

# ■ Appendix Two

*FAA Forecast Approval Letter*

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MASTER PLAN UPDATE



# King County International Airport/ Boeing Field

Mead  
& Hunt



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

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

April 10, 2018

Mr. Michael Colmant, A.A.E  
Interim Airport Director  
King County International Airport/Boeing Field  
7277 Perimeter Road South  
Seattle, WA 98108

**King County International Airport/Boeing Field (BFI)  
Aviation Forecast Approval**

Dear Mike:

The Federal Aviation Administration (FAA), Seattle Airports District Office has reviewed the aviation forecast for the King County International Airport/Boeing Field (BFI) Master Plan Update, submitted April 5, 2018. 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 BFI's forecast for passenger enplanements is not within the 10% and 15% allowances for the 5- and 10-year planning horizons for reasons contained within the forecast. We concur with these reasons and believe the differences have been resolved.
2. The difference between the TAF and BFI's forecasts for commercial operations, total operations, and based aircraft are within the 10% and 15% allowances for the 5- and 10-year planning horizons.
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 typified by the Boeing 767 (RDC D-IV).

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.

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