PUBLIC NOTICE
Boise Airport
Passenger Facility Charge (PFC)
Application No. 7

Subject: Notice of Opportunity for Public Comment
Date of Public Notice: September 14, 2022

Pursuant to Section §158.24 of 14 CFR Part 158, Boise City, owner and operator of the Boise Airport, located in Ada County, Idaho (BOI or the "Airport"), is posting this public notice ("Notice") to provide adequate time for public review and comment of identified projects that will be included in a proposed passenger facility charge ("PFC") application to be submitted to the Federal Aviation Administration ("FAA").

The City intends to collect and use PFC funds to pay for the design and construction of new eligible projects and to reimburse itself for eligible costs incurred on previously implemented projects.

A. BACKGROUND AND PURPOSE OF NEW PFC #07 APPLICATION

Boise City is hereby notifying the Public, pursuant to Section §158.24 of 14 CFR Part 158, of its intention to apply for approval of the Federal Aviation Administration (FAA) for the following:

- To impose and use a $4.50 PFC per enplaning passenger at BOI. The estimated charge effective date will be October 1, 2023, and the estimated expiration date will be September 1, 2024 in order to collect $11,274,202 PFCs.
- BOI has identified the need for PFC revenues to fund the allowable costs of planning, design and construction for the various projects. Section C in next pages describes the projects for which the PFC revenues are to be collected and applied including:
  - ✓ Project description
  - ✓ Project justification
  - ✓ The PFC level for each project
  - ✓ The estimated amount of PFC revenue requested to be used for each project

- Upon written request the City will make available a more detailed project justification or the justification documents.

B. PUBLIC COMMENT DEADLINE

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) calendar days from the date of this notice**.

C. PROJECT DESCRIPTIONS

Project Name: Taxiway D & Taxi-lane A3 Relocation (Design & Construction)	**PFC Project: 1**
PFC Collection Level: $4.50	**PFC Requested Amount:** $1,450,000
Estimated Project Start Date: Jul 2020	**Estimated Project End Date: Nov 2023**

Project Description:
This project will reimburse the Airport Sponsor for the FAA eligible portion of the total design and construction costs that are not covered by federal grants. This project will construct a new Taxiway D to replace the existing taxiway which no longer meets FAA design standards. The new taxiway will be shifted to the east so that it is outside of the runway high energy area and no longer provides direct access between the runway and terminal apron. The new taxiway will also be reconfigured to be perpendicular to both runways. The new taxiway will cross both runways and extend between Taxiway A and Taxiway B and providing direct access to the runway. The project will also shift Taxiway A3 to the west so that it is not aligned with the new Taxiway D . Construction activities include excavating subbase and subgrade, miscellaneous storm drainage modifications, installing structural fill and asphalt pavement, relocating new taxiway and runway designation signs, removing existing pavement at Taxiways D and A3, reconfiguring taxiway and runway edge lights, and installing taxiway and runway markings. 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.

Project Justification:
Taxiway D is an angled taxiway that provides a direct connection between the terminal apron and the middle-third (high energy area) of Runway 10L/28R. The taxiway was originally constructed in conformance to FAA design standards at the time it was installed; however, FAA has revised its design standards over time to improve safety. Current FAA design standards recommend that taxiways not be in the middle-third of a runway, that they do not provide a direct connection between an apron and a runway, and that they be right-angled intersections. To achieve compliance with current FAA design standards, Taxiway D must be relocated. The proposed location for Taxiway D will require that Taxiway A3 also be relocated to comply with FAA standards. This project will enhance safety by redesigning taxiways to comply with current FAA design standards. The project will enhance safety of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Taxiway W Extension	PFC Project: 2
PFC Collection Level: $4.50	**PFC Requested Amount: $ 430,000**
Estimated Project Start Date: Dec 2021	**Estimated Project End Date: Nov 2023**

Project Description:

This project will reimburse the Airport Sponsor for the FAA eligible portion of the total construction costs that are not covered by federal grants. The design for this project will be funded under a separate AIP grant. Boise Airport has developed a multi-year capital improvement program that will modify the airfield geometry to mitigate the potential for runway incursions. This project is one of the first phases of the runway incursion mitigation (RIM) program that will extend Taxiway W from the Runway 10L threshold to Runway 10R. The taxiway extension will be approximately 125 feet wide (including shoulders) and 545 feet long. The taxiway extension will begin at the threshold of Runways 10L and extend to Runway 10R. The project includes various professional services including planning and environmental analysis, pre-design geotechnical and survey, engineering design, bid and award services, and construction administration services that will be provided during the construction phase. Construction includes excavating subbase and subgrade, excavating asphalt, relocating existing and installing new electrical and storm drainage utilities, installing a structural pavement section with new asphalt pavement, installing taxiway and runway designation signs, installing taxiway edge lights, and installing taxiway and runway pavement markings. The taxiway extension will impact FAA power and communications infrastructure and therefore a reimbursable agreement with the FAA is required to allow them to perform planning, design reviews and construction observations for work to lower the FAA facilities.

Project Justification:

The intersection of Taxiways A, J, and W is identified by the FAA as a hot spot because of increased potential for pilot confusion and runway incursions. The intersection is located near the threshold of Runway 10L where the three taxiways converge at a single location. Pilots can become confused when taxiing to either Runway 10L or Runway 10R. Pilots taxiing to Runway 10L may proceed past Taxiway W and continue moving on Taxiway J toward the wrong runway. Taxiway J crosses in front of Runway 10L in the approach path prior to the threshold. Pilots taxiing on Taxiway A are required to hold short of Runway 10L for oncoming air traffic before crossing in front of Runway 10R. Occasionally, pilots neglect to hold short of Runway 10L before proceeding to Runway 10R thereby crossing in front of Runway 10L prior to the approach threshold. This results in a runway incursion that could potentially cause an incident with an approaching aircraft. FAA design standards recommend against having a taxiway cross the approach path of a runway that does not provide adequate clearance to approaching aircraft. A preferred safety practice is to have aircraft cross a runway at the threshold. Current FAA design standards also recommend against having multiple taxiways converge at a single location. This project will enhance airport safety by reducing the need to use Taxiway J and crossing in front of Runway 10L in the approach path, thereby minimizing the potential for runway incursions. The project will enhance safety of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Security Gate Replacement (Gates 0, 86, 514, & 560)	PFC Project: 3
PFC Collection Level: $4.50	**PFC Requested Amount: $400,000**
Estimated Project Start Date: Dec 2021	**Estimated Project End Date: Aug 2023**

Project Description:
This project will reimburse the Airport Sponsor for the PFC eligible portion of all design and construction costs to replace the electrical motors, mechanical equipment, controls, and gates at vehicle security gates 0, 86, 514 and 560. The project will be coordinated with TSA and includes installing temporary security fences to allow gate replacement to occur outside of the airport secure area. The previous steel gates and mechanical equipment will be removed and replaced with aluminum gates and new motors and controls. Existing gate dimensions will be used to procure replacement gates of the same size. This project does not include any modifications to utilities or other access control components. The project includes various professional services including engineering design, bid and award services, and construction administration services that will be provided during the construction phase.

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 and electrical equipment operating the vehicle security gates has a minimum useful life of 10-years as defined in FAA Order 5100.38D, Table 3-7. The security equipment at Gates 0, 86, 514, and 560 was installed before 2005 and has reached the end of its useful life and no longer closes the gates securely. This creates the potential of allowing unauthorized persons and vehicles to access the secure airfield. The mechanical controls and gates must be replaced to ensure the airfield is secured and complies with requirements established by TSA. This project will preserve security by ensuring that security gates are fully operational and will prevent unauthorized access to the secure portions of the airport. The project will preserve security of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: East De-ice Apron Expansion (Environmental, Design & Construction	PFC Project: 4
PFC Collection Level: $4.50	**PFC Requested Amount: $2,300,000**
Estimated Project Start Date: Apr 2022	**Estimated Project End Date: Sept 2023**

Project Description:
This project will reimburse the Airport Sponsor for the PFC eligible portion of the total design and construction costs to expand the East Deice Apron. No AIP funds are anticipated to be used for this project. The project will enlarge the size of the east deice apron, located near the threshold of Runway 28R, by adding one additional aircraft deicing position thereby increasing the total number of deicing positions from two to three positions. The

apron will be used for deicing during winter months and RON parking at other times. The apron will be configured to allow all three aircraft positions to be operated independently from one another and other aircraft accessing the US Customs and Border Protection (USCBP) facility. The apron will be expanded to the north and west by approximately 8,955 square yards. In addition, a portion of the existing vehicle service road (VSR) will be displaced by the apron expansion construction and approximately five hundred linear feet of the VSR will need to be relocated around the expanded apron. A portion of the VSR relocation, which was previously funded with an AIP grant, will be funded using airport funds. The structural pavement will be designed to match the existing pavement section. The existing stormwater collection system will be extended to collect spent deicing fluids from all deicing positions. Taxiway edge light fixtures and airfield signage in the project area will be modified as necessary. Additional work items include pavement demolition and removal, excavation, subgrade stabilization, subbase, asphalt base and surface course, and paint markings. 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.

Project Justification:

Aircraft deicing is required by federal aviation regulations to ensure safe operation of aircraft during inclement weather. The deicing apron near the end of Runway 28R is small and requires aircraft to queue in line with nose behind the tail of the leading aircraft. This configuration results in deice operations being dependent upon one another, requiring the leading aircraft to be completely deiced before a trailing aircraft can depart the queue. There is only enough room for two aircraft to queue in line before aircraft begin to flow back onto the taxiway. During non-deicing periods, the apron is also used for parking aircraft that remain overnight (RON). In addition, Customs and Border Protection facilities are in the same area as the deicing apron and deicing operations often prohibit unrestricted movement of CBP aircraft. The apron's small size limits the number of aircraft that can be parked at any one time and restricts independent aircraft circulation. The apron needs to be expanded to allow independent deice operations, additional RON parking and independent parking and movement of all aircraft. This project will enhance safety and increase capacity by allowing more aircraft to be deiced simultaneously and independently, thereby reducing the amount of time required to deice multiple aircraft. In addition, the larger apron will create more RON aircraft parking positions during non-deice periods. The project will enhance safety and capacity of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Taxiway S Upgrade to TDG-5	**PFC Project: 5**
PFC Collection Level: $4.50	**PFC Requested Amount: $820,000**
Estimated Project Start Date: Nov 2021	**Estimated Project End Date: Sept 2022**

Project Description:

This project will reimburse the Airport Sponsor for the FAA eligible portion of the total design and construction costs that are not covered by federal grants. This project will upgrade the

Taxiway Design Group (TDG) for Taxiway S from TDG 3 to TDG 5. The project will widen the taxiway pavement and increase the pavement strength to accommodate heavy aircraft that will use cargo facilities that are being constructed. The project will also modify taxiway geometry to avoid FAA navigational facilities. Construction includes widening and strengthening Taxiway S using an asphalt overlay, relocating taxiway edge lights and directional signs, and moving FAA NAVAIDS, as necessary. The taxiway upgrade project will impact FAA infrastructure and therefore a reimbursable agreement with the FAA is required to allow them to perform planning, design reviews and construction observations for work that impacts their facilities. 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.

Project Justification:

Cargo operations are currently located on the north side of the airport near the passenger terminal building. Air carrier needs in the terminal area are increasing and additional area is required for remain overnight (RON) and remain all day (RAD) aircraft parking. In addition, additional area is needed for air carrier support facilities. The recently completed Airport Master Plan indicates that existing cargo facilities located on the north side of the airport will be relocated to the south side to make room for future development of air carrier facilities. Taxiway S will serve future cargo facilities that are under construction; however, the taxiway is not designed to serve large cargo aircraft. Therefore, Taxiway S must be upgraded to meet FAA design standards for large, heavy aircraft. This project will enhance safety by upgrading Taxiway S to accommodate TDG 5 aircraft. The project will enhance safety of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: PFC Application Services	**PFC Project: 6**
PFC Collection Level: $4.50	**PFC Requested Amount: $66,000**
Estimated Project Start Date: Jan 2022	**Estimated Project End Date: N/A**

Project Description:

This project will reimburse the Airport Sponsor for all professional consulting service costs 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, preparing for, and attending an air carrier consultation meeting and coordinating the related activities and processes preparatory to obtaining FAA approval of the PFC application. 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 air carriers or FAA.

Project Justification:
Successful implementation of the Boise Airport Capital Improvement Program will require the use of PFC funds to maintain low airport rates and charges. 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 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 airport planning eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Checkpoint Expansion (Phase 2)	**PFC Project: 7**
PFC Collection Level: $4.50	**PFC Requested Amount: $1,600,000**
Estimated Project Start Date: Jul 2021	**Estimated Project End Date: Dec 2022**

Project Description:
This project will reimburse the Airport Sponsor for the PFC eligible portion of the total design and construction costs to expand the security screening checkpoint. This is the second phase of security screening checkpoint modifications to improve TSA screening throughput. This project will add a seventh screening lane at the existing TSA screening checkpoint, whereas a sixth TSA screening lane was previously added in the terminal under PFC Application #5. Customer queue lanes will be extended to provide greater queuing capacity and the number of documents checking stations will be expanded by three to expedite passenger throughput. Screening equipment at the checkpoint will be reconfigured to increase the dimensional separation between equipment to allow installation of larger equipment that is expected in the future. To make room for the modifications, TSA offices will be relocated, and police offices will be remodeled to reduce their size. The TSA offices, being an exclusive lease, will be separately funded from Airport revenues. The project includes reconfiguring the existing interior space, minor improvements to existing finishes and fixtures, relocating and enhancing utilities. The new screening lanes will meet the most current TSA checkpoint design guide (CGD) standards. The project includes various professional services including pre-design planning and programming, architectural design, bid and award services, and construction administration services that will be provided during the construction phase.

Project Justification:
Boise Airport experienced several years of unprecedented growth in passenger enplanements prior to COVID-19 causing the airport to reach 2025 forecasted passenger activity levels several years earlier than anticipated. The stronger growth in passenger activity resulted in demand exceeding available capacity in several areas of the terminal. Passenger activity has rapidly rebounded following COVID-19 and throughput capacity at the TSA security screening checkpoint (SSCP) cannot accommodate the growing demand. The SSCP frequently experiences congestion, long lines, screening delays and unsatisfactory levels of customer service. Congestion at the security screening checkpoint inhibits the TSA's ability to see and evaluate potential security threats. Maintaining an

uncongested SSCP is vital to maintaining effective security evaluation. Reconfiguration and expansion of the SSCP is needed to increase passenger throughput and ensure that the checkpoint meets existing TSA processing standards. This project will enhance airport security by reducing congestion at the SSCP thereby ensuring TSA personnel are able to see and evaluate potential security threats better. The project will also increase capacity by increasing the throughput rate passengers being processed at the SSCP. The project will preserve security and enhance capacity of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered terminal development as described in 49 USC 47110.

Project Name: Ticket Lobby Expansion (Design & Construction)	**PFC Project: 8**
PFC Collection Level: $4.50	**PFC Requested Amount: $2,200,000**
Estimated Project Start Date: Apr 2022	**Estimated Project End Date: Oct 2023**

Project Description:

No AIP funding is anticipated for this project. This project will expand the second level of the terminal building on the north wall by 900 square feet to provide additional space for passenger ticketing and baggage check-in functions. The building expansion will be designed as a common use area that can serve multiple air carriers with kiosks and bag scales. A portion of the terminal will be remodeled to extend HVAC and electrical systems to the expanded area and improve access to the area. The project includes various professional services including pre-design geotechnical and survey, planning and programming, architectural design, bid and award services, and construction administration services that will be provided during the construction phase.

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 in 2019 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 by the end of 2022. The expected return to previously high enplanement activity levels will necessitate expanding several terminal areas to increase terminal capacity to accommodate higher passenger volumes. Presently, passenger demand for baggage check-in and ticketing facilities in the terminal lobby exceeds capacity and results in long queue lines, congestion, and delays. There are not enough ticket counters to process all passengers during peak operating periods, which results in poor levels of customer service. Common use ticket counters are needed to provide alternatives for passengers to check-in prior to their flights. The terminal does not have any vacant space that could be used to accommodate check-in functions. The terminal will be expanded by approximately 350 sf to accommodate connection to the checked baggage screening system. This project will increase capacity by expanding the terminal to provide more area for terminal functions. The project will enhance capacity of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered terminal development as described in 49 USC 47110.

Project Name: Taxi-lane D Rehabilitation (Design and Construction)	PFC Project: 9
PFC Collection Level: $4.50	**PFC Requested Amount: $ 75,967**
Estimated Project Start Date: Jan 2021	**Estimated Project End Date: Nov 2022**

Project Description:

This project will reimburse the Airport Sponsor for the FAA eligible portion of the total design and construction costs that are not covered by federal grants. The project will rehabilitate approximately 65,000 square feet of Taxi-lane D, approximately 75 feet wide and 570 feet long, beginning at Taxiway A and extending to the north. Approximately two-thirds of the area will be milled and overlaid with about 9" of asphalt surface course. One-third of the pavement is severely distressed and will require deeper rehabilitation of the pavement by removing and replacing the entire asphalt pavement section. The project includes various professional services including planning and environmental analysis, pre-design geotechnical and survey, engineering design, bid and award services, and construction administration services that will be provided during the construction phase. Construction includes, milling the existing asphalt surface, excavating, and replacing unstable subbase and subgrade, installing new asphalt pavement, and installing pavement markings. This project is expected to be partially funded using AIP grant funds.

Project Justification:

Commercial aircraft operating at Boise Airport have increased in weight and size, while the number of operations also increased since Taxi-lane D was last rehabilitated. This has caused greater wear and stress on Taxi-lane D which has resulted in the taxi-lane reaching the end of its useful life. Taxi-lane D is an asphalt pavement that requires periodic maintenance to preserve pavement integrity and ensure a safe operating surface. In some areas, the pavement has deteriorated to a point that severe cracks have developed allowing water to seep into the structural base causing subsurface instability and weakness. Cracked and rutted asphalt can ravel into small pieces that creates foreign object debris (FOD) which can be ingested into aircraft engines. The taxi-lane needs to be rehabilitated to prevent pavement failure and extend its life. The project will preserve airport safety by rehabilitating Taxi-lane D, thereby extending its useful life and minimizing the potential for pavement failure, which creates FOD. The project will enhance safety and preserve capacity of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Concourse B Apron Blast Fence	PFC Project: 10
PFC Collection Level: $4.50	**PFC Requested Amount: $300,000**
Estimated Project Start Date: Sept 2022	**Estimated Project End Date: Sept 2023**

Project Description:

This project will reimburse the Airport Sponsor for the PFC eligible portion of all design and construction costs to replace the existing security fence at Concourse B. The project will demolish and remove approximately four hundred linear feet of existing jet blast fence and replace it with a new blast fence having greater structural design strength. The new fence will be designed to bolt to the pavement to hold it in place.

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 existing blast fence that serves Concourse B has been blown over several times as aircraft power out of their parking positions. When the blast fence blows over, it blows into and knocks down the security fence which can compromise perimeter security by allowing unauthorized persons to access the secure airfield. To prevent future security compromises caused by the blast fence being blown over, the blast fence needs to be replaced with one that can withstand jet blasts better. This project will preserve security by ensuring that the security fence is not impacted by a substandard blast fence. The project will preserve security of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Concourse A South Apron (Design and Construction)	**PFC Project: 11**
PFC Collection Level: $4.50	**PFC Requested Amount: $1,000,000**
Estimated Project Start Date: Oct 2022	**Estimated Project End Date: Aug 2023**

Project Description:
This project will reimburse the Airport Sponsor for the FAA eligible portion of the total costs for design and construction that are not covered by federal grants. A portion of the cost to prepare the design for the Concourse A Apron was funded under PFC #6. This project includes the final design and the first phase of apron development that will construct new apron to serve future Concourse A. This project will construct the first three aircraft parking positions on the south side of the future concourse. The apron will be expanded in later phases to provide additional aircraft parking north of Concourse A. The project will construct approximately 18,600 square yards of Portland Cement Concrete apron and 5,500 square yards of bituminous asphalt pavement to support B-757 aircraft. The project includes demolition and removal of an abandoned fire station and asphalt pavement, security fence relocation, subgrade excavation and preparation, utility relocations, installation of new utilities to serve future Concourse A, subgrade preparation, a full depth structural pavement section and pavement markings. The apron will be designed to match existing grades of adjacent pavements. Piping infrastructure (without fuel pits and connections) will be designed to support a future hydrant fueling system. The air carries will be consulted prior to construction to determine if we proceed with the fuel pipe infrastructure. Taxi-lane A5 will be modified to increase its design capacity from TDG III to TDG IV. This project includes various professional services including, final engineering/design, bid and award services, material quality control/quality assurance testing, and construction administration services that will be provided during construction.

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 in 2019 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 by the end of 2022. 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 design and construct a new Concourse A. Additional aircraft parking apron will need to be constructed to support the new concourse. This project will increase capacity at the airport by providing the necessary apron needed to support 3 additional aircraft parking positions in the first phase. The project will enhance capacity of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered airport development eligible under subchapter 1 of chapter 471 of 49 USC.

Project Name: Checkpoint Expansion Phase 3 (Planning and Preliminary Design)	**PFC Project: 12**
PFC Collection Level: $4.50	**PFC Requested Amount: $115,000**
Estimated Project Start Date: Jan 2023	**Estimated Project End Date: Apr 2023**

Project Description:
This project will reimburse the Airport Sponsor for the planning and preliminary design costs to expand the terminal building sufficiently to allow expansion of the security screening checkpoint. This project is the third phase of security screening checkpoint modifications to improve TSA screening throughput. Previous checkpoint expansion projects were undertaken under Phases 1 and 2, which each added a sixth and seventh screening lane respectively. This project will expand the footprint of the terminal building to the east and move the existing meet/greet lobby and other leased areas into the expanded building footprint. After existing uses have been relocated, the vacated spaces will be reconfigured to allow future checkpoint expansions. This checkpoint expansion project will add the necessary square footage to meet current standards in the TSA checkpoint design guide (CDG) and to accommodate larger screening equipment anticipated in the future. The checkpoint expansion project will add the area needed to add an eighth screening lane and allow future expansion for up to 10 total screening lanes. The project includes reconfiguring the interior space, minor improvements to existing finishes and fixtures, relocating and enhancing utilities. The project includes various professional services including pre-design planning and programming, architectural design, and bid and award services.

Project Justification:
Boise Airport experienced several years of unprecedented growth in passenger enplanements prior to COVID-19 causing the airport to reach 2025 forecasted passenger activity levels several years earlier than anticipated. The stronger growth in passenger activity resulted in demand exceeding available capacity in several areas of the terminal. Passenger activity has rapidly rebounded following COVID-19 and throughput capacity at the TSA security screening checkpoint (SSCP) cannot accommodate the growing demand. The SSCP frequently experiences congestion, long lines, screening delays and unsatisfactory levels of customer service. Congestion at the security screening checkpoint inhibits the TSA's ability to see and evaluate potential security threats. Maintaining an uncongested SSCP is vital to maintaining effective security evaluation. TSA checkpoint standards have increased, and the airport is unable to expand the existing checkpoint beyond the previous Phase 2 expansion. Phase 3 will expand the terminal to facilitate addition of up to three more screening lanes. This project will enhance airport security by increasing the area available for SSCP and adding an additional screening lane, thereby reducing congestion at the existing SSCP, and ensuring TSA personnel are able to see and evaluate potential security threats better. The project will also increase capacity by increasing the throughput rate passengers being processed at the SSCP. The project will preserve security and enhance capacity of the national air transportation system and therefore meets PFC eligibility criteria as required in 14 CFR §158.15(a)(1) and §158.17. The project is considered terminal development as described in 49 USC 47110.

Project Name: Acquire Snow Removal Equipment (SRE)	**PFC Project: 13**
PFC Collection Level: $4.50	**PFC Requested Amount: $207,235**
Estimated Project Start Date: Sept 2022	**Estimated Project End Date: Sept 2023**

Project Description:
This project will reimburse the Airport for the majority (66%) of costs associated with the replacement of a combination dump truck snowplow SRE vehicle. The vehicle will be a 2024 Peterbilt 367 with a 22' front snowplow. The remaining portion (33%) of the new combination SRE vehicle is being funded with a state grant under the VW Settlement program. The existing combination SRE vehicle is over 24 years old and is well beyond its useful life. The new combination dump truck snowplow SRE will be used as a snowplow during the winter months and for maintenance projects during the summer.

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 required clearance times. 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 combination dump truck snowplow SRE vehicle was acquired in 1998. The equipment has reached the end of its useful live and needs to be replaced to ensure timely removal of snow and ice from airfield pavements. To reduce operating costs

and increase the speed for pavements to be cleared, the existing snow removal equipment will be replaced with a combination dump truck snowplow SRE vehicle.

Project Name: ADA Improvements	**PFC Project: 14**
PFC Collection Level: $4.50	**PFC Requested Amount: $100,000**
Estimated Project Start Date: Nov 2022	**Estimated Project End Date: Sept 2023**
Project Description: This project consists of improvements to the terminal facilities to comply with current Americans with Disabilities Acy (ADA) standards. AIP Funding, 20% match. Improvements will include among others: bathroom fixtures, grab bars and stalls, access ramps, signage, drinking fountains and gate podiums. This project is expected to be partially funded using AIP grant funds.	
Project Justification: This project will provide required and necessary improvements to terminal facilities to comply with ADA requirements and standards. This project will enhance airport safety for all airport passengers.	

Project Name: Acquire Runway Friction Testing Equipment	**PFC Project: 15**
PFC Collection Level: $4.50	**PFC Requested Amount: $150,000**
Estimated Project Start Date: Nov 2022	**Estimated Project End Date: Jun 2023**
Project Description: This project will reimburse the Airport Sponsor for the PFC eligible portion of acquiring runway friction testing equipment. This project consists of purchase of a tow behind runway friction test equipment. This equipment is required to meet FAR Part 139 regulations. No Federal funding is being used on this project.	
Project Justification: The Airport would greatly benefit from having a new runway friction testing equipment which will allow airport staff to regularly conduct pavement surface evaluation which is part of airport Part 139 operational requirements. Having the equipment will enhance airport safety.	

Project Name: Concourse B Window Replacement	**PFC Project: 16**
PFC Collection Level: $4.50	**PFC Requested Amount: $60,000**
Estimated Project Start Date: Nov 2022	**Estimated Project End Date: Jul 2023**
Project Description: This project consists of replacement of approximately 93 windows in Concourse B. The existing windows are over 28 years old, and many have broken seals. The new windows will be energy efficient to reduce energy use. This project is being submitted to FAA for BIL-ATP funding. The amount requested to be paid by this PFC is related to the required 20% match.	

Project Justification: The project is needed because many of the windows that need replacement are over twenty-eight years old and have broken seals that allow humidity and reduce the noise and weather insulating value of the windows generating high energy consumption. The project is needed to preserve safety.

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