

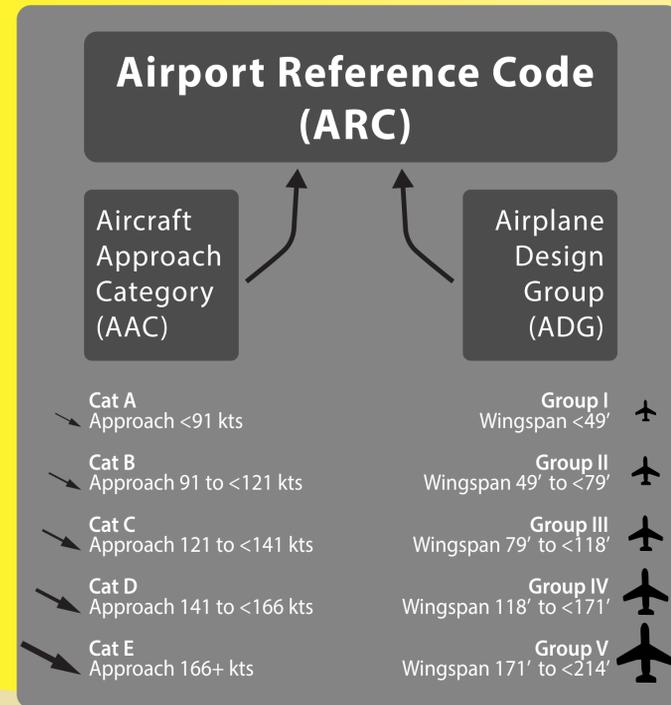
# FORECAST RESULTS

## FAA CODING SYSTEM

The FAA has developed an airport coding system referred to as the Airport Reference Code (ARC) that establishes the specific design criteria for facility development.

The ARC provides insights into the performance, design characteristics, and physical facility requirements of aircraft using an airport. The ARC is based on two separate components of aircraft design: Aircraft Approach Category (AAC) and Airplane Design Group (ADG).

Safety area dimensions are expanded as the approach speed increases. Typically, as an aircraft's wingspan increases, the separation requirements increase between runways, taxiways, aprons, and aircraft parking areas.

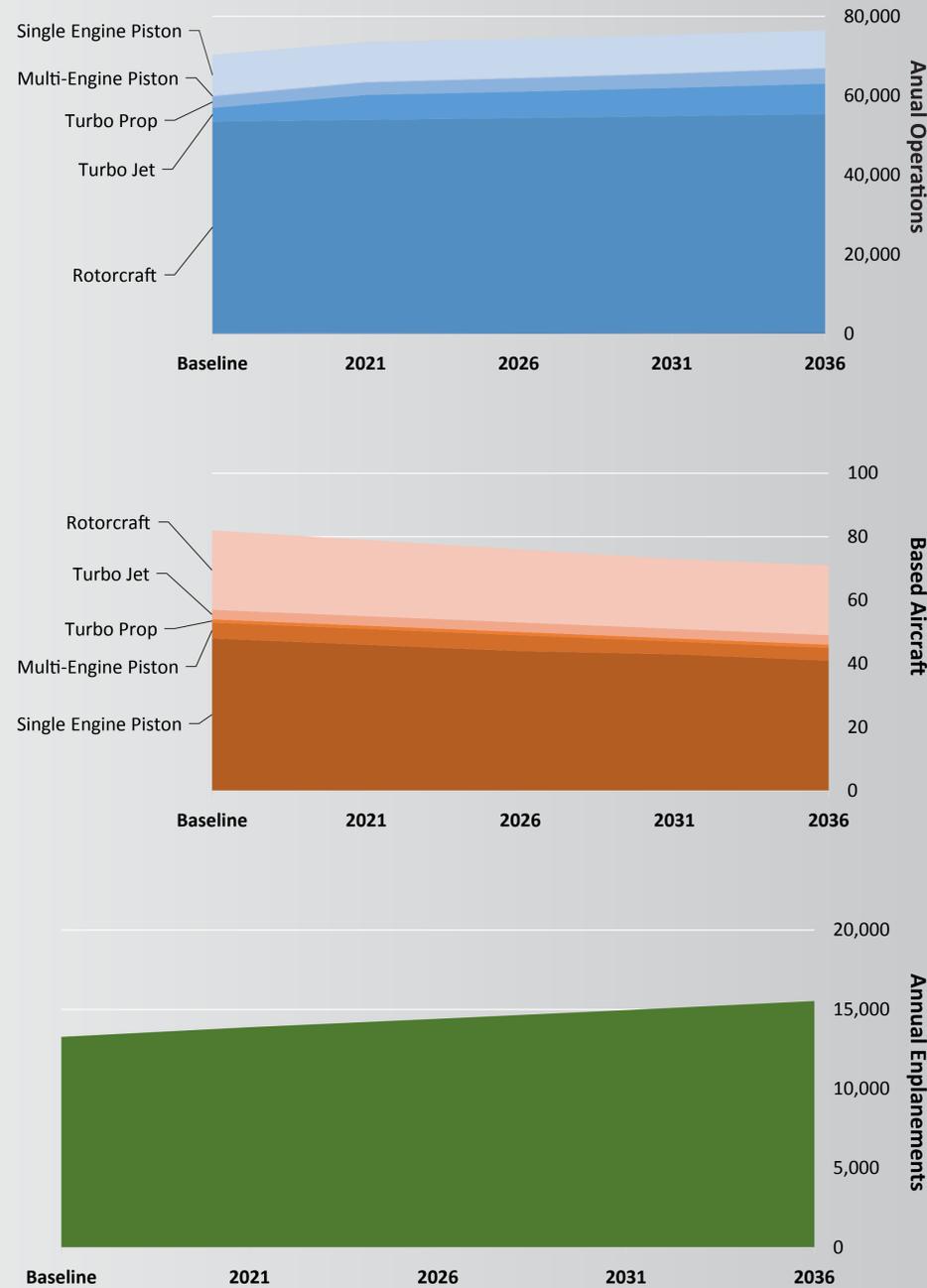


CDC is one of the larger airports within its region, consequently, it will remain an essential facility for the surrounding area supporting local general aviation use, such as recreational flying, medical evacuations, fire fighting, and flight training.

Operations are forecasted to slowly increase over the next 20 years. However, based aircraft are projected to decrease in line with the FAA's forecast of decreasing single-engine piston aircraft in use.

The current commercial service delivers more seats than the market typically fills. Overall, passenger enplanements at Cedar City Regional Airport are anticipated to increase very slowly – in line with population change – over the forecast period.

## RESULTS



## CRITICAL AIRCRAFT

The criteria required for planning and design of an airport is determined by the airport's role, level of operations, and the "critical" aircraft using the airport. The critical (or design) aircraft is defined as the most demanding aircraft operating at an airport on a regular basis. The critical aircraft (or type of aircraft) must perform 500 operations annually to be considered the critical aircraft. However, when a category or group of aircraft starts approaching 350 operations, planning should take steps to prepare the airport for the greater design requirements.

For many airports, proper airfield planning must accommodate a **grouping of aircraft that share similar characteristics**, rather than a singular critical aircraft. This is the case for CDC - a combination of multiple aircraft with similar approach speeds (AAC C) and wingspans (ADG III) resulted in the forecasted totals surpassing the operational threshold of 500.

This grouping includes the BAe-146, an aerial firefighting aircraft that is deployed from CDC. Multiple private individuals and businesses use Gulfstream G-V aircraft at CDC. The Embraer 175 is commonly used in the SkyWest fleet and is slowly phasing out the current 50 seat fleet in favor of 70 seat aircraft. The Utah National Guard trains at CDC with a fleet of KC-135 aircraft.