

## Meg Jones

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**From:** Yaffa, Christine (FAA) <Christine.Yaffa@faa.gov>  
**Sent:** Wednesday, April 24, 2024 12:43 PM  
**To:** gary.welling@uintacounty.com  
**Cc:** Meg Jones; Peter Maiman; Stephanie Krabbe; Jeremy McAlister  
**Subject:** EVW Forecast Approval AIP 3-56-0036-034-2023 and AIG 3-56-0036-035-2023



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

April 24, 2024

Gary Welling, Airport Board Administrator  
Evanston-Uinta County Burns Field  
1200 Main Street  
Evanston, WY 82930

Evanston-Uinta County Burns Field  
Evanston, Wyoming  
AIP: 3-56-0036-034-2023 and AIG 3-56-0036-035-2023  
Forecast Approval

Dear Mr. Welling:

The Federal Aviation Administration (FAA) reviewed forecast information for the subject airport. The forecast was received February 21, 2024. FAA approves the forecast and will upload a copy of the approved forecast, along with a copy of this approval letter, to WYDOT's BlackCat Aviation Data Management System. The FAA also approves Cessna Citation V for the existing and future critical aircraft and the Bombardier Challenger 350 for the ultimate 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 (UT/WY)  
FAA Denver Airports District Office

Phone 303-342-1280

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