

Appendix H

FAA Forecast Concurrence Letter

DeGroot, Cheryl/CIN

From: Greg Phillips [GregP@flymissoula.com]
Sent: Monday, February 11, 2008 6:05 PM
To: van Woensel, John/CIN; Erion, Jon/CIN; DeGroot, Cheryl/CIN
Subject: FW: MSO draft Aeronautical Forecasts and GA development

Follow Up Flag: Follow up
Flag Status: Orange

FYI

Greg

Greg Phillips, C.M.
Deputy Director
Missoula International Airport
(w) (406) 728-4381

-----Original Message-----

From: Gary.Gates@faa.gov [mailto:Gary.Gates@faa.gov]
Sent: Thursday, February 07, 2008 3:45 PM
To: Greg Phillips
Cc: Cris Jensen
Subject: MSO draft Aeronautical Forecasts and GA development

Greg,

I have reviewed the Master Plan forecasts received 1/31/08. I concur that the aeronautical forecasts are reasonable and approve, subject to the following :

The aeronautical forecasting period should extend to 2028 (20 years from the Master Plan date, interim dates 2013, 2018).

Big Sky Airlines is soon to be replaced by Great Lakes, this may change the aircraft fleet for this carrier at MSO ?

Was the aviation growth in Ravalli County considered in the MSO GA growth projections ? Given the tremendous GA growth in the south service area, how would this affect GA activity at MSO if there is additional hangar and apron space to accommodate the demand ? Hamilton is our busiest GA airport in the state (most based aircraft, including a substantial number of business turbo prop and small jet aircraft), Stevensville in the top 5.

Both airports are severely constrained, which could result in more use at MSO provided expansion of GA facilities.

We also reviewed the draft GA development alternatives and had the following comments:

The Minuteman development looks like it could be a line of sight issue with the ATCT until it is relocated ? The proposed hangars immediately west of the deicing pad, limit potential apron expansion to the west. You may want to preserve this space as future apron expansion and consider the west side of "G" or immediately south of Minuteman for short term hangar development.

Not sure why the "horse shoe" type of apron or taxiway fronting hangars west of T/W "G". This area may be more efficiently developed with a cluster of individual or T-hangars with taxilanes running east/west, similar to the east side of "G".

TSA should provide comment about securing GA (vehicular access etc) into the interior airfield, close proximity to the runway environment etc.

Realizing that you currently have this to some degree, but a greater potential to introduce additional vehicles across taxiways, runway etc.
Not sure how the fencing would work crossing the taxiway into "G", eg. cutting off aircraft traffic onto "G" ?

Were there other GA development alternatives ? Is there a plan for the area south of 11-29 (realize more of this will be explored in the facilities requirements chapt)

The Northstar development also appears to be line of sight issue for ATCT.
Also close proximity to the primary taxiway and runway for vehicles etc.
Had they considered GA development, east of Neptune and Northstar (adjacent to the perimeter fence) fence out the vehicles and preserve the interior area for FBO etc. ?

I am planning to be in Missoula on the 13th, weather permitting. Please let me know if we need to discuss in the interim.

Thanks for the opportunity to review,

Gary M. Gates, P.E.
Airport Engineer and Planner
FAA, Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602