Boise Airport Passenger Facility Charge (PFC)
Application No. 06

Subject: Notice for Public Comment
Notice Date: April 20, 2021

Boise City Airport intends to file an application with the Federal Aviation Administration (FAA) to impose a Passenger Facility Charge (PFC). The PFC will help reimburse local airport funds for improvement projects at Boise Airport in Boise, ID. The application for the PFC is done in accordance with the Federal Aviation Regulation (FAR) Part 158 "Passenger Facility Charges." This notice is intended to give adequate time for public review and comment of the identified projects on the proposed PFC application.

The Airport intends to use the PFC funds to finance eligible projects and to reimburse the airport fund for local airport share of projects. As a part of this notice, certain elements are required and are as follows:

- Proposed Charge Effective Date: **10/1/2021**
- Estimated Charge Expiration Date: **9/30/2023**
- Proposed Charge Rate: **$4.50** per Enplaned Passenger
- Estimated Total PFC Revenue to be Collected/Used: **$15,549,342**

Any comments on the proposed PFC Application, including agreement or disagreement with any of the proposed projects, should be addressed to Ms. Rebecca Hupp, Airport Director; 3201 Airport Way, Suite 1000 Boise, ID, 83705. All comments should be received no later than thirty (30) days from the date of this notice.

Project Name: **Acquire Multi-task Snow Removal Equipment, AIP Shortfall**	PFC Project: **#1**	Total PFC Revenue for Project: **$ 281,252**
Project Description	This project will reimburse the Airport for all costs not covered by Airport Improvement Program grant funds to purchase a new multi-task snow removal vehicle that combines the features of plow, sweeper and airblower into a single unit. The equipment is currently in the procurement process. The vehicle will be acquired in accordance with requirements contained in Advisory Circular 150/5220-20 and will be added to the Airport's snow removal equipment (SRE) inventory. The multitask equipment (MTE) specifications are defined to match those of the Airport's existing equipment and meet the clearance times cited in the Airport's Snow and Ice Control Plan (SICP), dated May 26, 2020. The multi-task snow removal equipment will replace two existing snow removal vehicles. The new MTE will replace a 2006 MB-3 broom and a 1992 Peterbilt plow. The project will coordinate with vendors to select a preferred unit based on available performance characteristics and needs of the Airport.	

Project Justification	The Airport Operating Certificate issued by the FAA in accordance with 14 Code of Federal Regulations (CFR) Part 139, mandates that Boise Airport maintain airport pavements free of accumulated snow and ice to allow safe commercial aircraft operations. The Airport must maintain sufficient equipment to meet the clearance times cited in the Airport's Snow and Ice Control Plan, dated May 26, 2020. The Airport owns a multi-generation fleet of snow removal equipment that it uses to maintain pavements in accordance with Federal Aviation Administration (FAA) requirements. As equipment ages, its dependability diminishes and the cost to maintain it increases. The existing snowplow and broom were acquired in 1992 and 2006, respectively. Both pieces of equipment have reached the ends of their useful lives and need to be replaced to ensure timely removal of snow and ice from airfield pavements. To reduce operating costs and increase the speed in which pavements can be cleared, the existing snow removal equipment will be replaced with a multi-task sweeper/blower vehicle. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Construct Replacement Snow Removal Equipment Building**	PFC Project: **#2**	Total PFC Revenue for Project: **$ 1,500,000**
Project Description	This project will construct a snow removal equipment (SRE) storage building equivalent in size to the existing building used to store SRE equipment. The new SRE storage building will be designed in accordance with FAA Advisory Circular 150/5220-18A and FAA Order 5100.38D. The new storage building will have dimensions approximately 62 feet deep, 76 feet wide and 24 feet tall. The SRE building will be constructed with sheet metal and smooth face masonry with a thermoplastic polyolefin roof membrane. The SRE building will be designed and constructed with four vehicle bays each having manual lift doors. All utilities needed for building functions will be included in the project. Water and sewer lines will be brought to the site to support the 64 square foot unisex restroom located in the northwest corner of the building. In addition, a 3,800 square foot asphalt pad will be paved adjacent to the SRE building for equipment storage and staging. The asphalt pad is expected to be constructed using 12-inches of subbase, 6-inches of crushed gravel aggregate base and 5-inches of asphalt pavement.	
Project Justification	Boise Airport is located in a climate that experiences frequent inclement weather events. These weather events often consist of freezing rain and snow that accumulates on airfield pavements. To comply with the requirements of the Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139, the Airport deploys snow removal equipment to remove contaminants off the airfield. The old fire station currently houses Airport owned snow removal equipment that is used to clear critical areas around the terminal. The old fire station was originally constructed prior to 1970 and has exceeded its useful life. Removal of the old fire station will accommodate future development of a new concourse and additional aircraft parking apron. A replacement snow	

	removal equipment storage building is needed to adequately house snow removal equipment to protect capital assets from deleterious weather conditions and ensure timely response for clearing critical airfield surfaces. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Taxiway G Relocation and Taxiway A Rehabilitation – AIP Shortfall**	PFC Project: **#3**	Total PFC Revenue for Project: **$ 5,295,890**
Project Description	This project will reimburse the Airport Sponsor's portion of the total design and construction costs that are not covered by Airport Improvement Program grant funds. The project will construct a new Taxiway G, demolish and remove existing Taxiway G and rehabilitate a portion of Taxiway A. This project will relocate Taxiway G outside of the "high-energy" area of Runway 10R- 28L. The new Taxiway G will be designed to accommodate Taxiway Design Group (TDG) 5 aircraft and extend from Taxiway A on the north to Taxiway B on the south. Approximately 20,000 square yards of new asphalt pavement will be installed, 18,000 square yards of existing taxiway will be removed, and 15,000 square yards will be milled and filled at an assumed six-inch depth. This project will install four elevated, mandatory instruction signs and four surface applied thermoplastic mandatory instruction markings. Approximately 1200 linear feet of thermoplastic runway hold position markings will be installed. The project includes various professional services including pre-design geotechnical and survey, engineering design, bid and award services, and construction administration services that will be provided during the construction phase. Construction activities include excavating subbase and subgrade, excavating asphalt, relocating existing and installing new utilities (electrical and storm drainage systems), installing structural fill, installing new asphalt pavement, relocating new taxiway and runway designation signs, purchasing and installing approximately 75 taxiway edge light fixtures, reconfiguring taxiway edge lights, and installing taxiway and runway markings. This project design is complete and construction bids were received on March 31st.	
Project Justification	Taxiway G is defined as a high-energy intersection which is located within the middle third of Runway 10L-28R. Taxiway G is also located such that it allows nearly direct access between the general aviation apron and the runway. FAA Advisory Circular 150/5300-13A, Change 1 Airport Design, recommends that taxiways not be in the middle third of a runway and that no taxiway provide direct taxi access from the apron to the runway. To achieve compliance with the safety measures provided by the FAA, Taxiway G must be relocated. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.	

Project Name: **Passenger Boarding Bridge Upgrades – Gates B21 and B22**	PFC Project: **#4**	Total PFC Revenue for Project: **$ 250,000**

Project Description	This project will replace and upgrade components of passenger boarding bridges (PBB) at gates B21 and B22. The project will convert bridge control modules from analogue to digital, and other components will be replaced to extend the useful life of the bridges. The specific type and quantities of major components that will be replaced will be determined as part of an Airport self-evaluation process to be performed prior to project improvements.
Project Justification	Passenger boarding bridges were originally installed in 1995. FAA Order 5100.38D establishes the useful life of boarding bridges to be 20 years, while the boarding bridge manufacturer recommends that major components be replaced every ten years. Existing components have not been replaced since the PBB were installed 25 years ago. As a result, several PBBs have essential components that are past their useful life and the bridges are beginning to fail. To protect and maintain the capital investments in the PBBs, it is necessary to replace major components prior to catastrophic damage to an aircraft or the need to fully replace a PBB. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).

Project Name: **Acquire Electric Preconditioned Air Units**	PFC Project: **#5**	Total PFC Revenue for Project: **$ 120,000**
Project Description	This project will reimburse the Airport for all design and installation costs previously incurred to purchase two mobile, electric powered, preconditioned air (PCA) units. The PCA units are dedicated to serve narrow body aircraft parking at Gates C-11 and C-6A. The units have a maximum air flow of approximately 100 kg/min and a discharge temperature of roughly 30 degrees Fahrenheit.	
Project Justification	Large aircraft require conditioned air to maintain safe and comfortable cabin temperatures and healthy air flow. In addition, Boise City is in a national air quality maintenance area and preconditioned air units are needed to avoid using diesel powered auxiliary power units (APUs) to provide conditioned air to aircraft. In the absence of having electric powered PCA units, aircraft would otherwise need to use a diesel fueled auxiliary power unit to maintain safe cabin temperatures and clean air. Using diesel fueled APUs requires burning Jet-A fuel to supply power, thereby emitting carbon exhaust. This practice uses more fuel which adds costs to airline operations and creates unnecessary air pollution. Purchasing two electric PCA units will reduce carbon-based emissions. Additionally, the existing gates are deficient and do not meet local airline requirements. Purchasing PCA units to serve Gates C-11 and C-6A will bring the gates up to requirements for conditioning aircraft. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).	

Project Name: **Security Gates Replacement (Gates 18, 50, 510, 540)**	PFC Project: **#6**	Total PFC Revenue for Project: **$ 341,200**

Project Description	This project will reimburse the Airport for all design and construction costs previously incurred to replace vehicle security gates 18, 50, 510 and 540. The project was coordinated with TSA and included installing a temporary security fence to allow gate replacement to occur outside of the airport secure area. The previous steel gates and mechanical equipment were removed and replaced with aluminum gates and new motors and controls. Previous gate dimensions were used to procure replacement gates of the same size. This project did not include any modifications to utilities or other access control components.
Project Justification	Boise Airport maintains an Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139 regulations. As a Part 139 airport that provides scheduled air carrier service, Boise Airport is required to meet security requirements outlined by the Transportation Security Administration (TSA) to secure the airport and protect it from unauthorized access and potential threats. The mechanical equipment operating the vehicle security gates at Gates 18, 50, 510, and 540 had deteriorated significantly and were not closing gates securely. This created a potential of allowing unauthorized personnel to access the airfield. The security gate equipment had exceeded the 10-year useful life for equipment as defined in FAA Order 5100.38D, Table 3-8. The mechanical controls and gates required replacement to ensure the airfield is secured and complies with requirements established by TSA. This project preserves security and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Gate Management Utilization Planning Software**	PFC Project: **#7**	Total PFC Revenue for Project: **$ 500,000**
Project Description	This project will procure gate management planning software to be used by Boise Airport staff to help manage aircraft gate utilization. The software will have the ability to manage aircraft gate usage by understanding aircraft parking demand constraints such as, gate occupancy times, aircraft size, adjacency rules between aircraft and operators, gate capacity, and preferences by airlines. The software will have the ability to simulate gate assessment based on a flight day schedule and recommend how to best optimize the existing gates. The project also includes requirements for the system supplier to install and setup necessary technical aspects of the software and train airport staff in the software's functionality.	

Project Justification	Boise Airport currently manages aircraft gate usage through a manual pen and paper process. The existing process is both time consuming and labor intensive and makes understanding correlations between airline gate preference, gate occupancy times, aircraft size, and terminal gate capacity difficult to manage. Additionally, Boise Airport serves as a diversion airport for Salt Lake City International Airport when that airport experiences inclement weather. This requires that Boise Airport be able to park, unload and reposition numerous aircraft on an emergency basis with little or no advance notice. The current method of monitoring gate usage presents challenges to assigning available gates for diverted flights without impacting previously scheduled flights. Boise Airport needs to procure a software system that can help airport staff manage aircraft gate use. A gate management system would enhance communications between airlines and the airport, improve passenger experience and require less time for aircraft to wait on the ground for an available gate thereby resulting in cost savings to the airlines. This project enhances capacity and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).

Project Name: **Acquire Replacement SRE Front End Loader and Skid Steer**	PFC Project: **#8**	Total PFC Revenue for Project: **$ 320,000**
Project Description	This project will evaluate and purchase a front-end loader and a skid steer to replace existing vehicles that are used to remove snow from the commercial aircraft parking area around the terminal. The vehicles will be acquired in accordance with requirements contained in Advisory Circular 150/5220-20 and will be added to the Airport's SRE inventory. The front-end loader and skid steer specifications will be defined to match those of the Airport's existing equipment. The front-end loader and skid steer both will replace existing equipment which have reached the end of their useful lives. This project will coordinate with vendors to select preferred equipment based on available performance and needs of the Airport. The equipment will be purchased under separate purchase solicitations.	
Project Justification	The Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139, mandates that Boise Airport maintain airport pavements free of accumulated snow and ice to allow safe commercial aircraft operations. The Airport must maintain sufficient equipment to meet the clearance times cited in the Airport's Snow and Ice Control Plan (SICP), dated May 26, 2020. The SICP specifies the equipment needed to remove snow from Priority 1 areas, which includes aircraft parking aprons around the terminal. The Airport owns a multi-generation fleet of snow removal equipment that it uses to maintain pavements in accordance with FAA requirements. As equipment ages, its dependability diminishes and the cost to maintain it increases. The existing front-end loader was acquired in 1986, and the skid steer was acquired in 1992. Both pieces of equipment are included in the Airport's approved SICP and have reached the ends of their useful lives. Replacement of these vehicles is needed to ensure the ability to remove snow and ice from airfield pavements in accordance with clearance times cited in the SICP. Vehicle replacement will also reduce maintenance costs. This project preserves safety and	

	meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Acquire Replacement SRE Deice Truck**	PFC Project: **#9**	Total PFC Revenue for Project: **$ 500,000**
Project Description	This project will evaluate and purchase a 4,000-gallon liquid deice truck equipped with a 75-foot spray boom to replace an existing deice truck that has reached the end of its useful life. The replacement deice truck will be acquired in accordance with requirements contained in Advisory Circular 150/5220-20 and will be added to the Airport's SRE inventory. The new deice truck's specifications will be defined to match those of the Airport's existing equipment and meet requirements established in the Airport's Snow and Ice Control Plan, dated May 26, 2020. The project will coordinate with vendors to select a preferred unit based on available performance and needs of the Airport.	
Project Justification	The Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139, mandates that Boise Airport maintain airport pavements free of accumulated snow and ice to allow safe commercial aircraft operations. The Airport must maintain sufficient equipment to meet the clearance times cited in the Airport's Snow and Ice Control Plan, dated May 26, 2020. The Airport owns a multi-generation fleet of snow removal equipment that it uses to maintain pavements in accordance with FAA requirements. As equipment ages, its dependability diminishes and the cost to maintain it increases. The existing deice truck is included in the Airport's approved SICP. The deice truck was acquired in 1986 and has reached the end of its useful life. The deice truck needs to be replaced to ensure the ability to remove snow and ice from airfield pavements in accordance with clearance times. Vehicle replacement will also reduce maintenance costs. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.	

Project Name: **Acquire Replacement SRE, Rotary Snow Broom and Snowplow**	PFC Project: **#10**	Total PFC Revenue for Project: **$ 700,000**
Project Description	This project will evaluate and purchase a new 20-foot rotary snow broom and a snowplow truck equipped with a 22-foot plow to replace existing equipment owned by the Airport. The vehicles will be acquired in accordance with requirements contained in Advisory Circular 150/5220-20 and will be added to the Airport's SRE inventory. The rotary snow broom and snowplow specifications will be defined to match the Airport's existing equipment of similar size. The 20' rotary snow broom will replace a 2006 MB-3 20' rotary snow broom, and the new 22' snowplow truck will replace a 2006 International P5000 with 22' plow. The project will coordinate with vendors to select preferred units based on available performance and Airport needs.	

Project Justification	The Airport Operating Certificate issued by the FAA in accordance with 14 CFR Part 139, mandates that Boise Airport maintain airport pavements free of accumulated snow and ice to allow safe commercial aircraft operations. The Airport must maintain sufficient equipment to meet the clearance times cited in the Airport's Snow and Ice Control Plan, dated May 26, 2020. The Airport owns a multi-generation fleet of snow removal equipment that it uses to maintain pavements in accordance with FAA requirements. As equipment ages, its dependability diminishes and the cost to maintain it increases. The existing rotary snow broom and snowplow were acquired in 2006. Both pieces of equipment are included in the Airport's approved SICP and have reached the ends of their useful lives. Replacement of these vehicles is needed to ensure the ability to remove snow and ice from airfield pavements in accordance with clearance times cited in the SICP. Vehicle replacement will also reduce maintenance costs. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Concourse B Apron Joint Seal Replacement and Spall Repair**	PFC Project: **#11**	Total PFC Revenue for Project: **$ 1,300,000**
Project Description	This project includes all design and construction services needed to replace deteriorated joint seals and repair concrete pavement on the air carrier apron around Concourse B that is spalling. The project is expected to occur in two phases, requiring two separate construction contracts over a two-year period. It is assumed that the work under each contract will be performed in phases to repair the concrete at one aircraft gate at a time to minimize the number of gates that are taken out of service during repairs. The entire Concourse B air carrier apron will be visually inspected by the design team to identify the specific areas that need to be repaired and determine the type of repairs that are required. Failing joint seals will be replaced with new backer rod and silicon material. Spalled areas will be saw-cut to remove the damaged areas and replaced with DS Brown Del Patch material. The project includes various professional services including pre-design survey, engineering design, bid and award services, and construction administration services that will be provided during the construction phase.	
Project Justification	The apron serving Concourse B was constructed in 1990 and is over 30 years old. The apron has historically served narrow body jet aircraft. In recent history the airlines have increased the size and weight of aircraft they use which places greater stress on the existing apron pavement. The apron surrounding the concourse is constructed using concrete, which requires periodic maintenance to replace joint seals installed between the slabs. In some areas, the joint seals have deteriorated to a point that water is able to seep between the joints into the structural fill thereby causing subsurface instability and weakness. In addition, the concrete pavement is beginning to spall at edges and corners due to its prolonged use by heavier aircraft. Spalling causes the concrete to break apart into smaller pieces which creates foreign object debris (FOD) which can be	

	ingested into aircraft engines. Preventative maintenance is required to ensure safe operations and preserve pavement integrity. This project preserves safety by rehabilitating the existing concrete apron and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Terminal Upgrades, Replace Skylights**	PFC Project: **#12**	Total PFC Revenue for Project: **$ 600,000**
Project Description	This project includes all design and construction costs to repair and replace the existing skylight systems on the terminal building at Boise Airport. Skylights to be replaced are located in the rotunda, above the passenger security checkpoint, and in the main atrium on the sterile side of the terminal. It is anticipated that approximately 300 existing skylights will be removed as part of this project. The designer will evaluate product alternatives that will provide energy savings. The contractor will purchase the necessary products and use approved construction methods to tie in new skylights into the existing roof. The existing skylight system over the passenger security checkpoint will be replaced with a solid roof structure to minimize solar gain that has been experienced in the security screening area. The skylights above the rotunda and sterile area will be replaced with a new system based on the design specifications to be established by the designer. Installation of new skylights and roof will be completed in phases. This project does not include any modification to the utility infrastructure. A crane will be used to lift materials to the top of the terminal; but will not be any higher than the highest point of the terminal building.	
Project Justification	This project will maintain safe movement of passengers throughout the terminal building by replacing skylight windows that are beginning to show signs of fatigue and failure. Recent inspection of terminal assets indicates that some skylights are beginning to weaken. Skylights were installed in various portions of the terminal during its original construction in 2003. Skylights that are fatigued can potentially separate from their mullions allowing water to leak to the terminal floor. Leaking water can create slip and fall hazards for the public as well as cause damage to the security screening equipment at the security screening checkpoint. Skylights throughout the terminal need to be replaced to prevent potentially unsafe conditions from occurring. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).	

Project Name: **Terminal Upgrades, Planning and Program Management Services – Phase II**	PFC Project: **#13**	Total PFC Revenue for Project: **$ 360,000**
Project Description	This project provides continuing planning, program management and administrative support services for airport development projects related to implementing the Terminal Upgrades Program at Boise Airport. The project will retain a consultant to assist Airport staff plan and manage	

	the multitude of projects and tasks associated with preliminary planning and design of new Concourse A and related airside and landside facilities. The consultant will provide administrative services that include; managing project scopes, schedules and budgets, performing preliminary planning, validating program elements, providing project controls, assisting with AIP and state grants and passenger facility charge management responsibilities, and tracking tasks assigned by the Airport leadership team. A single multi-year program management service contract will be executed, which is expected to have a duration of five years (2026), or until the Terminal Upgrades Program is completed. Separate task orders and budgets will be established for each fiscal year of program management services.
Project Justification	This project is a planning project that enables development of Concourse A, which will add more aircraft gates thereby increasing airport capacity. This project is an eligible cost according to 14 CFR Part 158.15 (b)(2) because it provides planning services to implement airport development projects at Boise Airport. The five-year airport CIP on file with the FAA Helena Airport District Office identified development of Concourse A as a project to enhance capacity and provide greater competition among airlines. Due to a limited number of staff, Boise Airport lacks the capacity to manage a large comprehensive development program that involves multiple, simultaneous projects that will be implemented over several years. A consultant needs to be hired to serve as an extension of staff to provide necessary services to assist airport staff perform implementation planning and program management services. This project enhances capacity and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(2) since it is considered airport planning eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: **Terminal Upgrades, Install New Electric Heating Boiler**	PFC Project: **#14**	Total PFC Revenue for Project: **$ 900,000**
Project Description	This project includes costs to provide design, construction and engineering support services to construct a new electric heating boiler that will serve as the primary heating system for the entire terminal and concourses including the new Concourse A. The new electric heating boiler will be located inside the terminal basement next to the existing natural gas boilers. The existing gas boilers will serve as the secondary heating system. The project includes various professional services of mechanical and electrical engineering design, bid and award services, and construction administration services that will be provided during the construction phase. The project will provide a new electric heating boiler enclosure, and all interior equipment needed for heating functions (motor, fiberglass insulation, steel jacket, fuses, pilot light, electrical controls, thermometer, pressure gauges water pipes). The project will also extend water service, drainage and electrical power utilities inside the terminal to the new electrical heating boiler.	
Project Justification	Recent airport activity forecasts predict that Boise Airport will return to pre-COVID-19 enplanement levels in 2024. The expected return to previously high enplanement activity levels will necessitate addition of more aircraft parking gates to increase terminal capacity and maintain	

	high levels of passenger service. The Airport Sponsor intends to resume plans to design and construct a new concourse when former activity levels are reached. The existing boilers do not have adequate capacity to accommodate the proposed Concourse A. In addition, the natural gas-powered boilers which currently serve the Airport's terminal and concourse have been in service for over 18 years. Although periodic maintenance has been performed throughout the years, the equipment is old and will need to be replaced in the near future. Finally, the City of Boise has adopted an environmental sustainability initiative to have all municipal facilities be powered by renewable energy by 2030. To address these deficiencies and the City's sustainability initiative, a new electric boiler needs to be procured and installed. This project enhances capacity and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).

Project Name: **Replace Concourse B Electrical System and Distribution Panel**	PFC Project: **#15**	Total PFC Revenue for Project: **$ 1,000,000**
Project Description	This project will replace and upgrade the existing electrical system located on the ground level of Concourse B. The project will add more electrical receptacles designed to recharge vehicle batteries. In addition, the project will upgrade power service sufficient to support the expected electrical demand. Finally, the existing electrical distribution panel and circuit breakers will be replaced to support expected power loads. This project will indirectly affect other portions of the concourse during power switchovers, but modifications to those portions of the concourse will not be made.	
Project Justification	Boise City is in a national air quality maintenance area and has enacted numerous initiatives to reduce air quality emissions throughout the community. In compliance with directives issued by City officials, Boise Airport has encouraged replacement of petroleum fueled vehicles with cleaner electric powered vehicles. Airlines have embraced this initiative and gradually replaced a large number of ground service vehicles with electric powered tugs, belts, trucks and other ground service equipment. The electric vehicles have been using charging receptacles located on the ground level of Concourse B. The higher number of electric vehicles that recharge batteries places excessive loads on the existing power system causing breakers to trigger due to power demand overloads. Concourse B was originally constructed in 1984 and the existing electrical system cannot support the current electrical demand requirements. The Concourse B electrical system that supports GSE charging needs to be replaced with higher capacity electrical service, distribution panel, and recharging electrical gear. This project enhances capacity and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).	

Project Name: **Terminal Upgrades, Concourse A Apron Advanced Planning, Site Investigations and Preliminary**	PFC Project: **#16**	Total PFC Revenue for Project: **$ 700,000**

Design		
Project Description	This project will reimburse the Airport for all costs presently being incurred to conduct advanced planning, site investigations, and preliminary design services that are needed to establish general concepts for a future aircraft parking apron. This project does not include any construction activities nor design activities that would be greater than 25% conceptual design. Proposed Concourse A will be located directly west of existing Concourses B and C. An aircraft parking apron will be needed to accommodate six narrow body aircraft parking positions, three on each side of the proposed concourse. The concrete apron must tie into future Concourse A and the grades at existing Taxiway A. The advanced planning project will include preliminary pavement design, general phasing concepts, utility (electrical, sewer, water, etc.) planning, and grading plans for both temporary and permanent conditions. The project will include preliminary site investigation services including geotechnical and topographic surveys to acquire data needed for future design.	
Project Justification	Immediately prior to the onset of the coronavirus (COVID-19) pandemic, Boise Airport had experienced unprecedented growth in passenger enplanements. The Airport had already reached 2025 forecasted passenger activity levels and was experiencing significant congestion in most terminal building functions. Airport Activity Forecasts predict that Boise Airport will return to pre-COVID-19 enplanement levels in 2024. The expected return to previously high enplanement activity levels will necessitate adding more hold-rooms and aircraft parking positions to increase terminal capacity and maintain high levels of passenger service. To accommodate the expected passenger traffic levels, the Airport Sponsor intends to resume plans to design and construct a new Concourse A when former activity levels are again reached. Additional concrete aircraft parking apron will be needed to support a new concourse. This project enhances capacity and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(3) since it is considered terminal development as described in 49 USC 47110(d).	

Project Name: **PFC Application No. 6 Consulting Services**	PFC Project: **#17**	Total PFC Revenue for Project: **$ 62,000**
Project Description	This project will reimburse the Airport for all consultant costs presently being incurred to prepare a Passenger Facility Charge (PFC) application and supporting documents needed to submit to the FAA to obtain approval to impose and use PFCs. The project includes preparing a PFC application, attending airline consultation meetings and coordinating the related activities and processes preparatory to obtaining FAA approval. The PFC application includes preparing project descriptions, project justifications, project location graphics, public notices, and other material that might be required or requested by the airlines or FAA.	
Project Justification	Successful implementation of the proposed Terminal Upgrades Program will require the use of PFC funds to keep airport rates and charges at reasonable levels. FAA approval of a PFC application is required before the Airport Sponsor is authorized to collect Passenger Facility Charges. Due to the limited number of Airport staff resources and their available	

	capacity, a consultant is required to assist with PFC application services. Retaining a PFC consultant will ensure that PFC applications are filed in accordance with FAA rules and regulations. This project enhances capacity and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(2) since it is considered and administrative cost.

Project Name: **Purchase Replacement ARFF Vehicle – AIP Shortfall**	PFC Project: **#18**	Total PFC Revenue for Project: **$ 63,000**
Project Description	This project will evaluate and procure a new Airport Rescue and Fire Fighting (ARFF) vehicle to replace an existing vehicle of the same type. The new ARFF vehicle will be acquired in accordance with requirements contained in Advisory Circular 150/5220-10 and will be added to the Airport's ARFF equipment list. The ARFF vehicle specifications will be defined to meet CFR 14 Part 139 requirements. The project will coordinate with vendors to select a preferred ARFF vehicle based on available performance characteristics and needs of the Airport. The vehicle will be sized to carry 3,000 gallons of water, AFFF, and dry chemicals.	
Project Justification	Boise Airport holds a FAR Part 139 Airport Operating Certificate issued by the FAA, which allows it to accommodate regularly scheduled passenger-carrying operations performed by commercial airlines. Federal regulations require that operators of Part 139 airports provide aircraft rescue and firefighting (ARFF) services during air carrier operations. Boise Airport is classified at ARFF Index C and is therefore required to maintain a minimum fleet of emergency response vehicles. The Airport owns a multi-generation fleet of rescue and fire-fighting equipment that it uses to respond to aircraft incidents and other airport emergencies. The Airport's 3,000-gallon ARFF vehicle is over 15 years old and is exhibiting signs of fatigue and diminished dependability. To ensure that the airport can meet its ARFF index and continually remain operational, the existing ARFF vehicle needs to be replaced. This project preserves safety and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.	

Project Name: **Taxiway S Widen to TDG 5 Standards Advanced Planning, Site Investigations and Design**	PFC Project: **#19**	Total PFC Revenue for Project: **$ 756,000**
Project Description	This project includes all costs that will not be covered by federal grants. This project includes the advanced planning, site investigations, and design services that are needed to prepare construction documents to widen Taxiway S. Project costs also include a reimbursable agreement with the FAA for them to participate in consultation during planning and design. Taxiway S is planned to be widened to serve multiple tenants in the Airport's newly developed aviation support area south of the runways. This project includes the preliminary planning design costs to widen a section of Taxiway S beginning at the east end of Taxiway B and continuing eastward until the taxiway transitions into Taxiway P. The design is intended to widen Taxiway S to meet Taxiway Design Group 5 standards. The project consists of all professional services that are needed to prepare a complete design, including,	

	preliminary survey, testing and full engineering design.
Project Justification	Boise was recently ranked 15th fastest growing city in the country and ranks in the top 100 largest cities in the US making it a very desirable location for business expansion. The significant community growth is increasing demand for aviation facilities at Boise Airport as more users choose to serve the community. Boise Airport needs to expand its cargo and support facilities to meet operational requirements; however, the Airport lacks space within its current cargo area to accommodate tenant needs. To create sites for additional aviation tenants, Boise Airport is creating new aviation development sites on vacant land south of its runways. Boise Airport has received a letter of intent from a new entrant operator, to develop and operate facilities at Boise Airport. To accommodate the requirements of the new tenant, Taxiway P and an aircraft apron will be constructed on presently undeveloped property. The current Boise Airport Master Plan lists the Design Aircraft as the Airbus A300-600, which is an aircraft classified as Aircraft Design Group (ADG) IV and Taxiway Design Group 5. The new tenant will be operating TDG 5 aircraft daily. The TDG 5 aircraft is larger than Taxiway S currently allows and therefore the taxiway needs to be widened to meet FAA design standards. This project enhances safety and capacity by meeting FAA design standards for larger aircraft and meets PFC eligibility criteria in accordance with 14 CFR 158.15 (b)(1) since it is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.