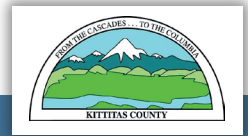


Appendix B





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

Northwest Mountain Region
Seattle Airports District Office
1601 Lind Avenue S.W., Suite 250
Renton, Washington 98055-4056

November 8, 2017

Mr. Mark R. Cook, PE
Public Works Director
Kittitas County
411 N Ruby Street, Suite 1
Ellensburg, WA 98926

Bowers Field Airport (ELN) Aviation Forecast Approval

Dear Mr. Cook:

The Federal Aviation Administration (FAA), Seattle Airports District Office has reviewed the aviation forecast for the Bowers Field Airport (ELN) Master Plan Update, submitted October 4, 2107. The FAA approves these forecasts for airport planning purposes, including for Airport Layout Plan (ALP) development. The FAA approval is based on the following:

1. The difference between the FAA Terminal Area Forecast (TAF) and Bowers Field's forecast for total operations is not within the 10% allowance for the 5-year planning horizon, but is within the 15% for the 10-year planning horizon for reasons contained within the forecast. We concur with these reasons and believe the differences have been resolved.
2. The difference between the FAA TAF and Bowers Field's forecast for base aircraft is not within the 10% allowance for the 5-year planning horizon, but is within the 15% allowance for the 10-year planning horizon for reasons contained within the forecast. We concur with these reasons and believe the differences have been resolved.
3. The forecast is based on reasonable planning assumptions, current data and appropriate forecasting methodologies.

Based on the approved forecast, the FAA also approves the existing critical aircraft typified by the Raytheon/Beechcraft King Air 250 (RDC B-II) and the future critical aircraft typified by the Cessna Citation 550/560 series (RDC B-II).

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. 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.

The ADO will initiate the process to request that the FAA Office of Aviation Policy and Plans (APO) modify the TAF to reflect this current forecast. It may take some time before these changes are officially reflected in the TAF.

If you have any questions about this forecast approval, please call me at (425) 227-1654.

Sincerely,

Jennifer I. Kandel
Planner, FAA Seattle Airports District Office

Comparing Airport Planning and TAF Forecasts

AIRPORT NAME: KITTITAS COUNTY - BOWERS FIELD (ELN)

Comparing Airport Planning and TAF Forecasts						
AIRPORT NAME: KITTITAS COUNTY - BOWERS FIELD (ELN)						
						AF/TAF
			Year	Airport Forecast	2017 TAF	<u>(% Difference)</u>
Enplanements						
	Base yr.	2016	0	0	0	0.0%
	Base yr. + 5yrs.	2021	0	0	0	0.0%
	Base yr. + 10yrs.	2026	0	0	0	0.0%
Commercial Operations						
	Base yr.	2016	0	0	0	0.0%
	Base yr. + 5yrs.	2021	0	0	0	0.0%
	Base yr. + 10yrs.	2026	0	0	0	0.0%
Total Operations						
	Base yr.	2016	47,950	61,699	61,699	-22.3%
	Base yr. + 6yrs.	2021	66,810	67,969	67,969	-1.7%
	Base yr. + 11yrs.	2026	69,180	74,239	74,239	-6.8%

Summarizing and Documenting Airport Planning Forecasts

A. Forecast Levels and Growth Rates

AIRPORT NAME: KITTITAS COUNTY - BOWERS FIELD (ELN)

Specify base year:

2016

	Forecast Levels					Average Annual Compound Growth Rates			
	<u>Base Yr. Level</u>	<u>Base Yr. + 1yr.</u>	<u>Base Yr. + 5vrs.</u>	<u>Base Yr. + 10vrs.</u>	<u>Base Yr. + 15vrs.</u>	<u>Base yr. to +1</u>	<u>Base yr. to +5</u>	<u>Base yr. to +10</u>	<u>Base yr. to +15</u>
Passenger Enplanements									
Air Carrier	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Commuter	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
TOTAL	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Operations									
<u>Itinerant</u>									
Air carrier	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Commuter/air taxi	100	100	100	100	100	0.0%	0.0%	0.0%	0.0%
Total Commercial Operations	100	100	100	100	100	0.0%	0.0%	0.0%	0.0%
General aviation	20,777	22,557	29,264	30,331	31,308	8.6%	7.1%	3.9%	2.8%
Military	700	700	700	700	700	0.0%	0.0%	0.0%	0.0%
<u>Local</u>									
General aviation	26,373	28,739	36,746	38,049	39,244	9.0%	6.9%	3.7%	2.7%
Military	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
TOTAL OPERATIONS	47,950	52,096	66,810	69,180	71,352	8.6%	6.9%	3.7%	2.7%
Instrument Operations	1,128	1,224	1,570	1,626	1,677	8.5%	6.8%	3.7%	2.7%
Peak Hour Operations	26	28	37	38	39	7.7%	7.3%	3.9%	2.7%
Cargo/mail (enplaned+deplaned tons)	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
Based Aircraft									
Single Engine (Nonjet)	48	50	54	55	56	4.2%	2.4%	1.4%	1.0%
Multi Engine (Nonjet)	7	7	9	10	11	0.0%	5.2%	3.6%	3.1%
Jet Engine	2	2	2	2	3	0.0%	0.0%	0.0%	50.0%
Helicopter	1	1	2	2	2	0.0%	0.0%	0.0%	0.0%
Other	2	2	2	3	3	0.0%	0.0%	0.0%	0.0%
TOTAL	60	62	69	72	75	3.3%	2.8%	1.8%	1.5%

B. Operational Factors

	<u>Base Yr. Level</u>	<u>Base Yr. + 1yr.</u>	<u>Base Yr. + 5vrs.</u>	<u>Base Yr. + 10vrs.</u>	<u>Base Yr. + 15vrs.</u>
Average aircraft size (seats)					
Air carrier	0.0	0.0	0.0	0.0	0.0
Commuter	9.0	9.0	9.0	9.0	9.0
Average enplaning load factor					
Air carrier	0.0%	0.0%	0.0%	0.0%	0.0%
Commuter	0.0%	0.0%	0.0%	0.0%	0.0%
GA operations per based aircraft	786	827	957	950	941