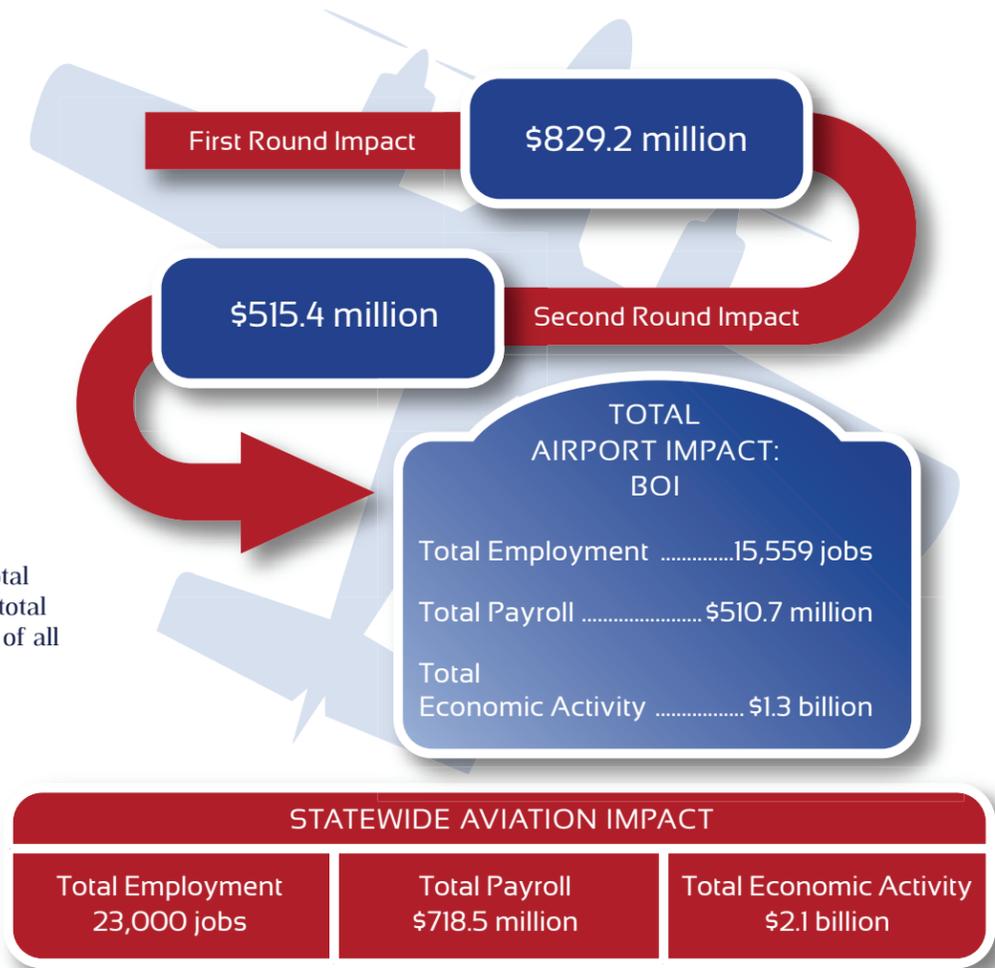


Economic Benefit to Idaho

The system plan quantifies the total economic activity of each airport in the Idaho system. Through a comprehensive survey process, the direct economic benefits related to on-airport business tenants and the indirect benefits associated with visitor related expenditures were determined for each system airport. The multiplier effect of these benefits was then calculated to ascertain the total airport-related impacts. The total economic activity is the sum of all direct (on-airport), indirect (off-airport visitor industry), and multiplier impacts. The study finds that aviation-related businesses located on airports support thousands of jobs and produce billions of dollars of economic impact.



Compatible Land Use

The development of land uses that are not compatible with airports and aircraft noise is a growing concern across the country. In addition to aircraft noise, there are other issues, such as safety and environmental impacts to land uses around airports which need to be considered when addressing the overall issue of land use compatibility. Although several federal programs include noise standards or guidelines as part of their funding-eligibility and performance criteria, the primary responsibility for integrating

airport considerations into the local land use planning process rests with local governments. ITD Division of Aeronautics has long been an advocate for compatible land use planning around airports. Through the IASP, an Airport Land Use Guidebook was developed for use by the airports, local governments, and the Division of Aeronautics. The Idaho Airport Land Use Guidebook not only informs and educates airports, communities, and local governments but it also provides the necessary tools for implementing compatible land use planning.



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Understanding the Airport

Boise is located in southwestern Idaho along Interstate 84 and the Boise River. It is the capital and largest city in the State of Idaho. Situated near the foothills of the Rocky Mountains, Boise provides outdoor activities, cultural attractions, and educational opportunities for its residents. It has a population of nearly 200,000, and is home to Boise State University, the largest university in Idaho. Known as the “City of Trees” Boise is a regional destination for shopping, restaurants, cultural activities, and outdoor recreation.

The Boise Air Terminal/Gowen Field supports the region and the state in a variety of ways. It is located three miles south of Boise, and is owned and operated by the City. Its two parallel runways provide access for many different types of aircraft, from single-engine piston aircraft to larger corporate jets in addition to supporting commercial air service. There are many aviation-related businesses located on airport property that together employ hundreds of people in the region. Scheduled air service is provided by six different air carriers, including Delta, United, US Airways, and Horizon Air. There are also seven general aviation and air charter carriers at the airport. Along with scheduled service, Boise Air Terminal offers ground transportation services, as well as several restaurant and shops inside the terminal.

Many area businesses rely on the airport to transport people and materials in and out of the region. Four different cargo carriers operate at the airport, shipping materials around the United States and the world. There are also many other businesses that are dependent on the airport for their survival. These businesses provide employment and bring significant economic activity to the area, and routinely use the airport to coordinate business and services via aircraft. Other activities at the airport include flight training, forest firefighting, and medical transportation. The airport is also home to the Idaho National Guard at Gowen Field and the National Interagency Fire Center.

Boise Air Terminal/Gowen Field is the primary commercial service airport in Idaho, and is a major contributor to the local and state economies. Due to these and other reasons, the airport is expected to continue to provide a significant economic benefit, and to serve Boise and the surrounding region.

Airport Roles

The Idaho Airport System Plan (IASP) has identified five functional roles for the 75 public-use airports included in the study. These roles expand on the Federal Aviation Administration’s (FAA) role categories of commercial service and general aviation airports. Airports that are included in the FAA’s National Plan of Integrated Airport Systems (NPIAS) are eligible for federal funding.

Role Summary	
IASP Role	Commercial Service
Federal Role	Primary Commercial Service
NPIAS	Yes

Forecasts

When planning for new or additional airport facilities, projections in the form of based aircraft and annual operations can be helpful in determining the type and size of necessary improvements. Historical demand and local socioeconomic indicators, as well as state and national trends and the airport’s master plan were reviewed in developing the airport’s forecast.

The table below highlights the forecast activity for Boise Air Terminal/Gowen Field.

Activity Forecast Summary		
ACTIVITY	2007	2027
Based Aircraft	286	571
Annual Operations	184,023	289,100
Annual Enplanements	1,689,046	3,143,200

Facilities & Services and Recommended Development Costs

Facility and service objectives were developed for each of the five role categories of the IASP. These objectives provide guidance on the minimum level of facilities and services needed for the airport to fulfill its identified role in the system.

In order to continue to serve the aviation needs of surrounding communities and the State of Idaho, the IASP has identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. Recommended development costs include projects needed to meet each of the recommendations of the Idaho Airport System Plan as well as projects from the airport’s capital improvement plan (CIP). While these projects are included as part of the IASP, it is recognized that execution of these projects is dependent on the local economic environment. Further, if the minimum system objective is exceeded, then maintenance of that objective is recommended.

The following table summarizes current facilities and services, the airport’s facility and service objectives, projects recommended to meet the objectives within the context of the system plan, and the estimated

development costs to implement the projects. Planning and environmental recommendations serve as guidance related to the development needed for the airport to fulfill its role in the overall statewide system.

Boise Air Terminal/Gowen Field is an integral component to the State’s system of airports. It provides access to our nation’s air transportation network, contributes

to national defense, provides community benefits, and generates economic activity. The proposed development improvements will ensure that Boise Air Terminal/Gowen Field continues to provide area residents, businesses, and government agencies with the aviation infrastructure necessary for the 21st century.

	EXISTING	SYSTEM OBJECTIVE	RECOMMENDATION	DEVELOPMENT COST
AIRSIDE FACILITIES				
Primary Runway Length	10,000 feet	5,590 feet or greater	None	\$8,600,000*
Runway Width	150 feet	100 feet	None	\$0
Runway Strength	75,000 Lbs SW	60,000 Lbs SW	None	\$0
Taxiway Type	Full Parallel	Full Parallel	None	\$0
Instrument Approach	Precision (LPV)	Precision/LPV	None	\$0
Visual Aids	Rotating Beacon	Rotating Beacon	None	\$0
	Lighted Wind Cone	Lighted Wind Cone	None	\$0
	REILS	REILS	None	\$0
	VASI	PAPI/VASI	None	\$252,000*
	MALSR	ALS	None	\$0
Runway Lighting/Reflectors	HIRL	MIRL/HIRL	None	\$0
Weather Reporting Facilities	ASOS	ATCT/AWOS/ASOS	None	\$0
LANDSIDE FACILITIES				
Terminal with Public Restroom	Yes	Yes	None	\$0
Hangar Storage	90 Spaces	270 Spaces	Add 160 Spaces	\$13,000,000*
Apron Spaces	Data Not Provided	140 Spaces	Add 140 Spaces	\$5,320,000*
Auto Parking	2,476 Spaces	Parking Spaces	None	\$0
SERVICES				
Phone	Yes	Yes	None	\$0
Restroom	Yes	Yes	None	\$0
FBO	Yes	Yes	None	\$0
Maintenance Facilities	Yes	Yes	None	\$0
Fuel	AvGas and Jet A	AvGas and Jet A	None	\$0
Ground Transportation	Rental Car Access	Rental Car Access	None	\$0
PAVEMENT MAINTENANCE, PLANNING/ENVIRONMENTAL AND MISCELLANEOUS				
Pavement Maintenance				\$24,700,000*
Master Plan/ALP/Environmental				\$1,700,000*
Snow Removal Equipment				\$1,100,000*
Landside Development				\$17,000,000*
Other CIP Projects				\$116,600,000*
TOTAL				\$188,300,000

*Airport Capital Improvement Plan (CIP) Project | **Idaho Airport System Plan (IASP) Project