

APPENDIX H
FORECAST MEMO



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

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Helena Airports District Office
2725 Skyway Dr., Suite 2
Helena, MT 59602

August 27, 2024

Markus Green, PE
Airside Program Manager
Boise Airport
301 Airport Way, Ste 1000
Boise, ID 83705

Boise Air Terminal/Gowen Field
Boise, ID
Forecast Validation for Runway 10R/28L Incursion Mitigation
and RIM Improvements

Dear Mr. Green:

The Federal Aviation Administration (FAA) Helena ADO agrees with the facilitation of utilizing the TAF established by the 2019 Boise Airport Master Plan study for use in the Forecast validation for Boise Airport Runway 10R/28L Incursion Mitigation and RIM Improvements Environmental Assessment submitted on August 22, 2024. We found the forecast to be generally consistent with the 2023 TAF. It uses current data and supported by generally accepted forecasting methodologies. Table 1 summarizes the information submitted for validation along with the previously approved forecast from the 2019 forecast:

Table 1
2024 FAA TAF and 2019 Master Plan Update Enplanements and Operations Comparison

Year	TAF Enplanements	Master Plan Enplanements	% Difference	TAF Operations	Master Plan Operations	% Difference
2019 ^{/a/}	2,025,306	1,759,225	15%	137,619	141,832	-3%
2020	1,242,523	1,796,348	-31%	117,173	143,530	-18%
2021	1,567,448	1,833,742	-15%	131,761	145,232	-9%
2022	2,143,302	1,871,729	15%	137,682	146,993	-6%
2023	2,356,390	1,909,870	23%	136,473	148,817	-8%
2024	2,386,882	1,948,103	23%	144,429	150,742	-4%
2025	2,528,496	1,986,940	27%	148,034	152,444	-3%
2026	2,597,184	2,025,770	28%	150,501	154,560	-3%
2027	2,667,337	2,064,526	29%	152,432	156,702	-3%
2028 ^{/b/}	2,741,967	2,103,432	30%	154,373	158,954	-3%
2029	2,813,151	2,142,497	31%	156,237	161,291	-3%
2030	2,886,038	2,181,435	32%	158,139	163,880	-4%
2031	2,959,759	2,219,891	33%	160,061	166,045	-4%
2032	3,034,561	2,258,344	34%	162,006	168,280	-4%
2033 ^{/c/}	3,110,930	2,297,084	35%	163,987	170,549	-4%

Notes:

/a/ = Affected Environment year

/b/ = Proposed Action completion year

/c/ = Five-year post-Proposed Action completion year



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

Northwest Mountain Region
Colorado · Idaho · Montana · Oregon · Utah
Washington · Wyoming

Helena Airports District Office
2725 Skyway Dr., Suite 2
Helena, MT 59602

The validation of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the Runway 10R/28L Incursion Mitigation and RIM Improvements Environmental Assessment or shown on the ALP. FAA forecast validation does not constitute justification for future projects.

Justification for future projects will be made based on activity levels at the time the project is requested for development, in accordance with criteria in FAA Orders 5090.5 and 5100.38.

If you have questions, please call me at 406-441-5246.

Sincerely,

Jennifer Schildgen, C.M
Community Planner
Helena ADO



March 10, 2021

Ms. Diane Stilson
Federal Aviation Administration
Northwest Mountain Region Airports Division
Helena Airports District Office, HNL-622
2725 Skyway Drive, Suite 2
Helena, MT 59602-1205

**RE: Boise Airport Runway 10R/28L Incursion Mitigation and RIM Improvements
Environmental Assessment – Use of 2020 Airport Master Plan Update Forecasts**

Dear Ms. Stilson:

The Boise Airport (Airport) is seeking the Federal Aviation Administration's (FAA's) approval to use the most recent 2020 Airport Master Plan Update forecasts in the Runway 10R/28L Incursion Mitigation and RIM Improvements Environmental Assessment (EA). As outlined in the scope of work for the EA, the TAF would be used to revalidate the 2020 Airport Master Plan Update forecasts and no new aviation forecasts would be developed as part of the EA. According to the FAA, "forecasts should be within 10 percent of the TAF for the 5-year analytical period and 15 percent for the 10-year analytical period."¹ The FAA-approved forecasts developed as part of the 2020 Airport Master Plan Update represent current Airport operations (see **Table 1**). As shown in **Table 1**, the forecasts from the 2020 Airport Master Plan Update are not within the recommended 10 percent and 15 percent of the TAF for any years for enplanements but are within the recommended 10 percent and 15 percent of the TAF for all years for operations.

It is important to note that FAA Advisory Circular 150/5070-6B Change 2 indicates that forecasts are considered to be consistent with the TAF if they, "...do not affect the timing or scale of an airport project." Since the Runway 10R/28L Incursion Mitigation and RIM Improvements Project is one that is being undertaken to improve safety, FAA guidance indicates that the 2020 Airport Master Plan Update forecasts would be considered to be consistent with the TAF for the referenced project. Additionally, for purposes of the noise analysis in the EA, use of the 2020 Airport Master Plan Update forecasts would be a more conservative approach for assessing potential noise impacts. For this reason, we request FAA acceptance of the use of the 2020 Airport Master Plan Update forecast for the purposes of the EA.

¹ FAA. (2006, April 28). Order 5050.4B, Section 504b.



Your prompt reply is most appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "Markus Green".

Markus Green PE,

Boise Airport
Airfield Engineer,

Cc: Julie Barrow, RS&H, Inc.
Dave Full, RS&H, Inc.

Table 1
FAA TAF and 2020 Airport Master Plan Update Enplanements and Operations Comparison

Year	TAF Enplanements	Master Plan Enplanements	% Difference	TAF Operations	Master Plan Operations	% Difference
2019 ^{/a/}	2,025,367	1,759,225	14%	137,619	140,235	-1.9%
2020	2,159,621	1,796,348	18%	143,333	141,832	1.0%
2021	2,213,428	1,833,742	19%	144,425	143,530	0.6%
2022	2,265,457	1,871,729	19%	145,052	145,232	-0.1%
2023	2,314,962	1,909,870	19%	145,352	146,993	-1.1%
2024	2,362,486	1,948,103	19%	146,484	148,817	-1.6%
2025	2,411,155	1,986,940	19%	147,915	150,742	-1.9%
2026 ^{/b/}	2,463,614	2,025,770	20%	149,440	152,444	-2.0%
2027	2,519,883	2,064,526	20%	151,057	154,560	-2.3%
2028	2,580,083	2,103,432	20%	152,769	156,702	-2.6%
2029	2,642,905	2,142,497	21%	154,545	158,954	-2.9%
2030	2,709,672	2,181,435	22%	156,418	161,291	-3.1%
2031 ^{/c/}	2,777,816	2,219,891	22%	158,326	163,880	-3.5%

Notes:

/a/ = Affected Environment year

/b/ = Proposed Action completion year

/c/ = Five-year post-Proposed Action completion year