



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
NORTHWEST REGION  
FAA BUILDING KING COUNTY INT'L AIRPORT  
SEATTLE, WASHINGTON 98108

January 15, 1982

Ms. Jody Yamanaka  
Department of Planning and Research  
Port of Seattle  
P. O. Box 1209  
Seattle, WA 98111

Dear Ms. Yamanaka:

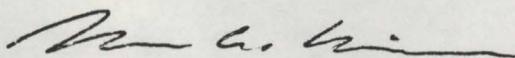
We have reviewed the second draft of the forecast of aviation demand for BFI which is proposed for use in the SEA/BFI Airspace Study (your memorandum dated December 23, 1981). Our review comments are as follows:

- a. Under Approach, it is noted that "as per 11/5/81 conversation with Don Maddison, annual operations by class within category are not needed." We would like to follow the format as presented in Exhibit 3 of the work program which would include annual operations by aircraft class. Needless to say, current and forecast aircraft mix data will be a very critical element of this study. As such, we would like to see all pertinent annual as well as hourly information on this subject presented in the study report.
- b. Under Approach, it is stated that "the following preliminary forecast for BFI will .... list the assumptions used to distinguish operations by categories...." Page 4 shows the proportion (percent of annual operations) and rate of change (percent per year) by category through the forecast years. Page 3 indicates only that these are based on the FAA Aviation Forecasts--Seattle-Tacoma (December 1979) and historical trends. We would like to see all major assumptions made regarding the operations by categories for the study period listed in the report (e.g., assumptions including those on the impacts of the general economy, fuel costs, aircraft trends in general aviation, etc.). We want to make certain that the reader of report can easily understand how this information was developed and the basis for them, including the assumptions used.
- c. Under BFI Forecasts, it is mentioned that "the 5- , 10- , and 20-year forecast of annual operations for BFI is based on the Washington State Airport System Plan (October 1980)." We agree with this only to the extent that the growth rate in percent per year between 1985 to 1990 and 1990 to 2000 of the State Plan were used for the total operation forecasts (i.e., .98 percent and .94 percent respectively). On page 3 of your memorandum, the annual operations by category for the study period are presented. It should be made clear that these are unconstrained forecasts.

- d. We agree that the forecast of total operations shown on page 3 look reasonable. However, we suggest that the study report show a range (high and low forecasts which are also based on previous studies) as well as the forecast shown on page 3 for BFI because of the inherent difficulty of making accurate forecasts, especially those involving general aviation for long-range periods. Also, we feel that the study should reflect, at least in a general way, how the high and low forecasts may affect the airspace interactions as part of Task 5.

Please call us if you have any questions on our comments.

Sincerely,



Mark A. Beisse  
Acting Chief, Planning and  
Programming Branch, ANW-610

cc:  
Don Smith  
Bill Hamilton  
Joe Sims