



Federal Aviation  
Administration

# Terminal Area Forecast Summary



**Fiscal Years**

**2007 - 2025**

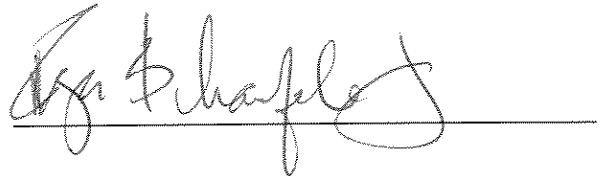
# Preface

This publication provides aviation data users with summary historical and forecast statistics on passenger demand and aviation activity at U.S. airports. The summary level forecasts are based on individual airport projections.

The Terminal Area Forecast (TAF) includes forecasts for active airports in the National Plan of Integrated Airport Systems (NPIAS). The Federal Aviation Administration's (FAA) Statistics and Forecast Branch, Office of Aviation Policy and Plans, develops the TAF. As its primary input, the TAF initially used the national forecasts of aviation activity contained in *FAA Aerospace Forecasts, Fiscal Years 2007-2020*. The final TAF considers the forecasts and assumptions contained in *FAA Aerospace Forecasts, Fiscal Years 2008-2025*. The tables for the national forecasts can be found at [http://www.faa.gov/data\\_statistics/aviation/aerospace\\_forecasts/2008-2025/](http://www.faa.gov/data_statistics/aviation/aerospace_forecasts/2008-2025/).

The TAF can be accessed from the Internet. The TAF model and TAF database are located at <http://aspm.faa.gov/>. The TAF model allows users to create their own forecast scenarios. It contains a query data application that allows the public to access and print historical (1976 to 2006) and forecast (2007 to 2025) aviation activity data by individual airport, state, or FAA region.

The FAA welcomes public comment on the forecasts, as well as suggestions for improving the usefulness of the TAF.

A handwritten signature in cursive script, reading "Roger Schaufele, Jr.", is positioned above a solid horizontal line.

Roger Schaufele, Jr.  
Manager, Statistics and Forecast Branch  
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## Acknowledgments

This document was prepared by the Statistics and Forecast Branch of the FAA Office of Aviation Policy and Plans under the direction of Roger Schaufele, Manager, Statistics and Forecast Branch. Daniel E. Taylor and Peter LeBoff have primary responsibility for the development of the forecasts. Fahad Ahmad provided valuable technical support. Roger Schaufele and Cheryl Miner also contributed their valuable support in the development of forecasts for the 35 Operational Evolution Partnership (OEP) airports.

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