

## APPENDIX A

### INTRODUCTORY AND PURPOSE AND NEED MATERIAL

- Appendix A-1 Summary of Aviation Forecasts (Excerpted from Palm Beach International Airport Forecast Study, CH2MHill, December 2005)
- Appendix A-2 FAA Approval of Airport System Study Forecasts (February 15 and May 5, 2006)
- Appendix A-3 Excerpt from Appendix D of *Capacity Needs in the National Airspace System*, FAA, May 2007
- Appendix A-4 Letter from Air Tran Airways to Lindy McDowell (FAA) Dated March 9, 2007

APPENDIX A-1

SUMMARY OF AVIATION FORECASTS  
(EXCERPTED FROM PALM BEACH INTERNATIONAL AIRPORT FORECAST STUDY,  
CH2M HILL, DECEMBER 2005)

SECTION 9

# Summary of Aviation Activity Forecasts

Exhibits 9-1 and 9-2 summarize the baseline activity forecast for PBI for passenger enplanements and aircraft operations, respectively. As shown, total passenger enplanements are anticipated to grow at an average annual growth rate of 3.3 percent, while total aircraft operations are expected to grow at an average annual growth rate of 1.4 percent.

**EXHIBIT 9-1**

Passenger Enplanements Summary

	Domestic Enplanements		Total Domestic Enplanements	Total International Enplanements	Total Enplanements
	Mainline	Regional			
Act. 2004	3,157,971	55,569	3,213,540	66,751	3,280,291
2005	3,396,665	59,962	3,456,627	70,543	3,527,170
2010	3,956,625	91,052	4,047,677	91,052	4,138,729
2015	4,554,708	139,626	4,694,334	120,368	4,814,702
2020	5,222,517	212,252	5,434,769	150,811	5,585,580
2025	5,946,797	323,196	6,269,993	193,917	6,463,910
Average Annual Growth Rate (2004-2025):	3.1%	8.7%	3.2%	5.2%	3.3%

Source: Airport Traffic Reports; FAA TAF; FAA ATADS; Ricondo and Associates, Inc.  
Prepared by: Ricondo & Associates, Inc.

**EXHIBIT 9-2**

Aircraft Operations Summary

	Air Carrier	All Cargo	General Aviation	Air Taxi	Military	Total
Act. 2004	67,778 <sup>1</sup>	1,864 <sup>2</sup>	99,861 <sup>3</sup>	28,304 <sup>4</sup>	1,301 <sup>3</sup>	199,108 <sup>5</sup>
2005	69,765	1,876	100,250	28,573	1,500	201,964
2010	77,776	1,936	101,636	29,956	1,500	212,804
2015	90,085	1,999	103,041	31,406	1,500	228,031
2020	104,999	2,063	104,465	32,927	1,500	245,954
2025	123,584	2,130	105,909	34,521	1,500	267,644
Average Annual Growth Rate (2004-2025):	2.9%	0.6%	0.3%	0.9%	0.3%	1.4%

Source: Airport Traffic Reports; FAA TAF; FAA ATADS; Ricondo and Associates, Inc.  
Prepared by: Ricondo & Associates, Inc.

Notes:

<sup>1</sup> Source: Airport traffic reports

<sup>2</sup> Source: Airport traffic reports

<sup>3</sup> Source: FAA ATADS

<sup>4</sup> Source: Estimated based on the difference between the air taxi tower counts obtained from the FAA ATADS and scheduled commuter operations.

<sup>5</sup> Total shown may vary from Airport traffic reports, TAF, or ATADS due to difference sources used.

**APPENDIX A-2**

**FAA APPROVAL OF AIRPORT SYSTEM STUDY FORECASTS (FEBRUARY 15 AND MAY 5, 2006)**



U.S. Department  
of Transportation  
Federal Aviation  
Administration

**ORLANDO AIRPORTS DISTRICT OFFICE**  
5950 Hazeltine National Dr., Suite 400  
Orlando, Florida 32822-5003  
Phone: (407) 812-6331 Fax: (407) 812-6978

February 15, 2006

Mr. Jerry L. Allen, A.A.E.  
Deputy Director  
Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406-1470

Dear Mr. Allen:

RE: Approval of Airport System Study Forecasts

The Airport System Study forecasts for Palm Beach International and North County Airports, transmitted by your December 19, 2005 letter, are within 10 percent of the Federal Aviation Administration (FAA) Terminal Area Forecast (TAF). Therefore, we concur with the use of these forecasts in the remainder of your current system planning efforts.

Sincerely,

Rebecca R. Henry  
Program Manager  
Planning and Compliance

cc:

Gary Sypek, Palm Beach County Department of Airports

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

Orlando Airports District Office  
5950 Hazeltine National Dr., Suite 400  
Orlando, FL 32822-5024

Phone: 407-812-6331

May 5, 2006

Mr. Jerry L. Allen, A.A.E.  
Deputy Director  
Palm Beach County Department of Airports  
846 Palm Beach International Airport  
West Palm Beach, FL 33406-1470

Dear Mr. Allen:

RE: Clarification of Approval of Airport System Study Forecasts

This letter clarifies our February 15, 2006 correspondence regarding the approval of the Airport System Study Forecasts prepared for Palm Beach International Airport. This office approves the forecasts presented Section 9, page 9-1, of the Palm Beach International Airport Forecast Study (Technical Report #3-PBI, prepared by CH2MHill, December 2005). These forecasts should be used for the remainder of your current system planning efforts.

If you have any questions, please contact me at (407) 812-6331, ext. 122.

Sincerely,

Rebecca R. Henry  
Program Manager  
Planning and Compliance

cc:

Gary Sypek, Palm Beach County Department of Airports

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APPENDIX A-3

EXCERPT FROM APPENDIX D OF  
CAPACITY NEEDS IN THE NATIONAL AIRSPACE SYSTEM, FAA, MAY 2007

## **Excerpt from Appendix D: Methodology**

### **Introduction**

The FACT 2<sup>1</sup> study required extensive amounts of information and detailed analysis. Forecasts of future traffic levels were needed, based on growth in populations, economic activity, and traffic demand. An understanding of current operations as well as the amount of capacity provided at individual airports was necessary. In addition, the FACT 2 study looked at the effect of new technologies, airspace, and runways on operations and capacity. This Appendix documents the approach used for modeling future demand and capacity, and describes the criteria used to identify airport and metropolitan areas as capacity constrained.

The modeling process described herein produced an initial list of airports needing additional capacity in the mid- and long-term future (2015 and 2025). Recognizing that a system-wide modeling process provides only limited information about specific airport operations and individual facilities, the initial findings of the modeling process were then augmented with information obtained through a validation process. The purpose of the validation was to ensure the operational data was accurate and the assumptions made were reasonable and consistent with observed current conditions. The validation process involved a review of the modeling assumptions and preliminary outputs with airport operators, and in some instances, with air traffic control personnel. The validation process also involved a review of appropriate sections of Federal decision documents and associated analyses, such as master plans, airport capital improvement plans, and environmental studies. As a result, airports such as Houston-Hobby Airport (HOU), Houston-George Bush International Airport (IAH), Palm Beach International Airport (PBI), Providence-T.F. Green Airport (PVD), San Antonio International Airport (SAT) and Tuscon Airport (TUS) were identified after examining the FACT 1 and FACT 2 results together with previous airport site-specific modeling and data gathered through the validation process. Planned improvements for these airports were assessed using a combination of systemwide and site-specific modeling.

Information gathered from these Federal findings and/or commitments was used in addition to the modeling as these documents are often the most reliable source of information about the timing and need for planned improvements. This additional step allowed the FACT 2 team to incorporate additional information the models were not designed to provide. In total, this process served as a proof-of-concept validation.

The final list of airports identified in this report as capacity constrained was developed based on the results of the modeling and validation process, as well as those airports already known to have capacity issues in the future.

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<sup>1</sup> Future Airport Capacity Task 2

**APPENDIX A-4**

**LETTER FROM AIR TRAN AIRWAYS TO LINDY MCDOWELL (FAA) DATED MARCH 9, 2007**



March 9, 2007

Ms. Lindy McDowell, FAA Orlando ADO  
5950 Hazeltine National Drive, Suite 400  
Orlando, FL 32822

Re: PBI EIS

Dear Ms. McDowell,

The Palm Beach County Department of Airports is planning to extend and enhance Runway 9R/27L at Palm Beach International Airport (PBI) so that it can be used by air carriers for arrivals, and occasionally, for air carrier departures. On behalf of AirTran Airways, I would like to express our support for the 8,000-foot length of the proposed runway. Of course, our support is limited to the proposed length of the runway, and the entire project is subject to financial, environmental, and airline approvals before it can proceed.

While most of the air carrier fleet at PBI could land on a runway of 7,000 feet under most conditions, we support your efforts to plan for 8,000 feet for the following reason:

- Weather in Palm Beach includes frequent showers, and more length is needed for landing safely on a wet runway. Wet conditions occur particularly frequently during the hot summer months when aircraft performance is already reduced by the less dense air.
- During crosswind or thunder storm conditions, approaching aircraft sometimes increase their approach speed or land farther down the runway. Additional length would provide room for rollout.
- The adjacent Runway 9L/27R is 10,000 feet long, but will be used for departures. The difference in runway length between the two parallel runways- one for arrivals and one for departures-- should be as small as possible. Some pilots might otherwise prefer the longer runway and request it for landing. It seems that the resulting mixing of operations would defeat the purpose of separating the air carrier traffic into arrivals and departures.
- With the proposed shortening of Runway 13/31, backup departures would need to occur on Runway 9R/27L when main departure runway 9L/27R would be out of commission for repair, maintenance, repaving, disabled aircraft, or other reasons. Especially given PBI's hot weather, an 8,000 foot-runway would have significantly more utility for those occasional departures than a shorter one.

Please let me know if you have any questions about the need for 8,000 feet.

Yours Truly,

Manager Properties & Facilities

9955 AirTran Blvd.

Orlando, FL 32827

Phone: 407-318-5312

Fax: 407-318-5922