



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

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

Seattle Airports District Office
2200 S 216th Street, Rm 1W-422
Des Moines, WA 98198

November 15, 2023

***Corrected January 23, 2024**

Tony Beach
State Airports Manager
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Oregon Department of Aviation

Federal Aviation Administration (FAA)
Aurora (UAO) Aviation Activity Forecast Approval
Airport Improvement Program Grant Number 3-41-0004-022-2021

The FAA Airports District Office has reviewed the aviation forecast for the Aurora (UAO) Airport Working Paper No. 1 (latest revision dated November 2023). The FAA approves these forecasts for airport planning purposes, including Airport Layout Plan (ALP) development, in addition to the existing and future critical aircraft. The FAA approval is based on the information submitted in Chapter 3, summarized as follows:

Airport Planning and TAF Forecast Comparison				
	Year	Airport Forecast	TAF	AF/TAF (% Difference)
Passenger Enplanements				
Base yr.	2021	0	0	0.0%
Base yr. + 5yrs.	2026	0	0	0.0%
Base yr. + 10yrs.	2031	0	0	0.0%
Base yr. + 15yrs.	2036	0	0	0.0%
Commercial Operations				
Base yr.	2021	2,006	1,727	16.2%
Base yr. + 5yrs.	2026	2,056	1,845	11.4%
Base yr. + 10yrs.	2031	2,108	1,967	7.1%
Base yr. + 15yrs.	2036	2,160	2,097	3.0%
Total Operations				
Base yr.	2021	76,028	76,794	-1.0%
Base yr. + 5yrs.	2026	79,354	78,053	1.7%
Base yr. + 10yrs.	2031	82,825	79,109	4.7%
Base yr. + 15yrs.	2036	86,449	80,198	7.8%

Note: TAF data is on a U.S. government fiscal year basis (October through September).

***Highlighted cells corrected to correspond to values from Table 3-23 Forecast Summary.**

Based on the approved forecast, the FAA also approves the C-II family of aircraft, for the existing and future critical aircraft.

Our approval is based on the following:

- The forecast is supported by reasonable planning assumptions and current data
- The forecast appears to be developed using acceptable forecasting methodologies
- The difference between the FAA Terminal Area Forecast (TAF) and the Airport's forecast for total operations is within the 10 percent and 15 percent allowance for the 5 and 10 year planning horizons.

Approval of this forecast does not automatically justify any of the capital improvements shown on the ALP or recommended in the master plan. All future projects will need to be justified by current activity levels at the time of proposed implementation. Lastly, 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.

This forecast was prepared at the same time as the evolving impacts of the COVID-19 public health emergency. Forecast approval is based on the methodology, data, and conclusions at the time the document was prepared. However, consideration of the impacts of the COVID-19 public health emergency on aviation activity is warranted to acknowledge the reduced confidence in growth projections using currently-available data.

Accordingly, FAA approval of this forecast 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. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects.

If you have any questions about this forecast approval, please call me at (206) 231-4248.

Sincerely,
Tim House

Lead Planner
SEA Airports District Office

cc: (Samantha Peterson)