

## **Appendix B**

### **FAA APPROVAL OF FORECASTS**

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The master plan has been developed following FAA Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, and AC 150/5300-13A, *Airport Design* as well as other FAA guidance. The FAA has two approval responsibilities during a master plan project: review and approval of the forecasts of aviation demand and the airport layout plan drawing set. The FAA approved the forecasts of aviation demand on July 8, 2020. The FAA forecast approval letter is included in this appendix.



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

Northwest Mountain Region  
Colorado · Idaho · Montana · Oregon · Utah  
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Helena Airports District Office  
2725 Skyway Dr., Suite 2  
Helena, MT 59602

July 8, 2020

Mr. Rob Oates  
Airport Manager  
Caldwell Industrial Airport  
411 Blaine Street  
Caldwell, ID 83605-4502

Caldwell Industrial Airport  
AIP: 3-16-0045-031-2019  
Forecast Approval

Dear Mr. Oates:

The Federal Aviation Administration (FAA) reviewed forecast information for the subject airport. The forecast was received May 21, 2020. FAA approves the forecast as presented in Chapter 2 of the Master Plan and as shown below:

	BASE YEAR	2024	2029	2039
<b>ANNUAL OPERATIONS</b>				
<b>Itinerant</b>				
Air Taxi	2,032	2,189	2,358	2,737
General Aviation	46,765	49,257	51,948	57,681
Military	325	325	325	325
<b>Total Itinerant</b>	<b>49,122</b>	<b>51,771</b>	<b>54,631</b>	<b>60,743</b>
<b>Local</b>				
General Aviation	98,244	103,205	104,924	108,524
<b>Total Local</b>	<b>98,244</b>	<b>103,205</b>	<b>104,924</b>	<b>108,524</b>
<b>TOTAL ANNUAL OPERATIONS</b>	<b>147,366</b>	<b>154,976</b>	<b>159,555</b>	<b>169,267</b>
<b>BASED AIRCRAFT</b>				
Single Engine	352	366	379	410
Multi-Engine Piston	20	19	18	16
Turboprop	3	5	7	13
Jet	3	5	10	16
Helicopter	22	26	30	38
<b>BASED AIRCRAFT TOTAL</b>	<b>400</b>	<b>421</b>	<b>444</b>	<b>493</b>

The FAA also approves B-II-1B (Represented by a combination of the Pilatus PC-12 and Air Tractor 802) for the existing critical aircraft and a family of aircraft representing C-II-2 for the future critical aircraft. We found the forecast to be supported by reasonable planning assumptions and current data. Your forecast appears to be developed using acceptable forecasting methodologies.



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The approval of the forecast and critical aircraft 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 ALP. All future development will need to be justified by current activity levels at the time of proposed implementation. A forecast addendum at a later date is requested to verify, or adjust, the conclusions of this forecast. This addendum should be completed before the conclusion of the Master Plan. 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 questions, please call me at 406-441-5408.

Sincerely,

**KENNETH S EATON**

Digitally signed by KENNETH S  
EATON

Date: 2020.07.08 08:32:47 -06'00'

Scott Eaton  
Airport Planner, FAA Helena Airports District Office