-2. Historical and Projected General Aviation Aircraft Operations

Fiscal Year	Single-Engine Piston	Multi-Engine Piston	Total Piston	Percent Change	Turbine	Percent Change	Helicopter	Percent Change	Total	Percent Change
2008	145,497	17,515	163,012		19,949		9,876		192,837	
2009	140,649	16,474	157,123	-3.6%	20,323	1.9%	9,964	0.9%	187,410	-2.8%
2010	139,519	15,900	155,419	-1.1%	20,853	2.6%	10,102	1.4%	186,374	-0.6%
2011	136,895	15,702	152,597	-1.8%	21,173	1.5%	10,082	-0.2%	183,852	-1.4%
2012	128,847	14,313	143,160	-6.2%	22,097	4.4%	10,055	-0.3%	175,312	-4.6%
2013	124,398	13,257	137,655	-3.8%	21,256	-3.8%	9,765	-2.9%	168,676	-3.8%
2014	126,036	13,146	139,182	1.1%	22,139	4.2%	9,966	2.1%	171,287	1.5%
2015	127,887	13,254	141,141	1.4%	23,152	4.6%	10,506	5.4%	174,799	2.1%
2016	126,820	13,200	140,020	-0.8%	23,230	0.3%	10,700	1.8%	173,950	-0.5%
2017	125,760	13,155	138,915	-0.8%	23,385	0.7%	10,890	1.8%	173,190	-0.4%
2018	124,730	13,115	137,845	-0.8%	23,595	0.9%	11,075	1.7%	172,515	-0.4%
2019	123,705	13,080	136,785	-0.8%	23,870	1.2%	11,255	1.6%	171,910	-0.4%
2020	122,685	13,045	135,730	-0.8%	24,195	1.4%	11,435	1.6%	171,360	-0.3%
2021	121,645	13,005	134,650	-0.8%	24,555	1.5%	11,615	1.6%	170,820	-0.3%
2022	120,600	12,965	133,565	-0.8%	24,960	1.6%	11,800	1.6%	170,325	-0.3%
2023	119,540	12,915	132,455	-0.8%	25,395	1.7%	11,985	1.6%	169,835	-0.3%
2024	118,475	12,865	131,340	-0.8%	25,880	1.9%	12,175	1.6%	169,395	-0.3%
2025	117,410	12,820	130,230	-0.8%	26,385	2.0%	12,365	1.6%	168,980	-0.2%
2026	116,335	12,765	129,100	-0.9%	26,915	2.0%	12,560	1.6%	168,575	-0.2%
2027	115,245	12,705	127,950	-0.9%	27,500	2.2%	12,760	1.6%	168,210	-0.2%
2028	114,145	12,640	126,785	-0.9%	28,115	2.2%	12,960	1.6%	167,860	-0.2%
2029	113,065	12,575	125,640	-0.9%	28,745	2.2%	13,165	1.6%	167,550	-0.2%
2030	112,010	12,505	124,515	-0.9%	29,395	2.3%	13,375	1.6%	167,285	-0.2%
2031	110,990	12,430	123,420	-0.9%	30,060	2.3%	13,595	1.6%	167,075	-0.1%
2032	110,000	12,355	122,355	-0.9%	30,755	2.3%	13,820	1.7%	166,930	-0.1%
2033	109,035	12,280	121,315	-0.8%	31,455	2.3%	14,055	1.7%	166,825	-0.1%
2034	108,095	12,200	120,295	-0.8%	32,185	2.3%	14,295	1.7%	166,775	0.0%
2035	107,205	12,125	119,330	-0.8%	32,940	2.3%	14,545	1.7%	166,815	0.0%
2036	106,350	12,045	118,395	-0.8%	33,720	2.4%	14,800	1.8%	166,915	0.1%
2037	105,550	11,970	117,520	-0.7%	34,625	2.7%	15,065	1.8%	167,210	0.2%
Compounded Average Annual Change										
2008-2017				-1.8%		1.8%		1.1%		-1.2%
2013-2017				0.2%		2.4%		2.8%		0.7%
2017-2022				-0.8%		1.3%		1.6%		-0.3%
2022-2037				-0.8%		2.2%		1.6%		-0.1%
2017-2037				-0.8%		2.0%		1.6%		-0.2%

Source: FAA Forecast, 2017-2037; Compiled by WSP USA

Table B-3. Historical and Projected U.S. General Aviation and Military Operations

Fiscal Year	General Aviation	Percent Change	Military	Percent Change	Total	Percent Change
2008	31,574,000		2,531,000		34,105,000	
2009	28,019,000	-11.3%	2,586,000	2.2%	30,605,000	-10.3%
2010	26,580,000	-5.1%	2,607,000	0.8%	29,187,000	-4.6%
2011	25,965,000	-2.3%	2,630,000	0.9%	28,595,000	-2.0%
2012	26,130,000	0.6%	2,579,000	-1.9%	28,709,000	0.4%
2013	25,806,000	-1.2%	2,552,000	-1.0%	28,358,000	-1.2%
2014	25,654,000	-0.6%	2,515,000	-1.4%	28,169,000	-0.7%
2015	25,578,000	-0.3%	2,495,000	-0.8%	28,073,000	-0.3%
2016	25,536,000	-0.2%	2,462,000	-1.3%	27,998,000	-0.3%
2017	25,600,000	0.3%	2,464,000	0.1%	28,064,000	0.2%
2018	25,678,000	0.3%	2,464,000	0.0%	28,142,000	0.3%
2019	25,756,000	0.3%	2,464,000	0.0%	28,220,000	0.3%
2020	25,835,000	0.3%	2,464,000	0.0%	28,299,000	0.3%
2021	25,915,000	0.3%	2,464,000	0.0%	28,379,000	0.3%
2022	25,995,000	0.3%	2,464,000	0.0%	28,459,000	0.3%
2023	26,075,000	0.3%	2,464,000	0.0%	28,539,000	0.3%
2024	26,156,000	0.3%	2,464,000	0.0%	28,620,000	0.3%
2025	26,238,000	0.3%	2,464,000	0.0%	28,702,000	0.3%
2026	26,320,000	0.3%	2,464,000	0.0%	28,784,000	0.3%
2027	26,402,000	0.3%	2,464,000	0.0%	28,866,000	0.3%
2028	26,486,000	0.3%	2,464,000	0.0%	28,950,000	0.3%
2029	26,569,000	0.3%	2,464,000	0.0%	29,033,000	0.3%
2030	26,654,000	0.3%	2,464,000	0.0%	29,118,000	0.3%
2031	26,739,000	0.3%	2,464,000	0.0%	29,203,000	0.3%
2032	26,825,000	0.3%	2,464,000	0.0%	29,289,000	0.3%
2033	26,911,000	0.3%	2,464,000	0.0%	29,375,000	0.3%
2034	26,998,000	0.3%	2,464,000	0.0%	29,462,000	0.3%
2035	27,085,000	0.3%	2,464,000	0.0%	29,549,000	0.3%
2036	27,174,000	0.3%	2,464,000	0.0%	29,638,000	0.3%
2037	27,262,000	0.3%	2,464,000	0.0%	29,726,000	0.3%
Compounded Average Annual Change						
2008-2017		-2.3%		-0.3%		-2.1%
2013-2017		-0.2%		-0.9%		-0.3%
2017-2022		0.3%		0.0%		0.3%
2022-2037		0.3%		0.0%		0.3%
2017-2037		0.3%		0.0%		0.3%

Source: FAA Forecast, 2017-2037; Compiled by WSP USA

Table B-4. Historical Felts Field Aircraft Operations by Type

Year	ITINERANT				LOCAL			TOTAL				Percent Change
	Air Taxi	General Aviation	Military	Total Itinerant	General Aviation	Military	Total Local	Air Taxi	General Aviation	Military	Total	
2008	5,937	28,090	87	34,114	31,937	126	32,063	5,937	60,027	213	66,177	
2009	5,591	27,337	59	32,987	32,946	11	32,957	5,591	60,283	70	65,944	-0.4%
2010	5,403	28,342	40	33,785	33,772	114	33,886	5,403	62,114	154	67,671	2.6%
2011	4,499	25,836	122	30,464	27,672	54	27,726	4,499	53,508	176	58,183	-14.0%
2012	4,161	25,236	74	29,474	26,094	14	26,108	4,161	51,330	88	55,579	-4.5%
2013	3,438	23,164	53	26,658	24,697	76	24,773	3,438	47,861	129	51,428	-7.5%
2014	3,663	22,803	74	26,540	27,299	34	27,333	3,663	50,102	108	53,873	4.8%
2015	3,629	22,986	49	26,666	28,261	134	28,395	3,629	51,247	183	55,059	2.2%
2016	3,880	24,047	42	27,969	22,626	184	22,810	3,880	46,673	226	50,779	-7.8%
2017	3,927	23,918	42	27,887	23,293	184	23,477	3,927	47,211	226	51,364	1.2%
Compounded Average Annual Change												
2008-2017	-4.5%	-1.8%	-7.8%	-2.2%	-3.4%	4.3%	-3.4%	-4.5%	-2.6%	0.7%	-2.8%	
2013-2017	3.4%	0.8%	-5.6%	1.1%	-1.5%	24.7%	-1.3%	3.4%	-0.3%	15.0%	0.0%	

Source: FAA Terminal Area Forecast; Compiled by WSP USA

Figure B-2. Historical Felts Field Aircraft Operations Share Itinerant vs. Local

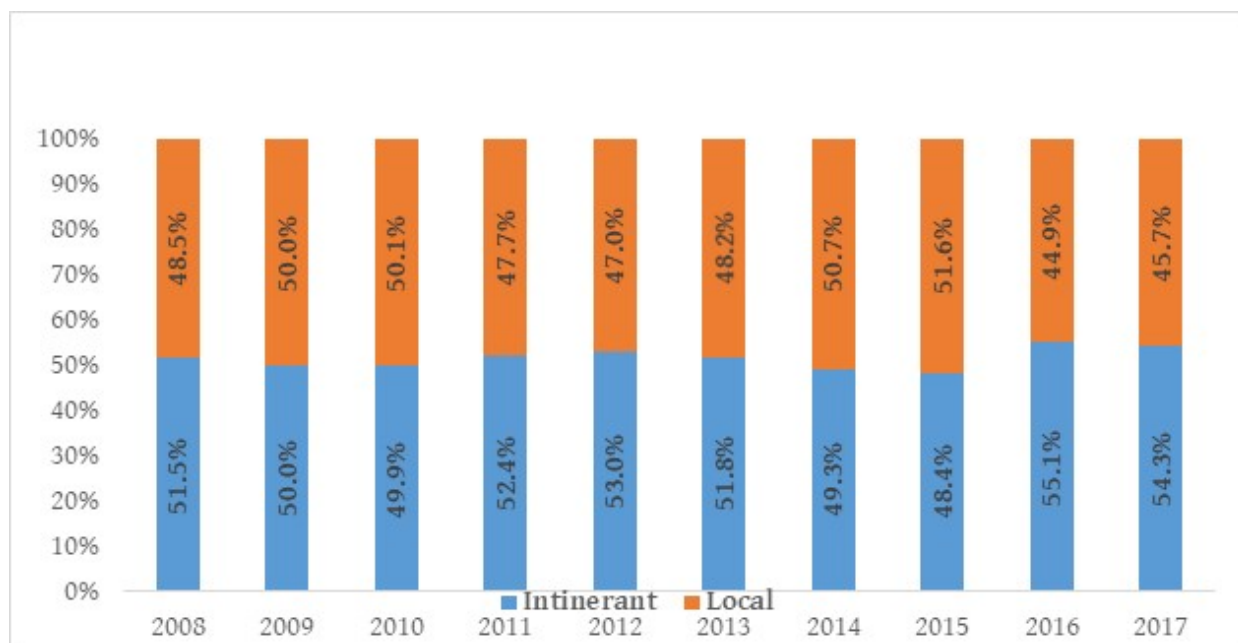


Table B-5. Historical Felts Field, State of Washington, & U.S.

Air Taxi Aircraft Operations

Year	Felts Field	Percent Change	State of Washington	Percent Change	U.S.	Percent Change	Felts Field Share of State	Felts Field Share of U.S.
2008	5,937		325,709		13,810,809		1.8%	0.043%
2009	5,591	-5.8%	272,386	-16.4%	12,274,775	-11.1%	2.1%	0.046%
2010	5,403	-3.4%	273,651	0.5%	12,132,948	-1.2%	2.0%	0.045%
2011	4,499	-16.7%	241,153	-11.9%	11,924,606	-1.7%	1.9%	0.038%
2012	4,161	-7.5%	205,767	-14.7%	11,678,854	-2.1%	2.0%	0.036%
2013	3,438	-17.4%	201,062	-2.3%	11,482,054	-1.7%	1.7%	0.030%
2014	3,663	6.5%	188,781	-6.1%	11,045,862	-3.8%	1.9%	0.033%
2015	3,629	-0.9%	180,204	-4.5%	10,506,227	-4.9%	2.0%	0.035%
2016	3,880	6.9%	189,281	5.0%	10,183,394	-3.1%	2.0%	0.038%
2017	3,927	1.2%	189,974	0.4%	9,985,059	-1.9%	2.1%	0.039%
Compounded Average Annual Change								
2008-2017		-4.5%		-5.8%		-3.5%		
2013-2017		3.4%		-1.4%		-3.4%		

Table B-6. Historical Felts Field, State of Washington, & U.S. General Aviation Aircraft Operations

Year	Felts Field	Percent Change	State of Washington	Percent Change	U.S.	Percent Change	Felts Field Share of State	Felts Field Share of U.S.
2008	60,027		2,665,594		78,020,289		2.3%	0.077%
2009	60,283	0.4%	2,558,616	-4.0%	73,598,797	-5.7%	2.4%	0.082%
2010	62,114	3.0%	2,476,305	-3.2%	71,230,624	-3.2%	2.5%	0.087%
2011	53,508	-13.9%	2,415,940	-2.4%	69,900,768	-1.9%	2.2%	0.077%
2012	51,330	-4.1%	2,394,962	-0.9%	69,577,152	-0.5%	2.1%	0.074%
2013	47,861	-6.8%	2,316,929	-3.3%	68,808,247	-1.1%	2.1%	0.070%
2014	50,102	4.7%	2,233,148	-3.6%	68,183,393	-0.9%	2.2%	0.073%
2015	51,247	2.3%	2,260,020	1.2%	68,334,308	0.2%	2.3%	0.075%
2016	46,673	-8.9%	2,265,719	0.3%	68,365,883	0.0%	2.1%	0.068%
2017	47,211	1.2%	2,285,628	0.9%	68,583,877	0.3%	2.1%	0.069%
Compounded Average Annual Change								
2008-2017		-2.6%		-1.7%		-1.4%		
2013-2017		-0.3%		-0.3%		-0.1%		

Source: FAA Terminal Area Forecast, Compiled by WSP USA

Table B-7. Historical Felts Field, State of Washington, & U.S. Military Aircraft Operations

Year	Felts Field	Percent Change	State of Washington	Percent Change	U.S.	Percent Change	Felts Field Share of State	Felts Field Share of U.S.
2008	213		63,869		4,702,175		0.3%	0.005%
2009	70	-67.1%	62,296	-2.5%	4,972,641	5.8%	0.1%	0.001%
2010	154	120.0%	60,182	-3.4%	4,960,948	-0.2%	0.3%	0.003%
2011	176	14.3%	65,750	9.3%	5,058,744	2.0%	0.3%	0.003%
2012	88	-50.0%	51,658	-21.4%	4,805,950	-5.0%	0.2%	0.002%
2013	129	46.6%	67,876	31.4%	4,734,411	-1.5%	0.2%	0.003%
2014	108	-16.3%	63,637	-6.2%	4,777,041	0.9%	0.2%	0.002%
2015	183	69.4%	50,478	-20.7%	4,819,729	0.9%	0.4%	0.004%
2016	226	23.5%	48,467	-4.0%	4,787,041	-0.7%	0.5%	0.005%
2017	226	0.0%	48,478	0.0%	4,789,098	0.0%	0.5%	0.005%
Compounded Average Annual Change								
2008-2017		0.7%		-3.0%		0.2%		
2013-2017		15.0%		-8.1%		0.3%		

Source: FAA Terminal Area Forecast, Compiled by WSP USA

Figure B-3. Historical and Projected Aircraft Operations

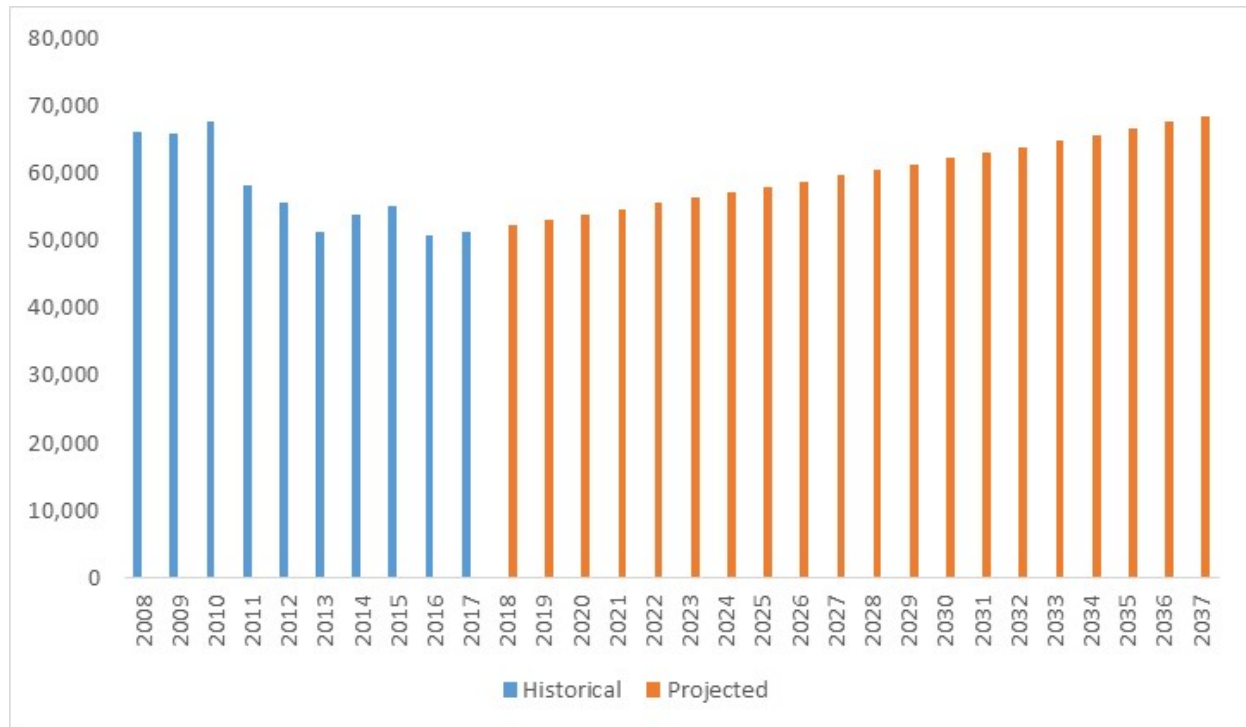


Table B-8. Historical Based Aircraft Felts Field, State of Washington, & U.S.

Year	Felts Field			State of Washington			United States			Felts Field Share of State	Felts Field Share of U.S.
	Aircraft Operations	Based Aircraft	Ops per BA	Aircraft Operations	Based Aircraft	Ops per Based Aircraft	Aircraft Operations	Based Aircraft	Ops per Based Aircraft		
2008	66,177	149	444	3,055,172	6,048	505	96,533,273	175,579	550	2.5%	0.085%
2009	65,944	149	443	2,893,298	6,148	471	90,846,213	177,432	512	2.4%	0.084%
2010	67,671	163	415	2,810,138	5,963	471	88,324,520	165,472	534	2.7%	0.099%
2011	58,183	163	357	2,722,843	5,637	483	86,884,118	160,374	542	2.9%	0.102%
2012	55,579	160	347	2,652,387	5,529	480	86,061,956	163,333	527	2.9%	0.098%
2013	51,428	160	321	2,585,867	5,651	458	85,024,712	166,953	509	2.8%	0.096%
2014	53,873	160	337	2,485,566	5,587	445	84,006,296	170,375	493	2.9%	0.094%
2015	55,059	168	328	2,490,702	5,554	448	83,660,264	163,994	510	3.0%	0.102%
2016	50,779	168	302	2,503,467	5,614	446	83,336,318	165,480	504	3.0%	0.102%
2017	51,364	168	306	2,524,080	5,672	445	83,358,034	166,822	500	3.0%	0.101%
Compounded Average Annual Change											
2008-2017	-2.8%	1.3%	-4.1%	-2.1%	-0.7%	-1.4%	-1.6%	-0.6%	-1.1%		
2013-2017	0.0%	1.2%	-1.2%	-0.6%	0.1%	-0.7%	-0.5%	0.0%	-0.5%		

Source: FAA Terminal Area Forecast (all data except Felts Field based aircraft for 2015 through 2016), FAA Form 5010 (Felts Field based aircraft 2015-2017); Compiled by WSP USA

Figure B-4. Historical and Projected Felts Field Based Aircraft, Aircraft Operations per Based Aircraft, and State of Washington Based Aircraft Share

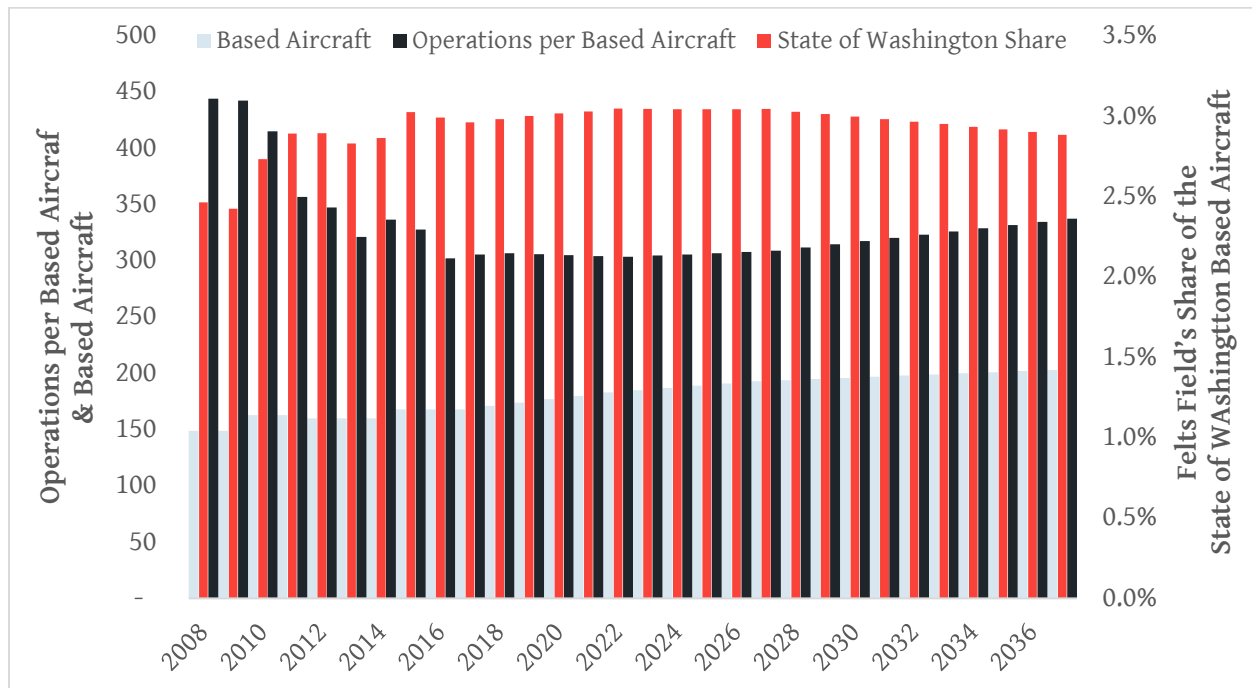


Table B-9. Historical Aircraft Fleet Mix

	2000 *				2008 *				2017			
	Felts Field	% Distr	U.S.	% Distr	Felts Field	% Distr	U.S.	% Distr	Felts Field	% Distr	U.S.	% Distr
Single Engine	238	85.3%	149,422	78.5%	304	88.1%	145,497	75.5%	143	85.1%	125,760	72.6%
Multi Engine	23	8.2%	21,091	11.1%	25	7.2%	17,515	9.1%	13	7.7%	13,155	7.6%
Turbine	4	1.4%	12,763	6.7%	3	0.9%	19,949	10.3%	0	0.0%	23,385	13.5%
Helicopter	14	5.0%	7,150	3.8%	13	3.8%	9,876	5.1%	12	7.1%	10,890	6.3%
TOTAL	279	100.0%	190,426	100.0%	345	100.0%	192,837	100.0%	168	100.0%	173,190	100.0%

* Counts were documented prior to the update of the National Based Aircraft Inventory System.

Sources: FAA Forecast 2017-2037; SFF 2005 Master Plan Update; FAA Form 5010 Data; Compiled by WSP USA.

Figure B-5. Felts Field and U.S. Historical Percent Change Aircraft Operations

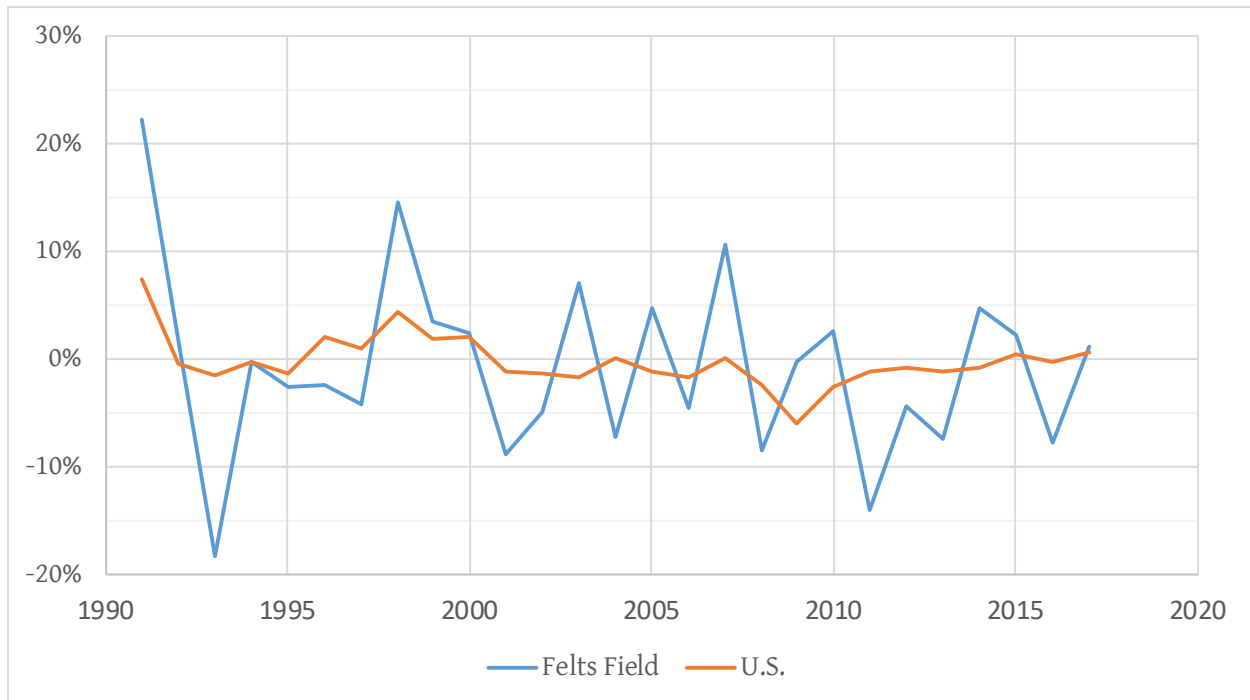


Figure B-6. FAA Traffic Flow Model Counts for Felts Field 2017 Jet Counts

TFMSC Report (Airport-SFF)

From 01/2017 To 12/2017 | Airport=SFF

Date	Airport	Physical	Aircraft	Airplane	Airplane	Taxiway	Total Ops
Jan-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Jan-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	6
Jan-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	6
Jan-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	2
Jan-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	18
Jan-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Jan-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
Feb-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	6
Feb-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	2
Feb-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	4
Feb-17	SFF - Spokane	Jet	EA50 - Eclipse 500	A	I	0	2
Feb-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
Feb-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	14
Feb-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Mar-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	2
Mar-17	SFF - Spokane	Jet	C56X - Cessna Excel/XLS	B	II	0	2
Mar-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	4
Mar-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	4
Mar-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	2
Mar-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	2
Mar-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	16
Mar-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	4
Mar-17	SFF - Spokane	Jet	E55P - Embraer Phenom 300	B	II	0	4
Apr-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	2
Apr-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	4
Apr-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	2
Apr-17	SFF - Spokane	Jet	C56X - Cessna Excel/XLS	B	II	0	2
Apr-17	SFF - Spokane	Jet	FA10 - Dassault Falcon/Mystère 10	B	I		2
Apr-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
Apr-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	24
Apr-17	SFF - Spokane	Jet	E55P - Embraer Phenom 300	B	II	0	6
Apr-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
May-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	2
May-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
May-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	2
May-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	6
May-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	4
May-17	SFF - Spokane	Jet	LJ31 - Bombardier Learjet 31A/B	C	I	0	2
May-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
May-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	24
May-17	SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	2
May-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
May-17	SFF - Spokane	Jet	E55P - Embraer Phenom 300	B	II	0	4
Jun-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	2
Jun-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
Jun-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	7
Jun-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	6
Jun-17	SFF - Spokane	Jet	C680 - Cessna Citation Sovereign	B	II	1B	2
Jun-17	SFF - Spokane	Jet	FA50 - Dassault Falcon/Mystère 50	B	II	1B	2
Jun-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	8
Jun-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	20
Jun-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Jun-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Jul-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2

Figure B-6. FAA Traffic Flow Model Counts for Felts Field 2017 Jet Counts (continued)

From 01/2017 To 12/2017 | Airport=SFF

Date	Airport	Physical Aircraft	Airplane	Airplane	Taxiway	Total Ops	
Jul-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	2
Jul-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	16
Jul-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	4
Jul-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
Jul-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	20
Jul-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Jul-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	10
Aug-17	SFF - Spokane	Jet	H25B - BAe HS 125/700-800/Hawker 800	C	I	0	2
Aug-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	2
Aug-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	6
Aug-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	2
Aug-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	6
Aug-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	8
Aug-17	SFF - Spokane	Jet	C680 - Cessna Citation Sovereign	B	II	1B	2
Aug-17	SFF - Spokane	Jet	FA50 - Dassault Falcon/Mystère 50	B	II	1B	2
Aug-17	SFF - Spokane	Jet	H25B - BAe HS 125/700-800/Hawker 800	C	I	0	2
Aug-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
Aug-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	26
Aug-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Aug-17	SFF - Spokane	Jet	C56X - Cessna Excel/XLS	B	II	0	2
Sep-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	6
Sep-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	12
Sep-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	2
Sep-17	SFF - Spokane	Jet	C56X - Cessna Excel/XLS	B	II	0	2
Sep-17	SFF - Spokane	Jet	EA50 - Eclipse 500	A	I	0	2
Sep-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	16
Sep-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	20
Sep-17	SFF - Spokane	Jet	E55P - Embraer Phenom 300	B	II	0	4
Sep-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Oct-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Oct-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	2
Oct-17	SFF - Spokane	Jet	HDJT - HONDA HA-420 HondaJet	B	I		2
Oct-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Oct-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	10
Oct-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	10
Oct-17	SFF - Spokane	Jet	LJ25 - Bombardier Learjet 25	C	I	1B	2
Oct-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	24
Oct-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Nov-17	SFF - Spokane	Jet	C56X - Cessna Excel/XLS	B	II	0	2
Nov-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
Nov-17	SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	6
Nov-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	8
Nov-17	SFF - Spokane	Jet	C560 - Cessna Citation V/Ultra/Encore	B	II	0	6
Nov-17	SFF - Spokane	Jet	C56X - Cessna Excel/XLS	B	II	0	2
Nov-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	6
Nov-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	24
Nov-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Nov-17	SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	2
Nov-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
Dec-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Dec-17	SFF - Spokane	Jet	C550 - Cessna Citation II/Bravo	B	II	0	12
Dec-17	SFF - Spokane	Jet	EA50 - Eclipse 500	A	I	0	2
Dec-17	SFF - Spokane	Jet	FA50 - Dassault Falcon/Mystère 50	B	II	1B	4
Dec-17	SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
Dec-17	SFF - Spokane	Jet	C25B - Cessna Citation CJ3	B	II	2	20
Dec-17	SFF - Spokane	Jet	C25C - Cessna Citation CJ4	B	II	1B	2
Dec-17	SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	2
Dec-17	SFF - Spokane	Jet	E50P - Embraer Phenom 100	B	I	0	2
Dec-17	SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4

Figure B-7. FAA Traffic Flow Model Counts for Felts Field 2018 Jan-July Jet Counts

TFMSC Report (Airport SFF)

From 01/2018 To 12/2018 | Airport=SFF

Date Airport	Physical	Aircraft	Airplane	Airplane	Taxiway	Total
Jan-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	8
Jan-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	10
Jan-18 SFF - Spokane	Jet	LJ35 - Bombardier Learjet 35/36	D	I		2
Jan-18 SFF - Spokane	Jet	PRM1 - Raytheon Premier 1/390 Premier 1	B	I	0	2
Jan-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	6
Jan-18 SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	2
Feb-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	4
Feb-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	8
Feb-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Mar-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Mar-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Mar-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	6
Mar-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	6
Mar-18 SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	2
Mar-18 SFF - Spokane	Jet	E50P - Embraer Phenom 100	B	I	0	2
Apr-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	8
Apr-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	2
Apr-18 SFF - Spokane	Jet	LJ31 - Bombardier Learjet 31/A/B	C	I	0	4
Apr-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	4
Apr-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
Apr-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	2
Apr-18 SFF - Spokane	Jet	E50P - Embraer Phenom 100	B	I	0	2
May-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	2
May-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	6
May-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	8
May-18 SFF - Spokane	Jet	PRM1 - Raytheon Premier 1/390 Premier 1	B	I	0	2
May-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	6
Jun-18 SFF - Spokane	Jet	EA50 - Eclipse 500	A	I	0	2
Jun-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	14
Jun-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	2
Jun-18 SFF - Spokane	Jet	EA50 - Eclipse 500	A	I	0	2
Jun-18 SFF - Spokane	Jet	H25B - BAe HS 125/700-800/Hawker 800	C	I	0	2
Jun-18 SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	2
Jul-18 SFF - Spokane	Jet	BE40 - Raytheon/Beech Beechjet 400/T-1	B	I	0	2
Jul-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	4
Jul-18 SFF - Spokane	Jet	EA50 - Eclipse 500	A	I	0	2
Jul-18 SFF - Spokane	Jet	H25B - BAe HS 125/700-800/Hawker 800	C	I	0	2
Jul-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	8
Jul-18 SFF - Spokane	Jet	C25M - Cessna Citation M2	B	I	1A	4
Aug-18 SFF - Spokane	Jet	C501 - Cessna I/SP	B	I	0	2
Aug-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	7
Aug-18 SFF - Spokane	Jet	C525 - Cessna CitationJet/CJ1	B	I	1A	4
Aug-18 SFF - Spokane	Jet	C25A - Cessna Citation CJ2	B	I	1A	2
Aug-18 SFF - Spokane	Jet	C510 - Cessna Citation Mustang	B	I	1A	7