

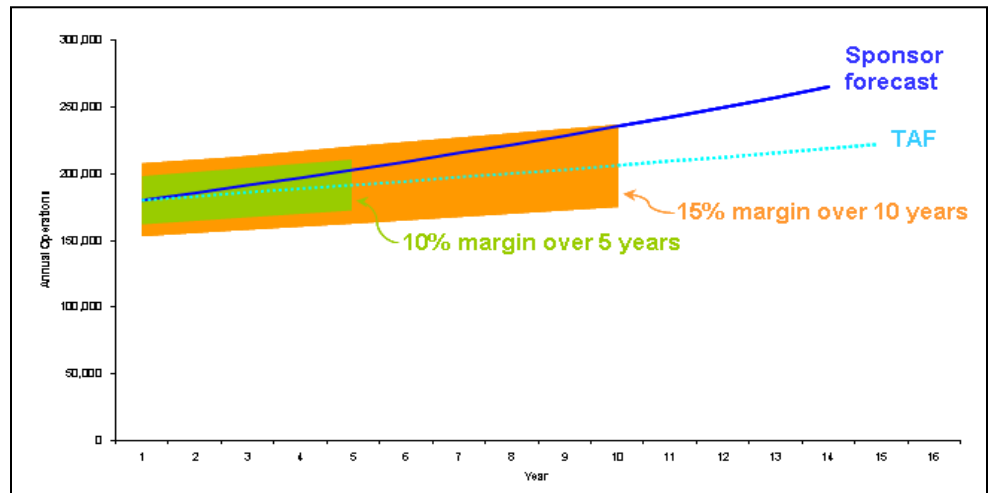
New FAA Forecast Guidance Memorandum Issued

The FAA published a new Forecast Guidance Memorandum, effective June 6, 2008.

What's New or Changed?

- Forecasts for total enplanements, based aircraft and total operations are considered consistent with the TAF if they differ by less than 10% in the 5-year forecast period, and 15% in the 10-year forecast period for all classes of airports.
- FAA Headquarters review is required for forecasts that are inconsistent with the TAF, and for projects expected to require an Environmental Impact Statement (EIS) or Benefit/Cost Analysis (BCA) even if consistent with TAF.
- Except where required for an EIS or BCA, Headquarters review is no longer required for reliever or non-towered GA airports that have less than 200 based aircraft and less than 200,000 annual operations.
- ADOs/Regions may request FAA Headquarters review of forecasts involving significant changes in aircraft mix.
- At a minimum, forecasts submitted for FAA Headquarters review should include historic and forecast levels of enplanements; aircraft operations and based aircraft; completed Appendix B and C from the FAA's Office of Policy and Plans (APO) document "Forecasting Aviation Activity by Airport"; forecast assumptions; and methodology.

- An FAA checklist must be completed before forecasts are submitted for FAA Headquarters review.
- Sponsors who wish to adopt the TAF should make a conscious decision to do so, understand how it was developed, and document the decision rationale.



- For non-towered airports, the new guidance encourages the use of aircraft counting programs to obtain the most accurate baseline data possible.
- The new guidance recognizes environmental requirements for the latest available planning information. Forecasts used in the NEPA process should be consistent with the latest published TAF or inconsistencies resolved prior to the start of an Environmental Assessment (EA) or EIS.
- Airport sponsors and FAA planners should be alert to national, regional or site specific trends that can affect the project's purpose and need. Forecasts used in an EA or EIS should be compared to the annual TAF while in review status.

Where Can I Learn More?

The Forecast Guidance Memorandum, and other forecasting guidance, can be found at:
http://www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes/planning_capacity/
APO guidance can be found at:
http://www.faa.gov/data_statistics/aviation_data_statistics/