Comment Responses: 06.13.2024

BJJ - Forecast Comments							
Comment Number	**Section Number**	**Section Name**	**Table # / Figure #**	**Comment**	**Response**	**Commenting Party**	**Responding Party**
1				Regarding the response to comment 11 within the Response Matrix, our original comment pertained to how the historic based aircraft trend translates to the pre-COVID and COVID historic growth projections in Table 2-3. For example, Figure 2-2 shows the based aircraft count has remained relatively constant over the last 5-year historic period with a slight decrease in the total number of based aircraft. However, the 5-year pre-COVID and COVID historic trends appear to show growth in the range of 12% and 3.5%, respectively. Please clarify the relationship between the historic based aircraft data in Figure 2-2 on Page 2-4 and the pre-COVID and COVID historic trends in Table 2-3.	The 5-year pre-COVID is representative of activity from 2014-2019, with based aircraft increasing from 26 to 46 (12.1%). The 5-year COVID historical trend is representative of actvitiy from 2017 to 2022, with based aircraft increaseing from 40 to 47 (3.3%). These ranges are further specified in Section 2.6.1.3, *Historical Trend Scenarios* and is further reflective of Table 2-3.	FAA/Jana Radtke	CHA/Nikki Abney
2				The preferred based aircraft forecast is an average of the econometric factors for population, employment, and income. The Forecast Chapter indicates the average of all three econometric factors was used because each was believed to have an impact on the potential for based aircraft growth at BJJ. However, the income-based factor projects 151% growth in based aircraft over the planning horizon. Further information is needed to determine whether there is local activity, such as a major new tenant operating at BJJ, to support the use of this growth rate in the preferred forecast. At this time, we do not recommend using the income-based factor to develop the econometric forecast scenario because this data does not appear to lead to a reasonable projection of future growth. Please consider adjusting the econometric forecast scenario and reanalyzing the other scenarios in the selection of the preferred based aircraft forecast.	The preferred based aircraft forecast was re-evaluated, with the Static Regional Market Share being chosen as the new recommended based aircraft forecast.	FAA/Jana Radtke	CHA/Nikki Abney
3				The operations per based aircraft (OPBA) scenario was selected as the preferred aircraft operations forecast. Since this forecast is directly tied to the preferred based aircraft forecast, please consider adjusting this scenario and reanalyzing the other scenarios in the selection of the preferred aircraft operations forecast.	The OPBA has remained as the recommended GA operations forecast; however, the recommended based aircraft forecast has been updated to better reflect projected activity, with the preferred GA operations forecast now being more conservative than previously presented.	FAA/Jana Radtke	CHA/Nikki Abney
4				Table 2-10 uses the FAA 2022 TAF as the comparison point to the preferred based aircraft and aircraft operations forecasts. Please update Table 2-10 to reflect the most current version of the TAF, which was issued in January 2024. Based upon our preliminary calculations, it appears the preferred forecasts exceed the TAF thresholds at five years and ten years. It is important to note the inconsistencies with the TAF occur after the disparities between the TAF and the actual number of based aircraft and aircraft operations at BJJ for the 2022 baseline year have been considered. This aspect will need to be addressed before the forecast may be approved and used for planning purposes.	All references to the TAF and all scenarios that were TAF-based have been updated to reflect the FAA 2023 TAF, released in January 2024. When compared to the FAA 2023 TAF, the new preferred based aircraft forecast falls within FAA parameters.	FAA/Jana Radtke	CHA/Nikki Abney

Comment Responses: 03.22.2024

BJJ - Forecast Comments							
Comment Number	**Section Number**	**Section Name**	**Table # / Figure #**	**Comment**	**Response**	**Commenting Party**	**Responding Party**
8	pg 2-4			The Forecast Chapter indicates the current based aircraft count at BJJ is 45. Please note the number of validated aircraft recorded within the National Based Aircraft Inventory was 52 as of September 2023. Please clarify this discrepancy and confirm whether this increase in the number of based aircraft was taken into account in the forecast projections.	Historical data and the base year (2022) has been updated to indicate 47 based aircraft, per the National Based Aircraft Inventory [Airport Inventory (57 aircraft); Validated Inventory (47 aircraft)].	FAA/Jana Radtke	CHA/Nikki Abney
9	pg 2-5			The Forecast Chapter notes historic aircraft operations data was pulled from FlightAware to account for additional operations not previously captured. Please clarify the difference between the historic operations data from FlightAware versus the Traffic Flow Management System Counts (TFMSC) and how it was determined the FlightAware data was more complete.	Use of the FAA TFMSC data was limited to military operations counts and for analyzing trends, as the TFMSC only accounts for flights having filed flight plans. Thus, ADS-B data from FlightAware was considered more accurate for determining operations, aside from those performed by the military.	FAA/Jana Radtke	CHA/Nikki Abney
10	pg 2-7			The Forecast Chapter indicates the population, employment, and income data was obtained from Woods & Poole Economics, Inc. It appears the overall population trend for the BJJ catchment area is projected to increase by 1.8% during the planning horizon. However, Table 2-2 shows significantly higher growth trends for the employment and income factors. Please provide further detail regarding the underlying assumptions which support the employment and income growth projections.	The greater growth in employment and income can in part be linked to the region having a relatively strong manufacturing economies and centers for state and local government economies, with a stable economy base creating high levels of personal income.	FAA/Jana Radtke	CHA/Nikki Abney
11	pg 2-9		Table 2-3	The growth projections in Table 2-3 do not appear to follow the historic based aircraft data captured in Figure 2-2. Please clarify the underlying In addition, please clarify the rationale for evaluating multiple historic trend scenarios based upon 3-year, 5-year, 7-year, and 10-year periods.	Growth projections reflected in the working paper are rounded. Note, additional information has been included to indicate why specific timeframes were analzyed.	FAA/Jana Radtke	CHA/Nikki Abney

12	pg 2-9		Table 2-3 & Ref to Table 2-2	Table 2-3. The total “Growth 2022-2024” for the population-based and employment-based forecast scenarios in Table 2-3 do not appear to match the source data for the BJJ Catchment Area under “Growth Rate 2022-2024” in Table 2-2. Please clarify.	The Growth Rate represents total percent growth over the 20-year period. The CAGR for each methodology do match the CAGRs indicated in the socioeconomic tables [Population (0.1%), Employment (0.7%), Income (4.7%).	FAA/Jana Radtke	CHA/Nikki Abney
13	pg 2-9		Tanle 2-3	Table 2-3. Please provide a more detailed explanation for developing the population-employment-income-based forecast scenario in Table 2-3. This forecast scenario appears to represent an average of the population, employment, and income factors. However, the growth trend for the income factor appears to be an outlier which could skew the projected increase in the number of based aircraft during the planning horizon. Please clarify.	Additional information has been provided in the working paper.	FAA/Jana Radtke	CHA/Nikki Abney
14	pg 2-12			The Forecast Chapter identifies the population-employment-income-based scenario as the preferred forecast for based aircraft and notes the market share and employment-based forecast scenarios were found to be too conservative. Please elaborate as to how this was determined why the population-employment-income-based scenario was selected.	More information has been provided throughout the text.	FAA/Jana Radtke	CHA/Nikki Abney
15	pg 2-18		Tanle 2-10	Table 2-10. The most current version of the FAA Terminal Area Forecast (TAF) was issued in January 2024. This version of the TAF shows 45 based aircraft at BJJ in 2022, which will remain constant during the planning horizon. Therefore, it would appear the preferred based aircraft forecast would exceed the TAF at the five-year and ten-year thresholds by 11% and 20%, respectively. As noted in item 8 above, clarification is needed regarding the current number of based aircraft at BJJ.	Based aircraft in the base year have been updated accordingly.	FAA/Jana Radtke	CHA/Nikki Abney
16	pg 2-18		Table 2-10	Table 2-10. The January 2024 TAF shows a total of 18,636 aircraft operations in 2022. However, the Forecast Chapter indicates the TAF data is inaccurate and the actual number of operations at BJJ is in the range of 5,800. Please be advised the baseline operations reported in the TAF are derived from the FAA Airport Master Record 5010, which also shows over 18,000 operations for BJJ. Please submit an update to the Airport Master Record through the Airport Data and Information Portal (ADIP) to correct this discrepancy and provide a copy of the ADIP submittal to the FAA for our records.	Noted, CHA will inform the Sponsor of this request.	FAA/Jana Radtke	CHA/Nikki Abney
17	pg 2-18		Table 2-10	Table 2-10. Given the large disparity between the baseline aircraft operations count used in the BJJ forecast versus the January 2024 TAF, the preferred aircraft operations forecast far exceeds the TAF at the five-year and ten-year thresholds. However, if the aircraft operations growth trend from the TAF is applied to the revised baseline of 5,800 operations, it would appear the preferred forecast is consistent with the TAF at the five-year and ten-year thresholds.	The working paper has been updated to reflect that if the aircraft operations growth trend from the TAF is applied to the revised baseline of 5,800 operations, it would appear the preferred forecast is consistent with the TAF at the five-year and ten-year thresholds.	FAA/Jana Radtke	CHA/Nikki Abney
18	pg 2-19			The Forecast Chapter identifies the existing and future critical aircraft at BJJ as B-II with the Cessna Citation Excel as the representative aircraft. This appears to be consistent with the data from the FAA Traffic Flow Management Count (TFMSC), which shows over 1,000 operations of B-II aircraft.	Noted, no changes made.	FAA/Jana Radtke	CHA/Nikki Abney