

**TABLE III-1  
ST. LOUIS MSA POPULATION TRENDS  
2009 - 2016**

County/Area	Population Estimates							CAGR	
	7/1/2009	7/1/2010	7/1/2011	7/1/2012	7/1/2013	7/1/2014	7/1/2015	7/1/2016	2009-2016
<b>Missouri Counties</b>									
Franklin, MO	101,422	101,502	101,615	101,335	101,733	102,029	102,382	102,838	0.2%
Jefferson, MO	217,764	219,129	219,724	220,185	221,288	222,660	223,908	224,226	0.4%
Lincoln, MO	52,243	52,700	53,101	53,348	53,868	54,272	54,675	55,267	0.8%
St. Charles, MO	356,902	361,840	365,262	369,102	374,196	379,894	385,171	390,918	1.3%
St. Louis, MO	998,618	998,833	998,999	1,000,530	1,000,778	1,001,207	1,001,705	998,581	0.0%
St. Louis City, MO	318,842	319,305	319,144	319,085	317,947	316,840	314,875	311,404	-0.3%
Warren, MO	32,320	32,583	32,625	32,791	33,038	33,273	33,545	33,802	0.6%
<b>Illinois Counties</b>									
Bond, IL	17,747	17,771	17,675	17,508	17,320	17,111	16,924	16,824	-0.8%
Calhoun, IL	5,082	5,081	5,067	5,021	5,036	4,963	4,898	4,894	-0.5%
Clinton, IL	37,459	37,827	38,148	38,071	37,879	37,801	37,809	37,729	0.1%
Jersey, IL	23,060	22,966	22,872	22,732	22,620	22,523	22,306	22,025	-0.7%
Macoupin, IL	47,630	47,791	47,797	47,179	46,851	46,381	46,089	45,908	-0.5%
Madison, IL	268,978	269,384	268,552	268,083	267,246	266,637	266,071	265,759	-0.2%
Monroe, IL	32,848	33,010	33,229	33,321	33,547	33,684	33,893	34,068	0.5%
St. Clair, IL	268,489	270,370	270,001	268,612	266,807	265,587	264,079	262,759	-0.3%
<b>Total St. Louis, MO-IL MSA<sup>1</sup></b>	<b>2,779,404</b>	<b>2,790,092</b>	<b>2,793,811</b>	<b>2,796,903</b>	<b>2,800,154</b>	<b>2,804,862</b>	<b>2,808,330</b>	<b>2,807,002</b>	<b>0.1%</b>
<b>Missouri</b>	<b>5,961,088</b>	<b>5,995,681</b>	<b>6,010,280</b>	<b>6,023,267</b>	<b>6,041,142</b>	<b>6,058,014</b>	<b>6,072,640</b>	<b>6,091,176</b>	<b>0.3%</b>
<b>Illinois</b>	<b>12,796,778</b>	<b>12,841,196</b>	<b>12,862,298</b>	<b>12,878,494</b>	<b>12,890,403</b>	<b>12,882,438</b>	<b>12,862,051</b>	<b>12,835,726</b>	<b>0.0%</b>
<b>United States</b>	<b>306,771,529</b>	<b>309,338,421</b>	<b>311,644,280</b>	<b>313,993,272</b>	<b>316,234,505</b>	<b>318,622,525</b>	<b>321,039,839</b>	<b>323,405,935</b>	<b>0.8%</b>

<sup>1</sup> MSA includes Sullivan City in Crawford County but population count is not included in MSA totals from Census.

Source: U.S. Census Bureau mid-year population estimates.

Note: National and state estimates were released in December 2017; and county estimates were released in March 2017.

CAGR - Compound Annual Growth Rate.

**TABLE III-2**  
**ST. LOUIS MSA CIVILIAN LABOR FORCE**  
**2001 - 2017YTD**

Year	Labor Force			Unemployment
	Total	Employed	Unemployed	Rate
2001	1,421,791	1,356,493	65,298	4.6%
2002	1,428,432	1,351,053	77,379	5.4%
2003	1,429,567	1,346,109	83,458	5.8%
2004	1,424,398	1,338,474	85,924	6.0%
2005	1,426,495	1,347,531	78,964	5.5%
2006	1,437,571	1,365,794	71,777	5.0%
2007	1,440,064	1,364,042	76,022	5.3%
2008	1,432,529	1,339,193	93,336	6.5%
2009	1,430,627	1,289,784	140,843	9.8%
2010	1,478,074	1,336,380	141,694	9.6%
2011	1,475,184	1,350,239	124,945	8.5%
2012	1,455,759	1,349,302	106,457	7.3%
2013	1,446,896	1,344,281	102,615	7.1%
2014	1,460,087	1,369,235	90,852	6.2%
2015	1,474,744	1,400,681	74,063	5.0%
2016	1,482,749	1,414,423	68,326	4.6%
Jan-Oct 2016	1,484,937	1,414,493	70,444	4.7%
Jan-Oct 2017	1,462,561	1,405,195	57,367	3.9%
Average Annual Growth Rate				
2001-2016	0.3%	0.3%	0.3%	
Jan-Oct 2017	-1.5%	-0.7%	-18.6%	

Source: U.S. Bureau of Labor Statistics, January 2018.

**TABLE III-3**  
**SELECTED MAJOR EMPLOYERS IN THE ST. LOUIS REGION**  
**JUNE 2017**

<b>Firms by Employment Size</b>	
<b>More than 10,000 Employees</b>	
BJC HealthCare*	SSM Health Care*
Boeing Defense, Space & Security*	Wal-Mart Stores Inc.
Mercy Health*	Washington University in St. Louis*
Mid-America Transplant	
Scott Air Force Base*	
<b>5,000 — 9,999 Employees</b>	
Archdiocese of St. Louis*	McDonald's
AT&T Communications Inc.	Saint Louis University*
City of Saint Louis*	Schnuck Markets Inc.*
Edward Jones*	Special School District of St. Louis County*
Enterprise Rent-A-Car (Enterprise Holdings)*	U.S. Postal Service
Express Scripts Inc.*	Washington University Physicians
Imo's Pizza*	Wells Fargo Advisors*
<b>2,500 — 4,999 Employees</b>	
Ameren Corporation*	National Geospatial-Intelligence Agency
Anheuser-Busch InBev	Panera Bread Company*
Bi-State Development Agency*	Parkway School District*
Centene Corp.*	Pinnacle St. Louis
Charter Communications	Rockwood School District*
CitiMortgage*	Southern Illinois University Edwardsville
Delmar Gardens Enterprises*	St. Anthony's Medical Center*
Dierbergs Markets*	St. Louis Community College District*
Emerson Electric Co.	St. Louis County Government*
General Motors	St. Louis Public Schools*
Home Depot USA Inc	St. Luke's Hospital*
Lodging Hospitality Management*	Supervalu Inc. (Shop 'n Save, Sav A Lot)
Lowe's Home Centers Inc	Target Corp
Lutheran Senior Services*	U.S. Bancorp
Mallinckrodt*	United Parcel Service Inc.
Memorial Regional Health Services*	University of Missouri – St. Louis*
Monsanto Co.*	Walgreens

Source: St. Louis Regional Chamber & Growth Association based on various sources.

\* Corporate Headquarters in Greater St. Louis

**TABLE IV-3**  
**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**  
**O&D AND CONNECTING ENPLANEMENTS**  
**2000 - NOVEMBER 2017**

Year	O&D		Connecting		Total Enplanements
	Actual	Share	Actual	Share	
CY 2000	7,253,816	47.4%	8,060,308	52.6%	15,314,124
2001	6,323,229	47.3%	7,042,280	52.7%	13,365,509
2002	5,750,948	44.8%	7,095,086	55.2%	12,846,034
2003	5,229,015	51.3%	4,967,507	48.7%	10,196,522
2004	5,263,363	78.5%	1,444,357	21.5%	6,707,720
2005	5,616,263	76.3%	1,746,655	23.7%	7,362,918
2006	5,749,638	75.6%	1,855,260	24.4%	7,604,898
2007	5,854,885	75.9%	1,860,449	24.1%	7,715,334
2008	5,663,666	78.6%	1,544,224	21.4%	7,207,890
2009	5,271,309	81.8%	1,175,638	18.2%	6,446,947
2010	5,295,008	85.7%	883,811	14.3%	6,178,819
2011	5,397,840	85.9%	885,079	14.1%	6,282,919
2012	5,398,268	85.0%	953,940	15.0%	6,352,208
2013	5,487,940	85.4%	940,751	14.6%	6,428,691
2014	5,325,484	85.8%	881,015	14.2%	6,206,499
2015	5,510,068	86.4%	865,957	13.6%	6,376,025
2016	5,814,618	83.2%	1,173,533	16.8%	6,988,151
Jan-Nov 2016	5,341,126	83.4%	1,062,141	16.6%	6,403,267
Jan-Nov 2017	5,389,724	79.6%	1,381,514	20.4%	6,771,238
FY 2001	7,057,885	47.0%	7,949,293	53.0%	15,007,178
2002	5,779,692	45.8%	6,839,748	54.2%	12,619,440
2003	5,510,858	46.6%	6,317,177	53.4%	11,828,035
2004	5,159,761	64.4%	2,857,858	35.6%	8,017,619
2005	5,518,897	78.3%	1,529,462	21.7%	7,048,359
2006	5,724,298	75.1%	1,898,886	24.9%	7,623,184
2007	5,740,674	76.1%	1,802,595	23.9%	7,543,269
2008	5,848,852	76.8%	1,762,267	23.2%	7,611,119
2009	5,361,078	80.2%	1,322,649	19.8%	6,683,727
2010	5,260,429	83.8%	1,016,283	16.2%	6,276,712
2011	5,341,132	86.0%	870,163	14.0%	6,211,295
2012	5,430,403	85.5%	920,323	14.5%	6,350,726
2013	5,411,319	84.7%	975,155	15.3%	6,386,474
2014	5,294,063	84.5%	972,895	15.5%	6,266,958
2015	5,393,476	86.1%	874,258	13.9%	6,267,734
2016	5,696,437	85.4%	976,121	14.6%	6,672,558
2017	5,858,459	81.5%	1,328,435	18.5%	7,186,894
<b>Average Annual Growth Rate</b>					
CY 2000-2016	-1.4%		-11.3%		-4.8%
Jan-Nov 2017	0.9%		30.1%		5.7%
FY 2001-2017	-1.2%		-10.6%		-4.5%

Source: Airport Records

**TABLE IV-1**  
**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**  
**SCHEDULED PASSENGER AND CARGO AIRLINE SERVICE PROVIDERS**  
**As of November 2017**

Passenger Carriers			
Mainline	Regional/Commuter		All-Cargo Carriers
Air Canada	Air Choice One	Horizon Air Industries <sup>5</sup>	FedEx Express
Alaska Airlines	Air Georgian <sup>1</sup>	Mesa Airlines <sup>2,4</sup>	Southern Air
American Airlines	Air Wisconsin Airlines <sup>2</sup>	Piedmont Airlines <sup>2</sup>	UPS Airlines
Delta Air Lines	Atlantic Southeast Airlines <sup>3</sup>	PSA Airlines <sup>2</sup>	
Frontier Airlines	Cape Air	Republic Airlines <sup>2,4</sup>	
Southwest Airlines	Compass Airlines <sup>3</sup>	Shuttle America <sup>3,4</sup>	
United Airlines	Endeavor Air <sup>3</sup>	Skywest Airlines <sup>3,4,5</sup>	
	Envoy Air <sup>2</sup>	XTRA Airways	
	ExpressJet Airlines <sup>3,4</sup>	Trans States Airlines <sup>2,4</sup>	
	GoJet Airlines <sup>3,4</sup>		

<sup>1</sup> Air Canada

<sup>2</sup> American Connection

<sup>3</sup> Delta Connection

<sup>4</sup> United Connection

<sup>5</sup> Alaska Airlines

Sources: Airport Authority and U.S. Department of Transportation.

Confidential  
garvinm@stlouis-mo.gov  
2020-01-16 13:59:40 +0000

**TABLE IV-4**  
**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**  
**DOMESTIC AND INTERNATIONAL ENPLANEMENTS**  
**2000 - NOVEMBER 2017**

Year	Domestic		International		Total Enplanements
	Actual	Share	Actual	Share	
CY 2000	15,116,224	98.7%	197,900	1.3%	15,314,124
2001	13,105,360	98.1%	260,149	1.9%	13,365,509
2002	12,561,382	97.8%	284,652	2.2%	12,846,034
2003	9,989,785	98.0%	206,737	2.0%	10,196,522
2004	6,583,603	98.1%	124,117	1.9%	6,707,720
2005	7,241,915	98.4%	121,003	1.6%	7,362,918
2006	7,484,214	98.4%	120,684	1.6%	7,604,898
2007	7,590,128	98.4%	125,206	1.6%	7,715,334
2008	7,111,945	98.7%	95,945	1.3%	7,207,890
2009	6,369,937	98.8%	77,010	1.2%	6,446,947
2010	6,092,355	98.6%	86,464	1.4%	6,178,819
2011	6,196,137	98.6%	86,782	1.4%	6,282,919
2012	6,267,712	98.7%	84,496	1.3%	6,352,208
2013	6,216,100	98.7%	82,117	1.3%	6,298,217
2014	6,124,355	98.7%	82,144	1.3%	6,206,499
2015	6,282,318	98.5%	93,707	1.5%	6,376,025
2016	6,867,342	98.3%	120,809	1.7%	6,988,151
Jan-Nov 2016	6,290,083	98.2%	113,184	1.8%	6,403,267
Jan-Nov 2017	6,658,133	98.3%	113,105	1.7%	6,771,238
FY 2001	14,769,779	98.4%	237,399	1.6%	15,007,178
2002	12,339,479	97.8%	279,961	2.2%	12,619,440
2003	11,580,770	97.9%	247,265	2.1%	11,828,035
2004	7,849,427	97.9%	168,192	2.1%	8,017,619
2005	6,924,320	98.2%	124,039	1.8%	7,048,359
2006	7,508,864	98.5%	114,320	1.5%	7,623,184
2007	7,417,586	98.3%	125,683	1.7%	7,543,269
2008	7,504,901	98.6%	106,218	1.4%	7,611,119
2009	6,603,819	98.8%	79,908	1.2%	6,683,727
2010	6,189,254	98.6%	87,458	1.4%	6,276,712
2011	6,123,806	98.6%	87,489	1.4%	6,211,295
2012	6,268,613	98.7%	82,113	1.3%	6,350,726
2013	6,301,444	98.7%	85,030	1.3%	6,386,474
2014	6,096,953	98.7%	80,192	1.3%	6,177,145
2015	6,182,344	98.6%	85,390	1.4%	6,267,734
2016	6,564,707	98.4%	107,851	1.6%	6,672,558
2017	7,065,953	98.3%	120,941	1.7%	7,186,894
<b>Average Annual Growth Rate</b>					
CY 2000-2016	-4.8%		-3.0%		-4.8%
Jan-Nov 2017	5.9%		-0.1%		5.7%
FY 2001-2017	-4.5%		-4.1%		-4.5%

Source: Airport Records

TABLE IV-5  
ST. LOUIS LAMBERT INTERNATIONAL AIRPORT  
AIRLINE MARKET SHARE  
CY 2006 - NOVEMBER 2017

[illegible]

Source: Airport records.

**TABLE IV-10**  
**ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**  
**HISTORICAL AIR CARGO (In Pounds)<sup>1</sup>**  
**2000 - NOVEMBER 2017**

Year	Freight		Mail		Total Pounds
	Pounds	Share	Pounds	Share	
CY 2000	214,749,669	74.8%	72,268,005	25.2%	287,017,674
2001	212,177,374	78.8%	57,195,229	21.2%	269,372,603
2002	191,472,804	67.3%	93,223,627	32.7%	284,696,431
2003	178,056,476	69.9%	76,754,433	30.1%	254,810,909
2004	169,255,722	73.4%	61,269,380	26.6%	230,525,102
2005	168,362,101	75.5%	54,767,037	24.5%	223,129,138
2006	142,445,586	72.7%	53,541,462	27.3%	195,987,048
2007	133,695,393	72.8%	49,872,616	27.2%	183,568,009
2008	131,750,989	73.7%	47,029,325	26.3%	178,780,314
2009	122,500,361	74.9%	41,014,980	25.1%	163,515,341
2010	114,693,688	75.7%	36,742,617	24.3%	151,436,305
2011 <sup>2</sup>	148,465,066	97.1%	4,362,803	2.9%	152,827,869
2012	148,256,685	97.1%	4,506,076	2.9%	152,762,761
2013	137,816,802	96.8%	4,554,010	3.2%	142,370,812
2014	124,312,832	95.6%	5,666,281	4.4%	129,979,113
2015	117,648,101	93.6%	8,034,647	6.4%	125,682,748
2016	133,601,905	94.8%	7,254,453	5.2%	140,856,358
Jan-Nov 2016	120,084,504	94.9%	6,408,783	5.1%	126,493,287
Jan-Nov 2017	124,042,299	95.0%	6,537,351	5.0%	130,579,650
FY 2001	215,879,453	75.9%	68,558,946	24.1%	284,438,399
2002	192,103,187	72.5%	72,785,886	27.5%	264,889,073
2003	194,538,626	69.5%	85,243,106	30.5%	279,781,732
2004	168,677,926	71.9%	65,884,143	28.1%	234,562,069
2005	179,472,307	72.8%	67,021,781	27.2%	246,494,088
2006	158,158,030	74.3%	54,641,662	25.7%	212,799,692
2007	135,622,875	72.0%	52,833,925	28.0%	188,456,800
2008	136,522,284	74.0%	48,065,509	26.0%	184,587,793
2009	126,031,707	74.7%	42,623,636	25.3%	168,655,343
2010	116,188,205	74.8%	39,045,333	25.2%	155,233,538
2011	132,512,974	85.9%	21,794,459	14.1%	154,307,433
2012	147,856,584	97.3%	4,121,108	2.7%	151,977,692
2013	147,260,338	97.1%	4,389,473	2.9%	151,649,811
2014	129,105,221	96.3%	5,023,195	3.7%	134,128,416
2015	118,948,479	94.6%	6,754,116	5.4%	125,702,595
2016	123,908,691	94.5%	7,211,683	5.5%	131,120,374
2017	137,034,238	94.5%	8,002,649	5.5%	145,036,887
<b>Average Annual Growth Rate</b>					
CY 2000-2016	-2.9%		-13.4%		-4.4%
Jan-Nov 2017	3.3%		2.0%		3.2%
FY 2001-2017	-2.8%		-12.6%		-6.5%

<sup>1</sup> Includes enplaned and deplaned cargo.

<sup>2</sup> Increase in cargo freight pounds in CY 2011 due to reclassification of the cargo mail to cargo freight by the carrier.

Source: Airport records.

**TABLE 1**  
**TRENDS IN SCHEDULED AIR SERVICE AT ST. LOUIS LAMBERT INTERNATIONAL AIRPORT**  
**CY 2013 - 2017**

<b>All Carriers</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	59	57	59	63	63
Average Scheduled Daily Departures	227	220	221	227	232
Scheduled Daily Departure Seats	23,380	22,205	22,083	24,000	25,356
<b>International</b>					
Number of Nonstop Destinations <sup>1</sup>	6	6	6	2	2
Average Scheduled Daily Departures	3	3	3	3	3
Scheduled Daily Departure Seats	278	281	304	304	344
<b>Total</b>					
Number of Nonstop Destinations <sup>1</sup>	65	63	65	65	65
Average Scheduled Daily Departures	230	223	224	230	235
Scheduled Daily Departure Seats	23,658	22,486	22,387	24,304	25,700

  

<b>American / US Airways</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	10	10	10	9	9
Average Scheduled Daily Departures	42	44	43	38	38
Scheduled Daily Departure Seats	5,042	4,510	4,299	4,146	4,048
<b>Total - All Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	10	10	10	9	9
Average Scheduled Daily Departures	42	44	43	38	38
Scheduled Daily Departure Seats	5,042	4,510	4,299	4,146	4,048

  

<b>Delta / Northwest</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	8	7	6	6	7
Average Scheduled Daily Departures	29	25	25	25	25
Scheduled Daily Departure Seats	3,072	2,902	2,866	2,916	2,919
<b>Total - All Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	8	7	6	6	7
Average Scheduled Daily Departures	29	25	25	25	25
Scheduled Daily Departure Seats	3,072	2,902	2,866	2,916	2,919

  

<b>Southwest / AirTran</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	38	38	37	44	44
Average Scheduled Daily Departures	90	85	83	93	101
Scheduled Daily Departure Seats	12,609	12,114	12,067	13,604	15,078
<b>International</b>					
Number of Nonstop Destinations	0	0	0	0	1
Average Scheduled Daily Departures	0	0	0	0	<1
Scheduled Daily Departure Seats	0	0	0	0	3
<b>Total - All Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	38	38	37	44	45
Average Scheduled Daily Departures	90	85	83	93	101
Scheduled Daily Departure Seats	12,609	12,114	12,067	13,604	15,081

  

<b>United / Continental</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	7	7	7	7	6
Average Scheduled Daily Departures	32	31	30	28	27
Scheduled Daily Departure Seats	1,856	1,822	1,825	1,768	1,709
<b>Total - All Domestic</b>					
Number of Nonstop Destinations <sup>1</sup>	7	7	7	7	6
Average Scheduled Daily Departures	32	31	30	28	27
Scheduled Daily Departure Seats	1,856	1,822	1,825	1,768	1,709

<sup>1</sup> For Domestic service, only includes nonstop destinations with more than twelve departures per year.

Source: OAG Schedules Database as of January 3, 2018.

**TABLE 2**  
**BASE FORECAST ENPLANEMENTS**  
**FY 2017 - 2022**

Activity	Actual	Forecast <sup>2</sup>					CAGR 2017-2022
	2017	2018	2019	2020	2021	2022	
Mainline Air Carrier							
American/US Airways <sup>1</sup>	898,000	950,000	977,000	989,000	998,000	1,012,000	2.4%
Delta	634,000	673,000	693,000	701,000	708,000	718,000	2.5%
Southwest	4,049,000	4,215,000	4,337,000	4,389,000	4,430,000	4,494,000	2.1%
Others	500,000	528,000	543,000	549,000	554,000	562,000	2.4%
<b>Subtotal-Mainline</b>	<b>6,082,000</b>	<b>6,365,000</b>	<b>6,550,000</b>	<b>6,629,000</b>	<b>6,690,000</b>	<b>6,786,000</b>	<b>2.2%</b>
Regional Air Carrier							
American/US Airways <sup>1</sup>	307,000	322,000	331,000	335,000	338,000	343,000	2.2%
Delta Regional	215,000	227,000	233,000	236,000	238,000	242,000	2.3%
Others	554,000	578,000	595,000	602,000	607,000	616,000	2.1%
<b>Subtotal-Regional</b>	<b>1,077,000</b>	<b>1,127,000</b>	<b>1,159,000</b>	<b>1,173,000</b>	<b>1,184,000</b>	<b>1,201,000</b>	<b>2.2%</b>
Charter	28,000	29,000	30,000	30,000	31,000	31,000	1.8%
<b>Total-Enplanements</b>	<b>7,187,000</b>	<b>7,521,000</b>	<b>7,739,000</b>	<b>7,832,000</b>	<b>7,905,000</b>	<b>8,018,000</b>	<b>2.2%</b>
Annual Growth Rate	7.7%	4.6%	2.9%	1.2%	0.9%	1.4%	
<b>O&amp;D</b>	<b>5,858,000</b>	<b>6,131,000</b>	<b>6,308,000</b>	<b>6,385,000</b>	<b>6,443,000</b>	<b>6,536,000</b>	<b>2.2%</b>
<b>Connecting</b>	<b>1,328,000</b>	<b>1,390,000</b>	<b>1,430,000</b>	<b>1,448,000</b>	<b>1,461,000</b>	<b>1,482,000</b>	<b>2.2%</b>

<sup>1</sup> American Airlines and US Airways merged on December 9, 2013, and received approval from the FAA for a Single Operating Certificate (SOC) in April 2015.

US Airways was rebranded American Airlines effective October 17, 2015.

<sup>2</sup> Forecasts consider trends in airline schedules for the first quarter of FY2018 (through December 2017), projected national economic growth trends, and real passenger yield trends at STL.

Note: CAGR - Compound Annual Growth Rate.

All forecasts are subject to uncertainty. The above forecast is based on information that is available as of the Report's date. Various factors, other than those included in the forecast model, can influence the future demand for air travel. Unexpected events may occur, and some of the underlying forecast assumptions may not materialize. Therefore actual performance may differ from the forecast, and the difference may be significant.

**TABLE 3**  
**BASE FORECAST AIRCRAFT DEPARTURES (ARRIVALS)**  
**FY 2017 - 2022**

Activity	Actual	Forecast <sup>2</sup>					CAGR 2017-2022
	2017	2018	2019	2020	2021	2022	
Mainline Air Carrier							
American/US Airways <sup>1</sup>	8,000	9,000	9,000	9,000	9,000	9,000	2.1%
Delta	5,000	6,000	6,000	6,000	6,000	6,000	2.1%
Southwest	35,000	37,000	38,000	38,000	39,000	39,000	1.8%
Others	3,000	3,000	3,000	3,000	3,000	3,000	1.6%
<b>Subtotal-Mainline</b>	<b>52,000</b>	<b>55,000</b>	<b>56,000</b>	<b>56,000</b>	<b>57,000</b>	<b>57,000</b>	<b>1.9%</b>
Regional Air Carrier							
American/US Airways <sup>1</sup>	6,000	6,000	6,000	6,000	6,000	6,000	1.2%
Delta Regional	4,000	4,000	4,000	4,000	4,000	4,000	0.0%
Others	23,000	23,000	22,000	21,000	21,000	20,000	-2.6%
<b>Subtotal-Regional</b>	<b>33,000</b>	<b>33,000</b>	<b>32,000</b>	<b>31,000</b>	<b>31,000</b>	<b>31,000</b>	<b>-1.6%</b>
Charter	562	562	562	562	562	562	-12.1%
<b>Subtotal-Passenger</b>	<b>88,000</b>	<b>89,000</b>	<b>90,000</b>	<b>89,000</b>	<b>89,000</b>	<b>89,000</b>	<b>0.3%</b>
<b>All-Cargo</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>0.3%</b>
<b>Total-Departures</b>	<b>90,000</b>	<b>91,000</b>	<b>92,000</b>	<b>91,000</b>	<b>91,000</b>	<b>91,000</b>	<b>0.3%</b>
Annual Growth Rate	5.3%	1.8%	0.7%	-0.7%	-0.4%	0.2%	

<sup>1</sup> American Airlines and US Airways merged on December 9, 2013, and received approval from the FAA for a Single Operating Certificate (SOC) in April 2015.

US Airways was rebranded American Airlines effective October 17, 2015.

<sup>2</sup> Forecasts consider trends in airline schedules for the first quarter of FY2018 (through December 2017), projected national economic growth trends, and real passenger yield trends at STL.

Note: CAGR - Compound Annual Growth Rate.

All forecasts are subject to uncertainty. The above forecast is based on information that is available as of the Report's date. Various factors, other than those included in the forecast model, can influence the future demand for air travel. Unexpected events may occur, and some of the underlying forecast assumptions may not materialize. Therefore actual performance may differ from the forecast, and the difference may be significant.

**TABLE 4**  
**BASE FORECAST AIRCRAFT LANDED WEIGHT (IN THOUSAND POUNDS)**  
**FY 2017 - 2022**

Activity	Actual	Forecast <sup>2</sup>					CAGR 2017-2022
	2017	2018	2019	2020	2021	2022	
Mainline Air Carrier							
American/US Airways <sup>1</sup>	1,074,000	1,164,000	1,193,000	1,203,000	1,210,000	1,224,000	2.6%
Delta	740,000	802,000	823,000	830,000	836,000	846,000	2.7%
Southwest	4,545,000	4,855,000	4,979,000	5,021,000	5,052,000	5,111,000	2.4%
Others	499,000	535,000	550,000	556,000	561,000	569,000	2.6%
<b>Subtotal-Mainline</b>	<b>6,859,000</b>	<b>7,356,000</b>	<b>7,546,000</b>	<b>7,611,000</b>	<b>7,659,000</b>	<b>7,750,000</b>	<b>2.5%</b>
Regional Air Carrier							
American/US Airways <sup>1</sup>	355,000	366,000	376,000	380,000	383,000	388,000	1.8%
Delta Regional	290,000	285,000	293,000	296,000	299,000	303,000	0.9%
Others	697,000	663,000	674,000	675,000	676,000	682,000	-0.4%
<b>Subtotal-Regional</b>	<b>1,341,000</b>	<b>1,314,000</b>	<b>1,343,000</b>	<b>1,351,000</b>	<b>1,358,000</b>	<b>1,373,000</b>	<b>0.5%</b>
Charter	78,000	90,000	90,000	90,000	90,000	90,000	3.0%
<b>Subtotal-Passenger</b>	<b>8,278,000</b>	<b>8,760,000</b>	<b>8,979,000</b>	<b>9,053,000</b>	<b>9,108,000</b>	<b>9,213,000</b>	<b>2.2%</b>
<b>All-Cargo</b>	<b>341,000</b>	<b>343,000</b>	<b>343,000</b>	<b>343,000</b>	<b>343,000</b>	<b>343,000</b>	<b>0.1%</b>
<b>Total-Landed Weight</b>	<b>8,619,000</b>	<b>9,103,000</b>	<b>9,322,000</b>	<b>9,396,000</b>	<b>9,451,000</b>	<b>9,556,000</b>	<b>2.1%</b>
Annual Growth Rate	8.1%	5.6%	2.4%	0.8%	0.6%	1.1%	

<sup>1</sup> American Airlines and US Airways merged on December 9, 2013, and received approval from the FAA for a Single Operating Certificate (SOC) in April 2015.

US Airways was rebranded American Airlines effective October 17, 2015.

<sup>2</sup> Forecasts consider trends in airline schedules for the first quarter of FY2018 (through December 2017), projected national economic growth trends, and real passenger yield trends at STL.

Note: CAGR - Compound Annual Growth Rate.

All forecasts are subject to uncertainty. The above forecast is based on information that is available as of the Report's date. Various factors, other than those included in the forecast model, can influence the future demand for air travel. Unexpected events may occur, and some of the underlying forecast assumptions may not materialize. Therefore actual performance may differ from the forecast, and the difference may be significant.

**SUMMARY OF SIGNATORY AIRLINE REVENUES, COST PER ENPLANED PASSENGER, AND RATES**  
**St. Louis Lambert International Airport**  
**For Fiscal Years Ending June 30**  
**(\$ 000's)**

	Actual 2017 <sup>1</sup>	Projected <sup>2</sup>				
		2018	2019	2020	2021	2022
<b>SIGNATORY AIRLINE REVENUES</b>						
Landing Fees	\$55,012	\$58,885	\$60,471	\$61,368	62,401	64,853
Terminal Building Rentals						
Terminal 1	\$8,897	\$9,444	\$9,567	\$9,843	9,984	10,196
Terminal 2	4,174	4,343	4,456	4,586	4,666	4,752
Passenger Loading Bridges	0	208	329	430	433	401
	\$13,072	\$13,995	\$14,353	\$14,859	\$15,083	\$15,349
<b>TOTAL SIGNATORY AIRLINE REQUIREMENTS</b>						
Initial Requirement	\$68,084	\$72,879	\$74,824	\$76,227	77,484	80,202
Additional Requirement	11,596	55	1,118	(157)	543	(1,094)
	\$79,680	\$72,934	\$75,941	\$76,069	\$78,028	79,108
Signatory airline enplaned passengers	7,159	7,492	7,709	7,802	7,874	7,987
Cost per enplaned passenger	<b>\$11.13</b>	<b>\$9.74</b>	<b>\$9.85</b>	<b>\$9.75</b>	<b>\$9.91</b>	<b>\$9.90</b>
<b>SIGNATORY AIRLINE RATES</b>						
Landing Fee Rate (per 1,000 pounds)	<b>\$7.20</b>	<b>\$6.57</b>	<b>\$6.58</b>	<b>\$6.63</b>	<b>\$6.70</b>	<b>\$6.88</b>
Terminal Building Rental Rates						
Terminal 1	<b>\$53.90</b>	<b>\$39.23</b>	<b>\$42.87</b>	<b>\$40.26</b>	<b>\$42.90</b>	<b>\$38.95</b>
Terminal 2	<b>\$59.92</b>	<b>\$44.72</b>	<b>\$49.01</b>	<b>\$46.58</b>	<b>\$49.47</b>	<b>\$45.52</b>

<sup>1</sup> Financial information is based on the FY 2017 audit.

<sup>2</sup> Financial projections for FY 2018 through 2022 are based on the new Airport Use & Lease Agreement, effective July 1, 2016.

**FORECAST OPERATION AND MAINTENANCE EXPENSES**  
**St. Louis Lambert International Airport**  
**For Fiscal Years Ending June 30**  
**(\$ 000's)**

	Avg. Annual Growth Rate	Actual 2017 <sup>2</sup>	Budget 2018	Forecast			
	FY '17-'22			2019	2020	2021	2022
<u>Personnel Services</u>							
Salaries & Wages	3.7%	\$26,742	\$28,430	\$29,283	\$30,162	\$31,066	\$31,998
Fringe Benefits	1.7%	\$14,759	\$14,233	\$14,660	\$15,100	\$15,553	\$16,019
	3.0%	\$41,502	\$42,663	\$43,943	\$45,261	\$46,619	\$48,018
<u>Supplies, Materials &amp; Equipment</u>							
Deicing & Misc. Supplies	16.7%	\$1,350	\$2,672	\$2,733	\$2,796	\$2,860	\$2,926
Other	-0.1%	\$5,745	\$5,219	\$5,339	\$5,462	\$5,588	\$5,716
	4.0%	\$7,095	\$7,891	\$8,072	\$8,258	\$8,448	\$8,642
<u>Contractual Services</u>							
Utilities	3.1%	\$6,557	\$6,979	\$7,140	\$7,304	\$7,472	\$7,644
Rental Equipment - Snow Removal	37.4%	\$453	\$2,026	\$2,073	\$2,120	\$2,169	\$2,219
Rental Equipment - Land Maintenance	8.8%	\$113	\$158	\$162	\$166	\$169	\$173
Cleaning Services	6.1%	\$3,916	\$4,802	\$4,912	\$5,025	\$5,140	\$5,259
Reimbursement for City Services	5.2%	\$1,485	\$1,748	\$1,789	\$1,830	\$1,872	\$1,915
Shuttle, Misc., Acoustical	2.6%	\$210	\$219	\$224	\$229	\$234	\$239
Legal	40.7%	\$271	\$1,363	\$1,395	\$1,427	\$1,459	\$1,493
Security Service	4.2%	\$5,192	\$5,821	\$5,955	\$6,091	\$6,232	\$6,375
Insurance	8.0%	\$1,481	\$1,986	\$2,032	\$2,078	\$2,126	\$2,175
Other	2.4%	\$15,162	\$15,693	\$15,918	\$16,284	\$16,659	\$17,042
	5.0%	\$34,839	\$40,794	\$41,597	\$42,554	\$43,532	\$44,534
Total Operation & Maintenance Expenses <sup>1</sup>	3.9%	\$83,436	\$91,348	\$93,612	\$96,073	\$98,599	\$101,193

<sup>1</sup> Excludes 5% gross receipts tax, which is not included in the calculation of Net Revenues.

<sup>2</sup> Financial information is based on the FY 2017 audit.

**Airport Revenues and Expenses and Certain Bond-Related Data**

**St. Louis Lambert International Airport**

**For Fiscal Years Ending June 30**

**(\$ 000's)**

	Historical <sup>1</sup>				
	2013	2014	2015	2016	2017
<b>Revenues</b>					
Air Carrier Fees <sup>2</sup>	\$92,163	\$90,112	\$86,609	\$81,708	\$81,816
Concession Fees	\$41,034	\$44,237	\$44,175	\$46,977	\$49,394
Cargo/Other Revenues	\$7,616	\$12,768	\$10,059	\$10,269	\$11,399
Airline Revenue Mitigation	\$13,728	\$13,728	\$13,728	\$13,728	\$13,728
Interest Income	\$2,222	\$2,089	\$2,284	\$2,080	\$2,546
Total GARB Revenues	\$156,763	\$162,934	\$156,855	\$154,762	\$158,883
PFC Pledged Revenue	\$27,578	\$27,578	\$27,577	\$28,320	\$28,325
Total Revenues	\$184,341	\$190,512	\$184,432	\$183,082	\$187,207
Total Operating Expenses	\$77,340	\$84,406	\$80,713	\$79,871	\$82,973
Net Revenues	\$107,001	\$106,106	\$103,719	\$103,211	\$104,234
Aggregate Annual Debt Service On Outstanding GARB Bonds	\$78,746	\$77,906	\$75,545	\$74,946	\$74,988
Debt Service Coverage	1.36	1.36	1.37	1.38	1.39

<sup>1</sup> All figures based on audited financial reports for FY 2013 - 2017.

<sup>2</sup> The decrease in Air Carrier Fees in FY 2016 is primarily due to lower debt service payments and O&M expenses, coupled with increased non-airline revenues.

# CALCULATION OF ANNUAL DEBT SERVICE COVERAGE

St. Louis Lambert International Airport

For Fiscal years Ending June 30

(\$ 000's)

	Actual 2017 <sup>1</sup>	Projected <sup>2</sup>				
		2018	2019	2020	2021	2022
<b>ANNUAL DEBT SERVICE COVERAGE</b>						
Total Revenues	\$187,208	\$184,720	\$191,604	\$196,156	\$200,311	203,261
less: Operation and Maintenance Expenses	82,973	91,443	93,709	96,172	98,701	101,298
Net Revenues	\$104,234	\$93,277	\$97,895	\$99,984	\$101,610	\$101,964
Debt Service Total Outstanding Bonds <sup>3, 4</sup>	\$74,988	\$62,926	\$66,410	\$67,079	\$68,431	\$68,428
<b>Debt service coverage ratio</b>	<b>1.39</b>	<b>1.48</b>	<b>1.47</b>	<b>1.49</b>	<b>1.48</b>	<b>1.49</b>
<b>ADDITIONAL BOND TEST</b>						
Forecast debt service coverage	<b>1.39</b>	<b>1.48</b>	<b>1.47</b>	<b>1.49</b>	<b>1.48</b>	<b>1.49</b>
Required debt service coverage	<b>1.25</b>	<b>1.25</b>	<b>1.25</b>	<b>1.25</b>	<b>1.25</b>	<b>1.25</b>
			Forecast debt service coverage exceeds the 1.25 times requirement in each Fiscal Year.			

<sup>1</sup> Financial information is based on the FY 2017 audit.

<sup>2</sup> Financial projections for FY 2018 through 2022 are based on the new Airport Use & Lease Agreement, effective July 1, 2016.

<sup>3</sup> Debt service starting in FY2018 includes Series 2017 Refunding Bond savings.

<sup>4</sup> The increase in FY2020 is due to additional debt service from a future Series 2019 Bond (new money only) issue coming online.