



> PALMDALE REGIONAL AIRPORT

UNLOCKING THE FUTURE OF PMD

The City of Palmdale and the Antelope Valley it serves is thriving. The sizable population and employment base in the area strongly supports the transportation demand for commercial air passenger service at Palmdale Regional Airport (PMD). The City is actively exploring innovative financing and project delivery tools to Unlock PMD's Future.

PALMDALE REGIONAL AIRPORT

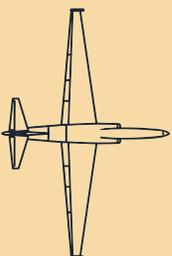
The City of Palmdale is exploring options for financing, developing, and managing the terminal facility and terminal operations. The existing airfield is located on U.S. Air Force Plant 42 and includes two runways of just over 12,000 feet each. Airfield operations will be managed by U.S. Air Force Plant 42 personnel under a Joint Use Agreement with the City of Palmdale.

KEYS TO PMD'S SUCCESS

- Community and military support for expansion and growth
- Greenfield terminal development: site of approximately 600 acres
- Strategically located to serve as a reliever airport for highly congested Los Angeles basin airports
- Robust demand forecast over a 20-year planning period
- Ability to accommodate the aviation demand with affordable terminal development and aviation infrastructure

THRIVING BUSINESS ENVIRONMENT

The Antelope Valley is known for its vibrant aerospace, manufacturing, medical, educational, and retail sectors. The PMD market area offers several advantages for business, including excellent transportation systems, communication networks, and utilities. Business sectors growing at an impressive pace in the market area are aviation and aerospace, research, defense, and technology. According to the Antelope Valley Economic Alliance, there is expected long-term growth in bio-technology and other leading industries in the Los Angeles basin looking to expand operations.



PALMDALE: AN AEROSPACE RICH HISTORY

Palmdale is home to United States Air Force Plant 42. Major aerospace contractors such as Northrop Grumman, Boeing, and Lockheed Martin all operate out of Plant 42. NASA's Armstrong Flight Research Center, with SOFIA, DC-8 and ER-2 science platforms, are also part of Palmdale's aerospace community. The latest additions to the long line of projects coming out of Palmdale are Northrop's B-21 Raider (\$100 Billion contract), Lockheed's LMH-1 hybrid airship and Lockheed's low boom ultrasonic aircraft (\$247.5 million contract) for NASA.



REGIONAL POPULATION:
542,147 (2019 ESTIMATE)
569,860 (2024 ESTIMATE)

> FACTS & FIGURES



AVERAGE ANNUAL GROWTH:
3.9%

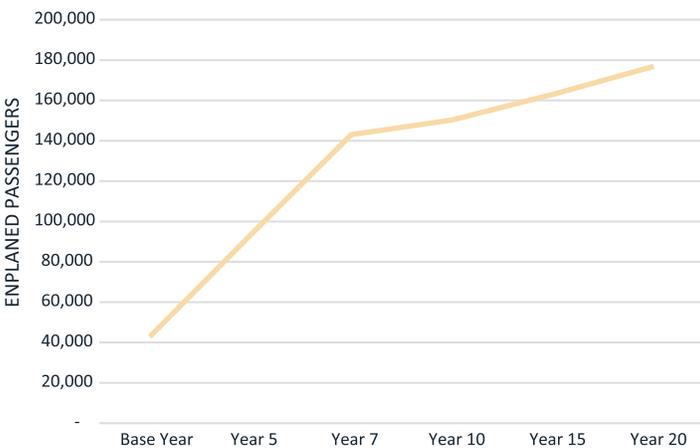
ACCESSIBILITY

Palmdale Regional Airport, as a new air service market, is expected to have reasonable and sustainable service upon initial startup. The Antelope Valley area has a sizable population with significant transportation needs. Other metropolitan areas throughout the U.S. with similar population bases that have longstanding successful air service include; Corpus Christi, TX with 318,810 enplanements, Bristol, TN with 195,378 enplanements, and Pensacola, FL with 822,161 enplanements.

ANNUAL DRIVING COSTS: EDWARDS AFB TO COMMERCIAL AIRPORTS

Flight options currently only exist within the Los Angeles Basin. The closest commercial airports to the area are Los Angeles, Burbank and Ontario.

ORGINATION/DESTINATION	ROUND TRIP MILEAGE	TOTAL ANNUAL DRIVING COST 20,000 PAX ROUND TRIP
Edwards AFB / LAX	206	\$2,389,600
Edwards AFB / BUR	174	\$2,018,400
Edwards AFB / ONT	170	\$1,972,000
Edwards AFB / PMD	60	\$696,000
PERCENTAGE SAVINGS: EDWARDS AFB DRIVE TO PMD		
PMD vs. LAX		71%
PMD vs. BUR		66%
PMD vs. ONT		65%



FORECAST FOR PMD PASSENGER ENPLANEMENTS

The success of passenger service at PMD is reliant on a carrier's commitment to provide convenient/reliable service to a location with strong connection capabilities such as a large hub-airport. Forecasting results show that activity is expected to begin with regional jets that can hold 50 to 80 passengers and ramp up quickly to a mix of regional jets and narrow body airliners that can hold 130 to 160 passengers. This is due to pent up demand that currently exists. Once that demand is alleviated, the growth will then adopt industry trends demonstrated by the FAA's projection for passenger growth.

Source: Commercial Terminal Feasibility Study, 2019 Aviation

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