



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

Northwest Mountain Region  
Seattle Airports District Office  
2200 S. 216th Street  
Des Moines, WA 98198

September 26, 2019

Mr. Matthew Maass  
Deputy Director/State Airports Manager  
Oregon Department of Aviation  
Aurora State Airport  
3040 25th Street SE  
Salem, OR 97302

**Aurora State Airport (UAO)  
Aviation Forecast Approval**

Dear Matt:

The Federal Aviation Administration (FAA), Seattle Airports District Office has reviewed the aviation forecast for the Aurora State Airport (UAO), submitted September 25, 2019. 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 Aurora's forecast for total operations is not within the 10% allowance for the 5-year planning horizon and 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 Aurora's forecast for based aircraft is not within the 10% allowance for the 5-year planning horizon and 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 and future critical aircraft, based on a combination of the IAI Astra and Cessna Citation X (expressed as a RDC C-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 (206) 231-4135.

Sincerely,

Jennifer I. Kandel  
Planner, FAA Seattle Airports District Office