

Ryan Hayes

From: Yaffa, Christine (FAA) <Christine.Yaffa@faa.gov>
Sent: Tuesday, November 10, 2020 7:19 AM
To: gpedroza
Cc: cdevore@pueblo.us; Ryan Hayes; Kaitlyn.westendorf; john.sweeney
Subject: PUB Forecast Approval AIP 3-08-0046-037-2019
Attachments: PUB Forecasts 11 09 20.docx



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

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

Denver Airports District Office
26805 E. 68th Ave., Suite
224 Denver, CO 80249

November 10, 2020

Greg Pedroza, Interim Director of Aviation
Pueblo Memorial Airport
31201 Bryan Circle
Pueblo, CO 81001

Pueblo Memorial Airport
Pueblo, Colorado
AIP: 3-08-0046-037-2019
Forecast Approval

Dear Mr. Pedroza:

The Federal Aviation Administration (FAA) reviewed forecast information for the subject airport. The forecast was received November 9, 2020. FAA approves the attached forecast. The FAA also approves the Bombardier CRJ 200 for the existing and the Embraer E-175 for the future critical aircraft. We found the forecast to be supported by reasonable planning assumptions and current data. Your forecast appears to be developed using acceptable forecasting methodologies.

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.

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. [See *FAA Order 5100.38D, Airport Improvement Program, Paragraph 3-12, for ADO options.*] 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 questions, please call me at 303-342-1280.

Thank you,

Christy Yaffa

Community Planner
FAA Denver Airports District Office

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