



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

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

September 27, 2019

Mr. Ian Turner
Airport Director
La Crosse Regional Aripport
2650 Airport Road
La Crosse, WI 54603

La Crosse Regional Airport (LSE)
La Crosse, Wisconsin
Approval of Forecast

Dear Mr. Turner:

The Federal Aviation Administration (FAA) is in receipt of Chapter 2, Aviation Forecasts, dated July 2018. The FAA approves the forecast provided in Tables 2-31 and 2-32 on pages 2-27 and 2-28, as captured below.

Table 2-31: LSE TAF and Master Plan Forecast Comparison			
Year	Master Plan	TAF	% Difference
<i>Passenger Enplanements</i>			
2017	92,951	88,862	4.60%
2022	99,288	93,225	6.50%
2027	106,058	97,812	8.43%
2032	113,288	102,631	10.38%
<i>Commercial Operations</i>			
2017	5,368	5,199	3.25%
2022	5,463	5,345	2.21%
2027	5,560	5,495	1.18%
2032	5,662	5,645	0.30%
<i>Total Operations</i>			
2017	18,034	17,865	0.95%
2022	18,634	17,402	7.08%
2027	18,894	17,607	7.31%
2032	19,164	17,812	7.59%

Table 2-32: LSE Forecast Summary

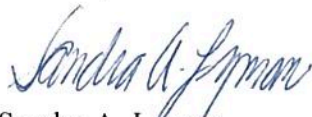
	Year					Average Annual Compound Growth Rates			
	2017	2022	2027	2032	2037	Base Yr. to +5	Base Yr. to +10	Base Yr. to +15	Base Yr. to +20
Passenger Enplanements									
TOTAL Air Carrier & Commuter	92,951	99,268	106,058	113,268	121,012	1.33%	1.33%	1.33%	1.33%
Operations									
<u>Itinerant</u>									
Air Carrier	378	3,099	4,342	4,602	4,648	52.32%	27.65%	18.13%	13.37%
Commuter/Air Taxi	4,990	2,364	1,218	1,060	1,118	-13.88%	-13.15%	-9.81%	-7.21%
Total Commercial	5,368	5,463	5,560	5,662	5,766	0.38%	0.35%	0.36%	0.36%
General aviation	8,220	8,411	8,520	8,633	8,748	0.46%	0.36%	0.33%	0.31%
Military	307	307	307	307	307	0.00%	0.00%	0.00%	0.00%
<u>Local</u>									
General aviation	3,829	4,143	4,197	4,282	4,309	1.59%	0.92%	0.70%	0.59%
Military	310	310	310	310	310	0.00%	0.00%	0.00%	0.00%
TOTAL OPERATIONS	18,034	18,634	18,894	19,164	19,440	0.66%	0.47%	0.41%	0.38%
Peak Hour									
Operations	17	18	18	18	19	1.15%	0.57%	0.38%	0.56%
Enplanements	87	93	100	106	114	1.34%	1.40%	1.33%	1.36%
Based Aircraft									
Single Engine (Nonjet)	60	66	70	74	76	1.92%	1.55%	1.41%	1.19%
Mult Engine (Nonjet)	4	5	7	7	8	4.56%	5.76%	3.80%	3.53%
Jet Engine	8	9	9	10	11	2.38%	1.18%	1.50%	1.61%
Helicopter	2	2	3	3	4	0.00%	4.14%	2.74%	3.53%
Other	0	0	0	0	0	-	-	-	-
TOTAL	74	82	89	94	99	2.07%	1.86%	1.61%	1.47%
Operations Factors									
Average aircraft size (seats)	56.8	63.9	70.2	71.6	72.4				
Average enplaning load factor	82.0%	82.3%	82.7%	83.5%	84.3%				
GA OPBA	163	153	143	137	132				

This does not include FAA approval of the critical aircraft for each runway, which needs to occur prior to FAA signature of the Airport Layout Plan.

The approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the Master Plan or shown on the Airport Layout Plan. All future development will need to be justified by current activity levels at the time of the proposed implementation. Further, the approved forecasts may be subject to additional analysis, or the FAA may request a sensitivity analysis, if this data is to be used for environmental or Part 150 noise planning purposes.

If you have any questions, please feel free to contact me at (847) 294-8253 or at sandy.lyman@faa.gov.

Sincerely,



Sandra A. Lyman
Community Planner
Chicago Airports District Office

cc: Wendy Hottenstein, Wisconsin Bureau of Aeronautics
Evan Barrett, Mead & Hunt