March Commission Report

Director's Update

Given by Rebecca Hupp, Airport Director

Boise Airport

MARCH 1, 2023

February Runway Closures

In addition to weekly closures for routine light maintenance, we saw the following closures:

10R/28L
- 2/14: 5:39am – 6:39am, Snow Removal and Chemical Application

10L/28R
- 2/14: 4:30am – 5:39am, Snow Removal and Chemical Application
- 2/14: 10:32am – 2:00pm, Snow Removal and Chemical Application
- 2/21: GA Aircraft Disabled, No Injuries

Public Parking Garage Construction

East Public Garage

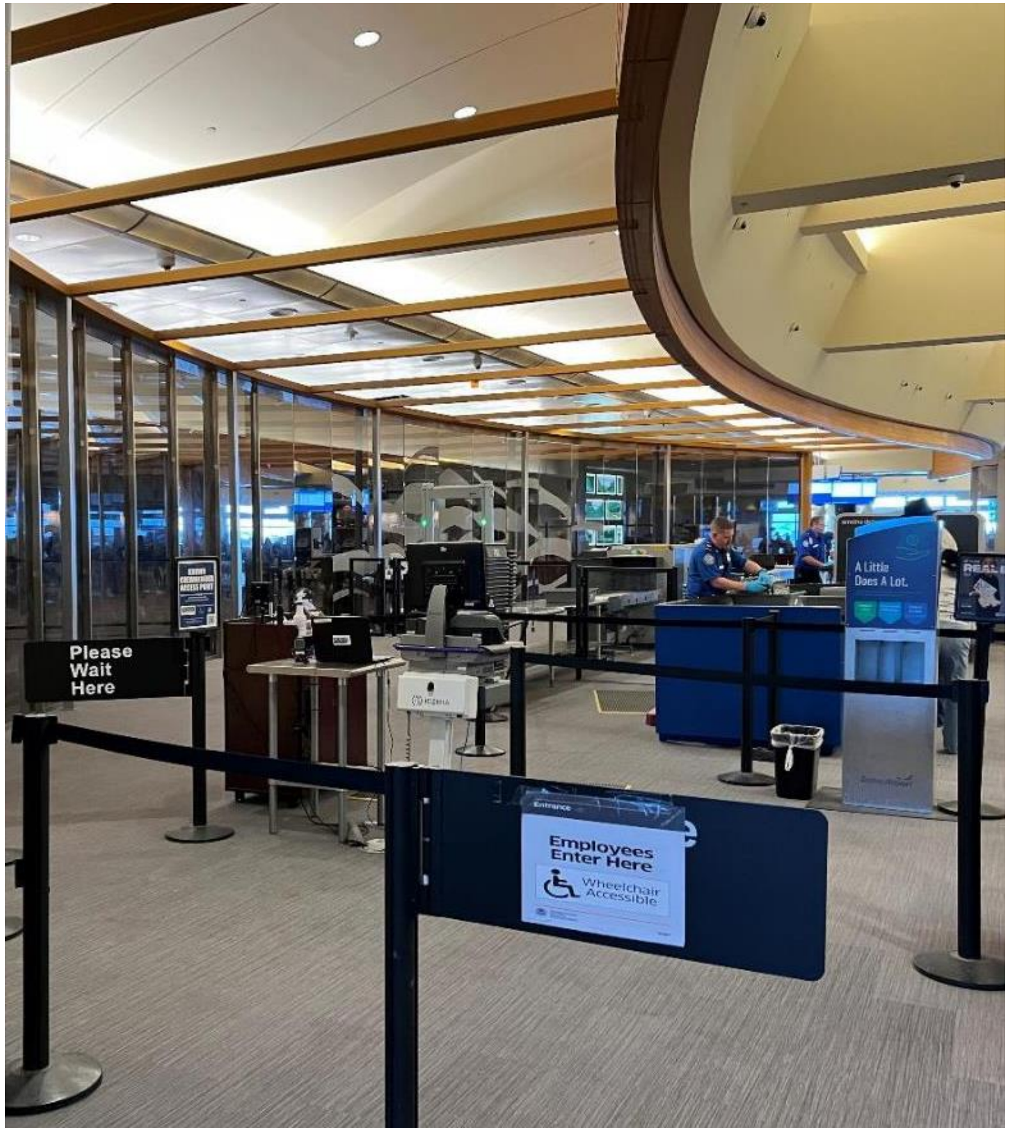
- Formwork for level 5 in progress. Columns continue to be poured
- Construction of vehicle ramp in progress
- Framing for wall cladding of Northeast stair tower continues

Employee Parking Garage Construction

- Forms were being installed for level 2 CIP walls on Stair/Elevator Tower
- The last area of slab on grade has been poured and has cured

Security Checkpoint Expansion

- All but the final punch list is completed at the checkpoint



Spring Break Preparations

- The Boise Airport is preparing for an increase in passengers during Spring Break
- Area schools are generally out the week of 3/20 or the week of 3/27
- Traditional parking options are expected to meet passenger demand

10R Environmental Assessment Update

Evaluating potential environmental impacts related to proposed safety improvements identified through BOI's inclusion in the FAA Runway Incursion Mitigation (RIM) Program

Proposed safety improvements being evaluated are:

- Aligning the thresholds of 10L and 10R
- Correcting Non-Standard Taxiway Geometry
- Removing the FAA designated hot spot
- Other associated projects (including NAVAID relocation)

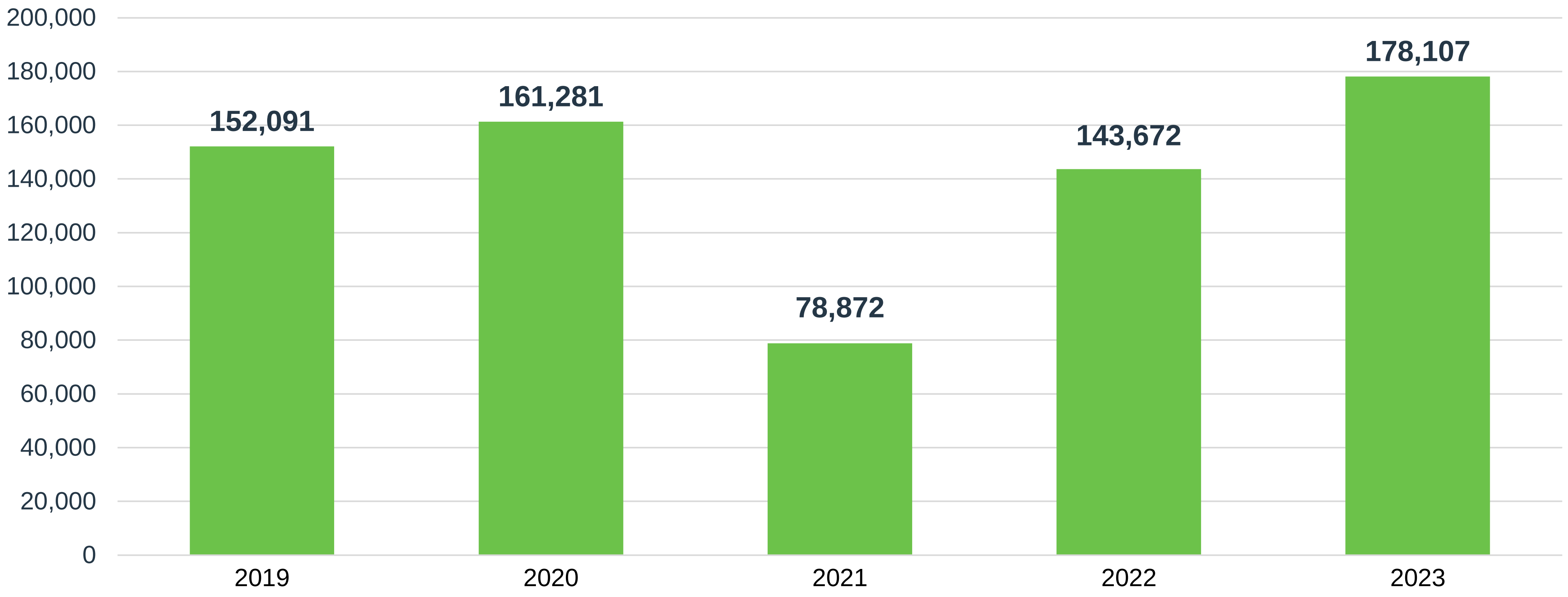
- A public open house is planned for the week of April 17th (date TBD) barring any major questions or concerns from FAA on the document

TSA Partnership Awards

- *Jill Singer, Project Manager, was recognized for her communicative and collaborative approach to the Checkpoint Expansion project*
- *Bryan Hill, Facilities Maintenance Manager, was recognized for his proactive work on the baggage system*

January Enplanements

Up 24% from January 2022 | Up 10% over January 2020

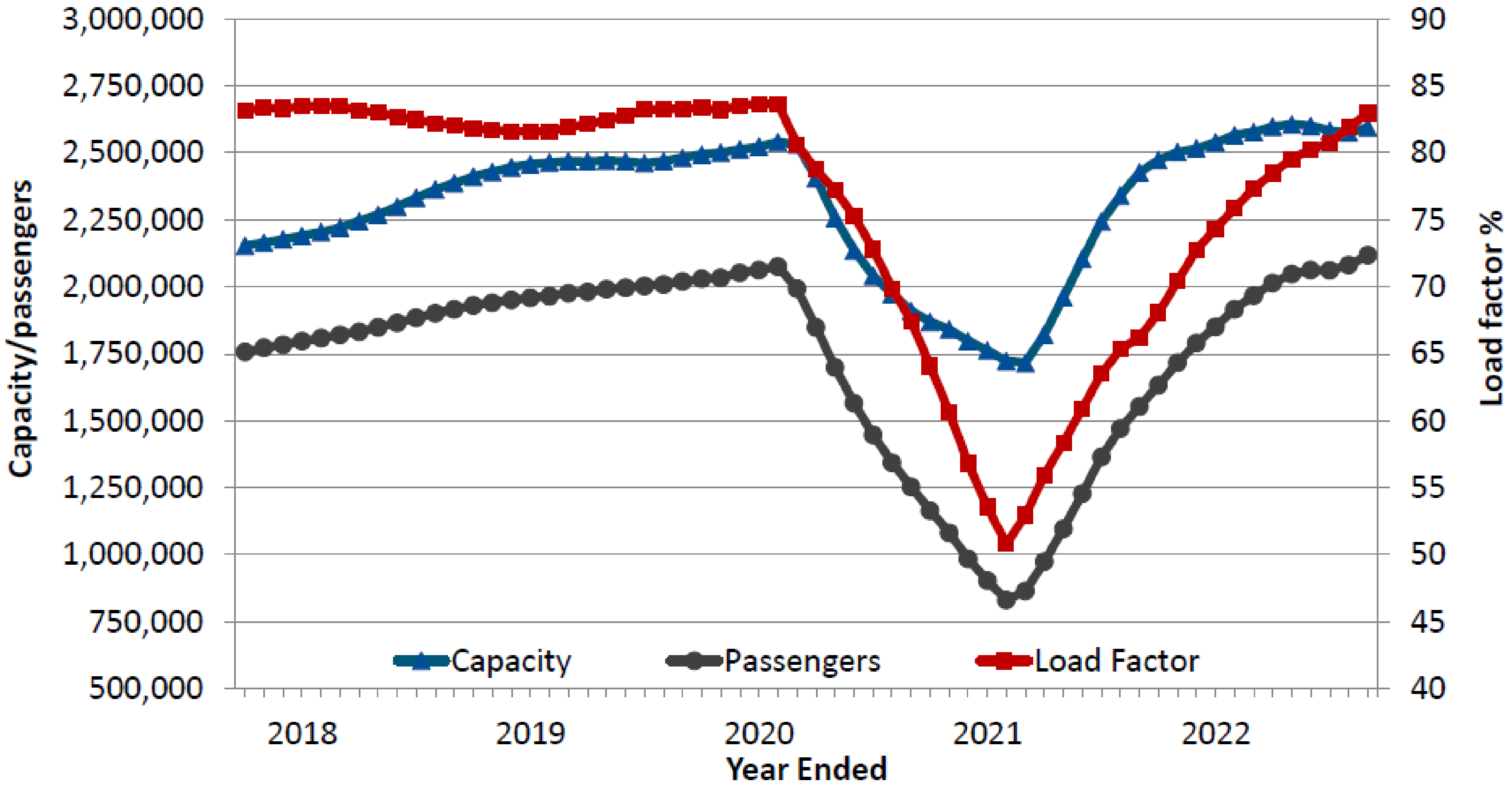


Boise Airport

Top 10 Operating Revenue Description	FY 2023	FY 2022	$ Change	% Change
Parking Lot	$ 5,573,427	$ 4,706,528	$ 866,899	18%
Rental Car Concession	$ 2,055,056	$ 1,741,141	$ 313,915	18%
Industrial Land Rent	$ 1,385,917	$ 1,281,610	$ 104,307	8%
Signatory Airline Landing Fees	$ 1,325,640	$ 708,696	$ 616,944	87%
Terminal Rent - Airlines	$ 1,253,129	$ 1,219,656	$ 33,473	3%
Terminal Concessions – Food/Beverage	$ 601,848	$ 318,279	$ 283,569	89%
Terminal Concessions – Retail	$ 523,032	$ 439,151	$ 83,881	19%
Landings/Freight	$ 297,699	$ 321,557	($ 23,858)	-7%
Advertising	$ 237,319	$ 202,017	$ 35,302	17%
Terminal Rent – Non-Airlines	$ 235,466	$ 210,266	$ 25,200	12%
Total Top 10 Operating Revenue	**$ 13,488,533**	**$ 11,148,901**	**$ 2,339,632**	**--**
Other Operating Revenue	$ 1,355,164	$ 1,161,863	$ 193,301	17%
Total Operating Revenue	**$ 14,843,697**	**$ 12,310,764**	**$ 2,532,933**	**21%**

Top 10 Operating Expenses Description	FY 2023	FY 2022	$ Change	% Change
Personnel	$ 4,269,671	$ 3,574,346	$ 695,325	19%
Indirect Cost Reimbursement	$ 1,527,551	$ 1,303,204	$ 224,347	17%
Parking Management	$ 1,310,565	$ 505,207	$ 805,358	159%
Policing Service	$ 1,102,739	$ 1,102,739	$ 0	0%
Fire Service	$ 1,044,012	$ 1,044,012	$ 0	0%
Chemicals	$ 502,977	$ 323,544	$ 179,433	55%
R/M – Structural/Electrical/Plumbing	$ 366,239	$ 145,598	$ 220,641	152%
Power	$ 301,760	$ 266,784	$ 34,976	13%
Minor Equipment	$ 202,529	$ 51,472	$ 151,057	293%
R/M – Fleet Management	$ 146,725	$ 174,955	($ 28,230)	-16%
Total Top 10 Operating Expenses	**$ 10,774,769**	**$ 8,491,861**	**--**	**--**
Other Operating Expense	$ 2,024,698	$ 1,381,913	$ 642,785	47%
Total Operating Expense	**$ 12,799,467**	**$ 9,873,774**	**$ 2,925,693**	**30%**

Boise Traffic/Capacity Trends



YE September 2022 capacity was up 7% while passengers were up 36%, **leading to a 17% point increase in the average load factor (83%).**

Top Origination/Destination Markets

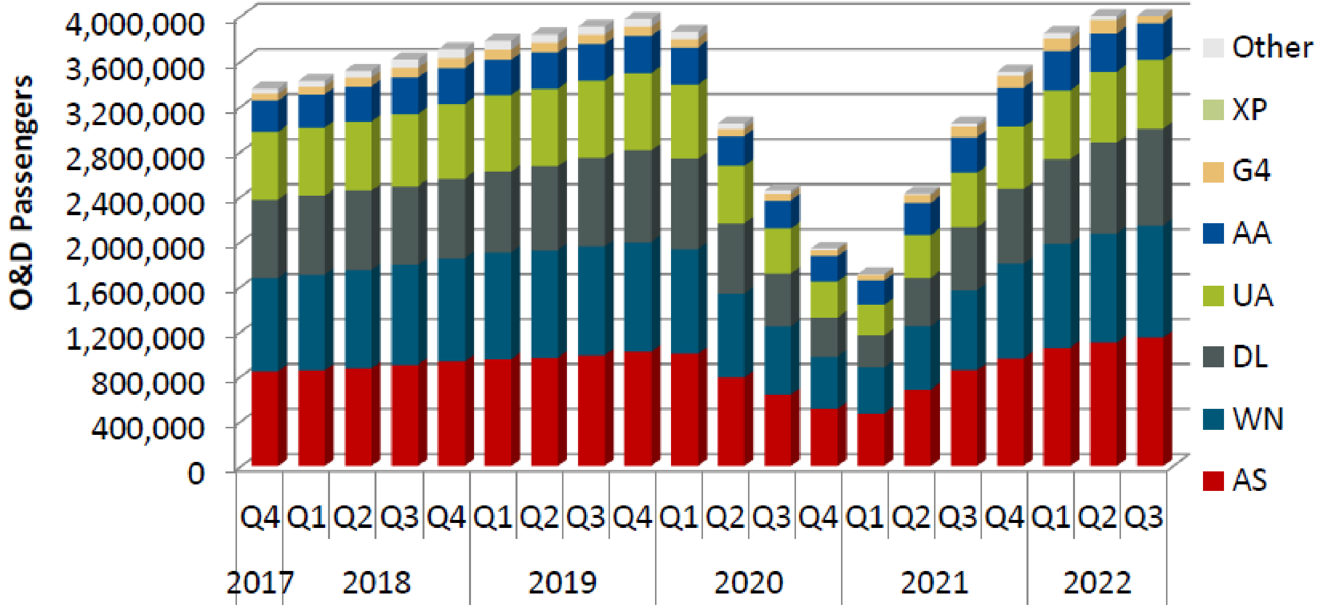
Rank	Destination	O&D Pax	O&D Revenue	Average Fare ($)	Yield (¢)	% Change Since Q2 2021			
						Pax	Rev	Fare	Yield
1	Seattle, WA	80,465	9,391,666	117	29	1	73	71	71
2	Los Angeles, CA	54,744	8,406,770	154	23	6	77	68	68
3	Phoenix, AZ (PHX)	54,535	7,909,027	145	20	17	70	45	45
4	Denver, CO	42,296	7,248,174	171	26	30	91	47	47
5	Las Vegas, NV	41,320	5,653,408	137	26	4	56	50	50
6	Portland, OR	39,689	5,787,251	146	42	35	70	25	25
7	San Diego, CA	38,473	5,903,681	153	20	14	82	60	60
8	Sacramento, CA	31,384	4,307,566	137	31	6	65	56	56
9	San Francisco, CA	28,709	4,175,429	145	28	69	119	30	30
10	Orange County, CA	26,836	3,512,622	131	19	30	130	76	76
11	Spokane, WA	26,393	3,439,686	130	45	20	66	38	38
12	Oakland, CA	23,592	2,783,592	118	23	(1)	50	52	52
13	San Jose, CA	21,753	2,907,968	134	26	81	119	21	21
14	Chicago, IL (ORD)	18,504	5,362,796	290	20	48	157	74	74
15	Salt Lake City, UT	18,144	3,545,115	195	67	49	69	13	13
16	Dallas, TX (DFW)	18,126	5,277,497	291	23	29	106	59	59
17	Minneapolis, MN	15,469	3,746,141	242	21	34	91	43	43
18	Atlanta, GA	14,508	4,779,745	329	18	48	130	55	55
19	Orlando, FL (MCO)	14,166	4,324,207	305	14	(14)	67	95	95
20	Burbank, CA	13,777	1,598,098	116	18	186	222	13	13
Total/Average		**1,058,181**	**237,459,092**	**224**	**19**	**19**	**94**	**63**	**54**

16 of the top 20 markets had increased passengers compared to Q3 2021, with Burbank increasing by the highest percentage.

Boise Airport

Boise Airline Market Share

AS and DL increased share, while UA and AA decreased shares.



Year	Quarter	Airline Market Share								
		AS	WN	DL	UA	AA	G4	NK	XP	Other
2020	Q4	26%	24%	18%	16%	12%	3%	0%	0%	1%
2021	Q1	27%	24%	17%	16%	13%	3%	0%	0%	0%
	Q3	28%	23%	18%	16%	12%	3%	0%	0%	0%
	Q3	28%	24%	18%	16%	10%	3%	0%	0%	1%
	Q4	27%	24%	19%	16%	10%	3%	0%	0%	1%
2022	Q1	27%	24%	20%	16%	9%	3%	0%	0%	1%
	Q2	27%	24%	20%	16%	9%	3%	0%	0%	1%
	Q3	**28%**	**24%**	**21%**	**15%**	**8%**	**3%**	**0%**	**0%**	**1%**

Boise Forward Looking Schedule

Over the next 6 months, BOI's flights are scheduled to remain flat on average compared to the same months in the prior year while BOI's seats are scheduled to increase 11%.

Flights

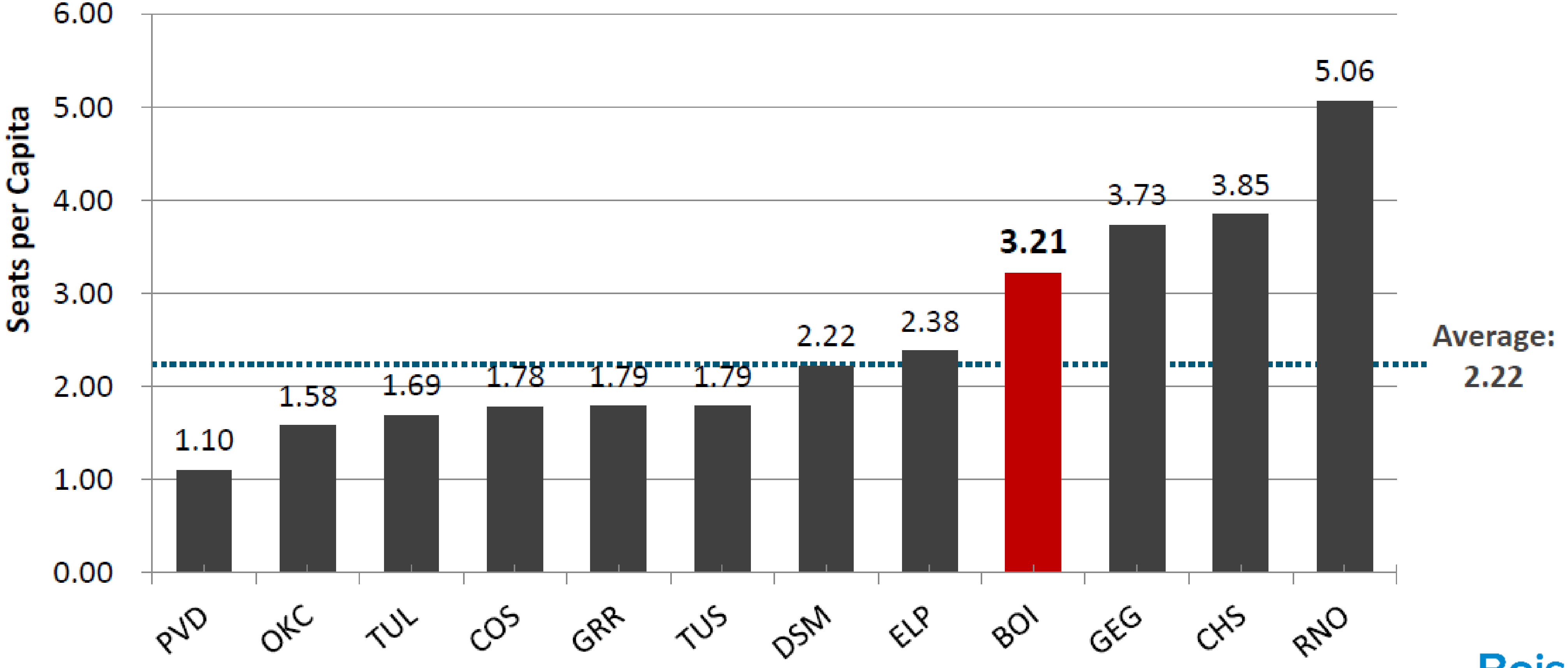
Airline	Destination	Weekly Flights											
		Feb 2023		Mar 2023		Apr 2023		May 2023		Jun 2023		Jul 2023	
		Flts	Chg	Flts	Chg	Flts	Chg	Flts	Chg	Flts	Chg	Flts	Chg
Total		476	6	461	6	462	(2)	482	3	525	(5)	553	(2)

Seats

Airline	Destination	Weekly Seats											
		Feb 2023		Mar 2023		Apr 2023		May 2023		Jun 2023		Jul 2023	
		Seats	Chg	Seats	Chg	Seats	Chg	Seats	Chg	Seats	Chg	Seats	Chg
Total		53,127	7,928	52,152	7,143	51,214	4,410	51,887	4,510	59,884	4,746	62,382	4,201

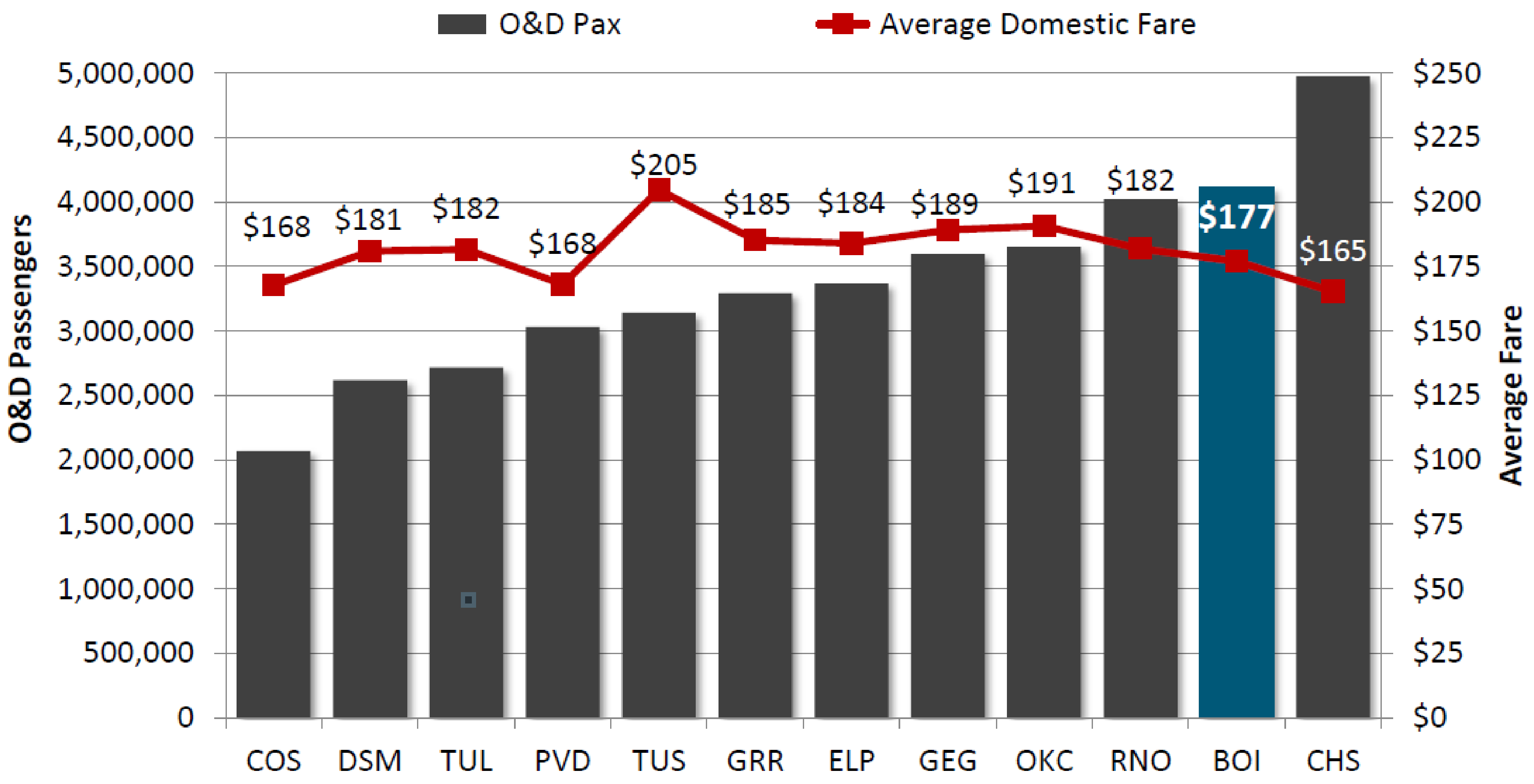
Seats Per Capita Comparison

BOI exceeds all comparison markets except Spokane (GEG), Charleston (CHS) and Reno (RNO) in seats per capita but slightly decreased from 3.22 to 3.21 from YE Q2 2022 to YE Q3 2022.



Boise Airport

Origination/Destination Passenger and Airfare Comparison



BOI ranked 2nd in terms of O&D passengers and had the 3rd lowest average domestic fare.

Year-Over-Year Comparisons

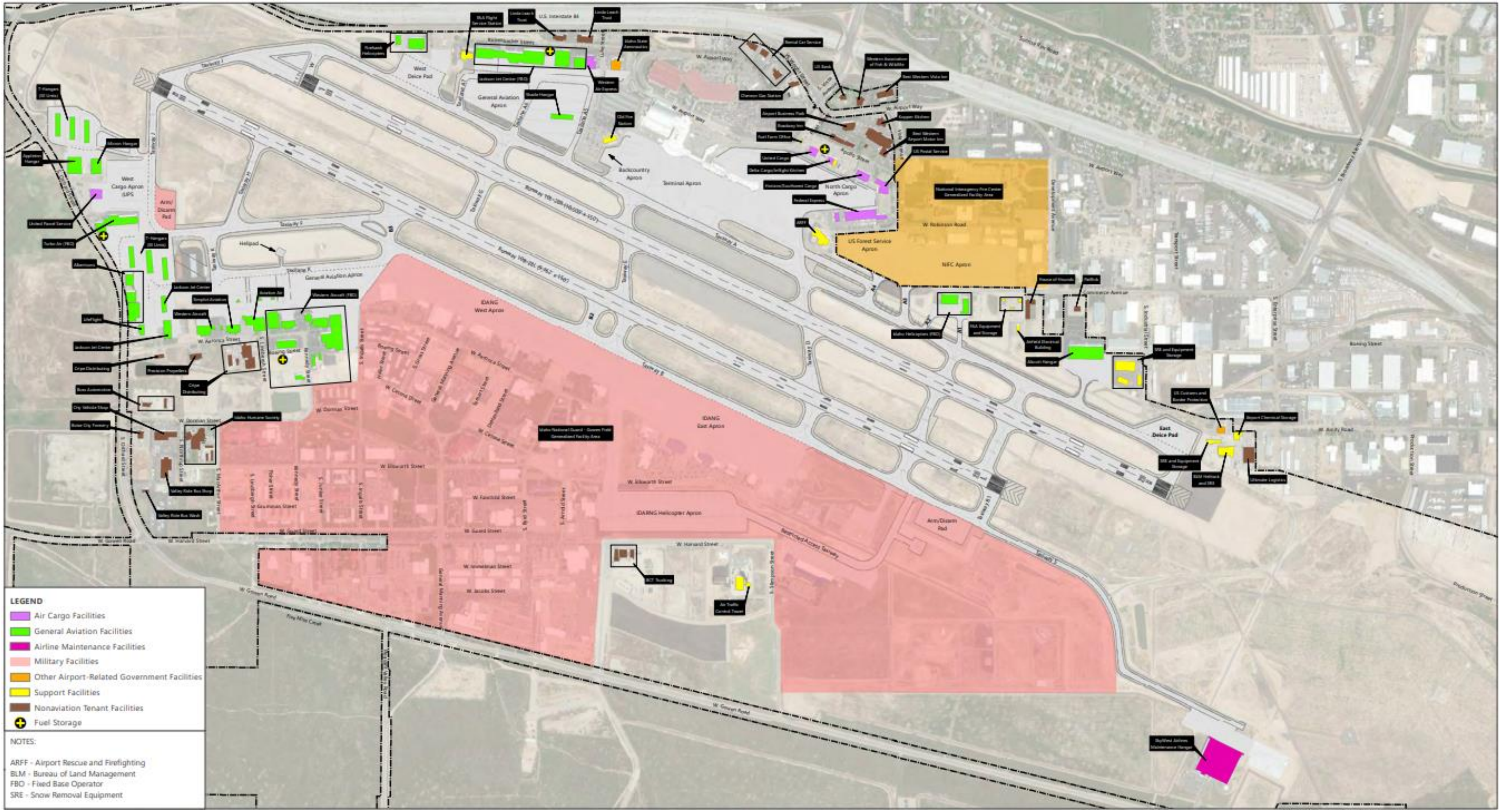
Airport	2022 MSA Population	YE Q3 2022			YOY Change		
		# of Nonstop Destinations	O&D Pax	Seats	# of Nonstop Destinations	O&D Pax	Seats
Reno, NV	503,959	22	4,022,292	5,103,340	(5)	35%	14%
Spokane, WA	598,354	20	3,597,081	4,464,012	0	32%	1%
Des Moines, IA	725,916	31	2,617,766	3,217,305	4	49%	32%
Colorado Springs, CO	771,880	15	2,066,571	2,743,458	5	40%	25%
Boise, ID	**807,701**	**26**	**4,119,939**	**5,189,899**	**(2)**	**35%**	**7%**
Charleston, SC	824,403	49	4,975,602	6,340,533	4	54%	33%
El Paso, TX	879,754	15	3,365,800	4,183,971	(2)	53%	48%
Tulsa, OK	1,030,642	25	2,713,470	3,492,049	6	40%	26%
Tucson, AZ	1,061,835	22	3,137,350	3,796,534	3	47%	24%
Grand Rapids, MI	1,098,604	33	3,291,907	3,927,429	(2)	35%	13%
Oklahoma City, OK	1,454,965	25	3,649,616	4,593,909	1	36%	23%
Providence, RI	1,679,169	30	3,030,884	3,697,991	6	64%	54%

While growth has been significant, BOI had one of the lowest percentage increases in seats and passengers of the comparison markets.

Boise Airport

General Aviation at the Boise Airport

BOI Tenant and Support Facilities



Current General Aviation Inventory

GA facilities include FBOs, corporate hangars, private hangars, T-hangars, aircraft shelters, and apron/tiedown parking

TENANT	FAC TYPE	# OF FAC	SQ FT	TENANT	FAC TYPE	# OF FAC	SQ FT
Albertsons Aviation	Corp. Hangar	3	38,374	Jackson Jet Center	Shade Hangar	1	8,000
Alscott	Corp. Hangar	1	61,505	J.R. Simplot	Corp. Hangar	1	11,000
Appleton AirSports	Priv. Hangar	1	26,445	Micron	Corp. Hangar	1	15,000
Atwood Properties	Corp. Hangar	1	26,900	Turbo Air	FBO	2	96,803
Idaho Helicopters	FBO	2	25,070	Western Aircraft	FBO (Hangar)	6	130,200
Firehawk Helicopters	Corp. Hangar	2	17,298	Western Aircraft	FBO (Support)	6	87,110
ITD	Priv. Hangar	1	12,000	Boise Airport	T-Hangars (60)	2	69,600
Jackson Jet Center	FBO	3	112,912	Boise Airport	Shade Hangars (18)	1	11,550

TOTAL: 722,767 SQUARE FEET

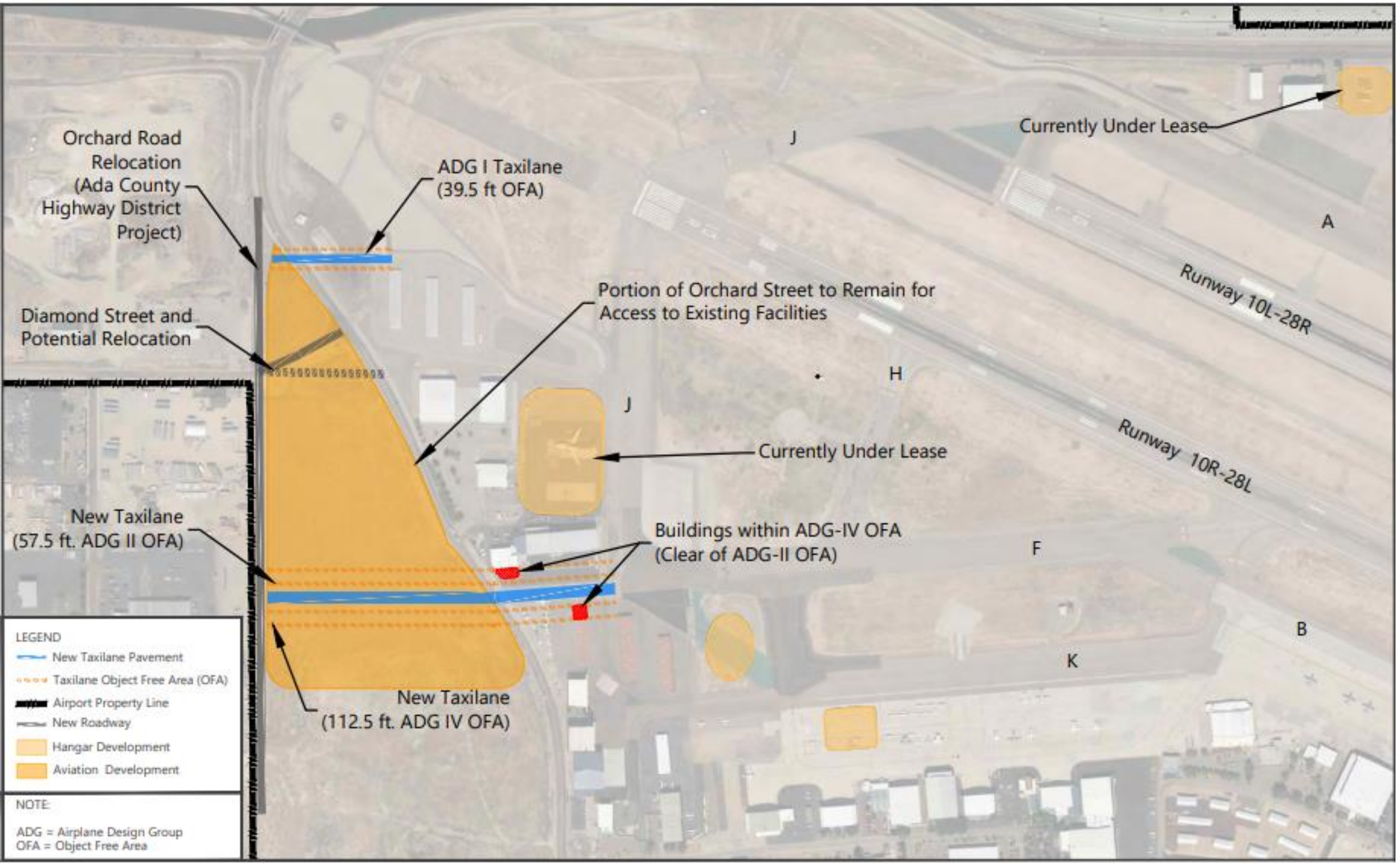
Boise Airport

Near-Term Additions

Upcoming facilities within the next three years:

- **Jackson Jet Center -** Plans to construct a new 39,000 SF hangar
- **Commerce Avenue** – Two 15,000 SF + hangars (in negotiations for land leases)
- **Future Commerce Avenue** – One additional hangar after current non-aeronautical lease expires the end of 2024
- **Burrell Group** – Aviation developer has leased 4 acres. Specific facilities TBD, but intent is to construct multiple facilities meant for corporate air hangars and related uses

Potential Sites



- Space available on the airfield is limited
- The Boise Airport Master Plan identified potential sites for additional GA facilities
- Feasibility of these sites hinge on the relocation of Orchard Street, an ACHD project
  - The airport is a participant in this project, not the decision maker

Next Steps

The BOI Properties and Contracts team is conducting a survey of peer and local airports to better understand their approach to GA. Including:

- Structure of GA leases
- Total inventory
- Monthly rent for T-hangars or shade-hangars
- Length of waiting list (if applicable)
- Any additional facilities planned


Boise Airport
www.iflyboise.com

Boise Airport Commission

GAMA Perspective

Jens Hennig
March 1, 2023

Who is GAMA?

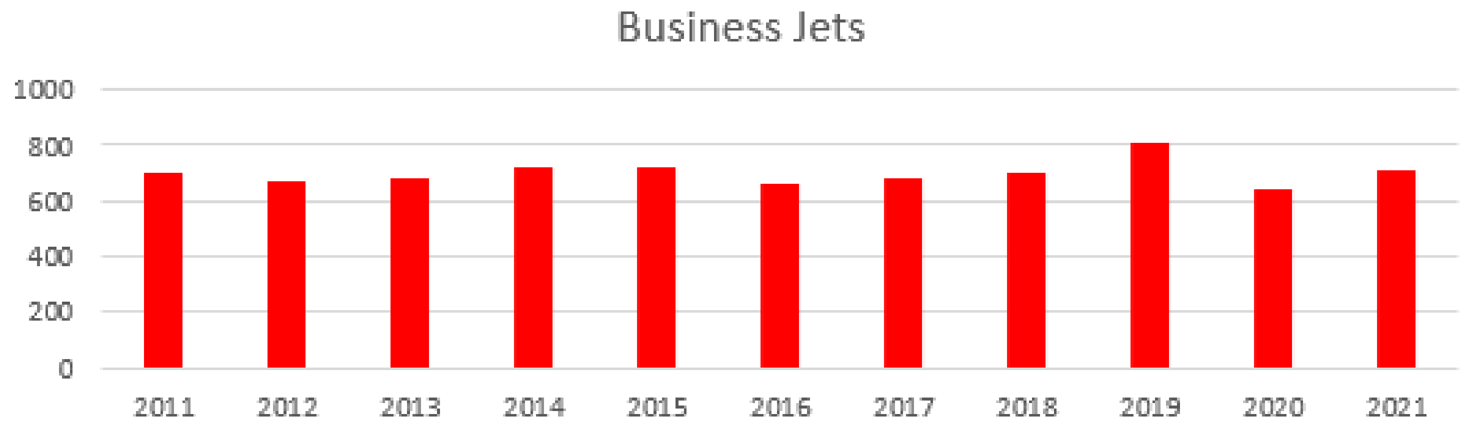
- GAMA Represents Worldwide General Aviation Aircraft Manufacturers
  - Business Jets
  - Turboprops
  - Rotorcraft
  - Piston Airplanes
  - Electric/Hybrid Aircraft
- 150 Member Companies
- Founded in 1970
- Offices in
  - Washington, DC
  - Brussels, Belgium

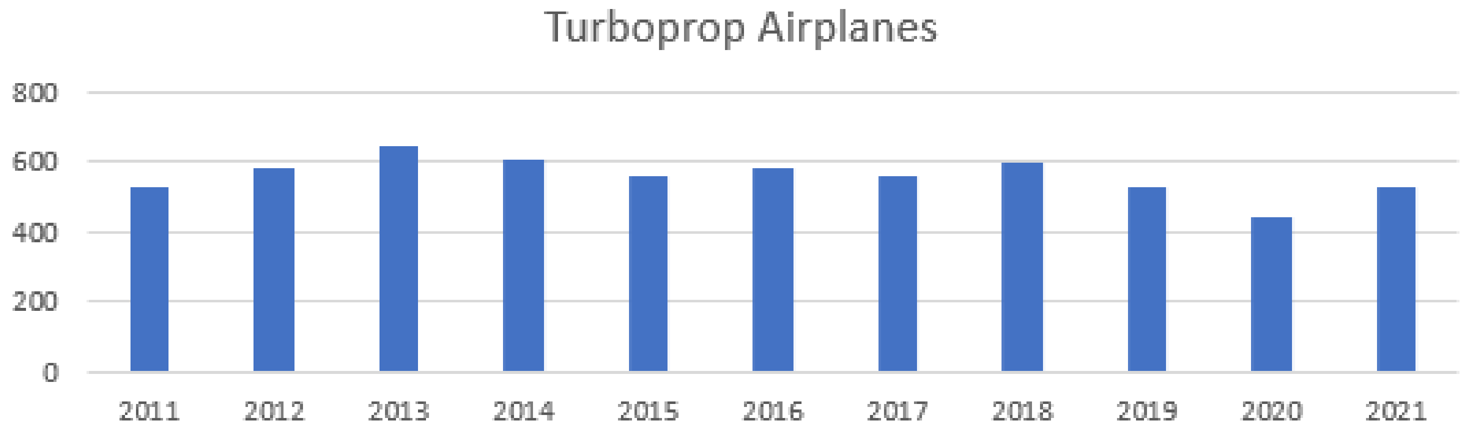
Ambassador Ed Stimpson

- Founding GAMA Board of Directors, 1970

BGA Turbine Airplane Market through 2021

- 10 Year Look Back
  - Business Jets
    - 6,999 Units
    - $194.4B
  - Turboprop Airplanes
    - 5,629 Units
    - $17.1B





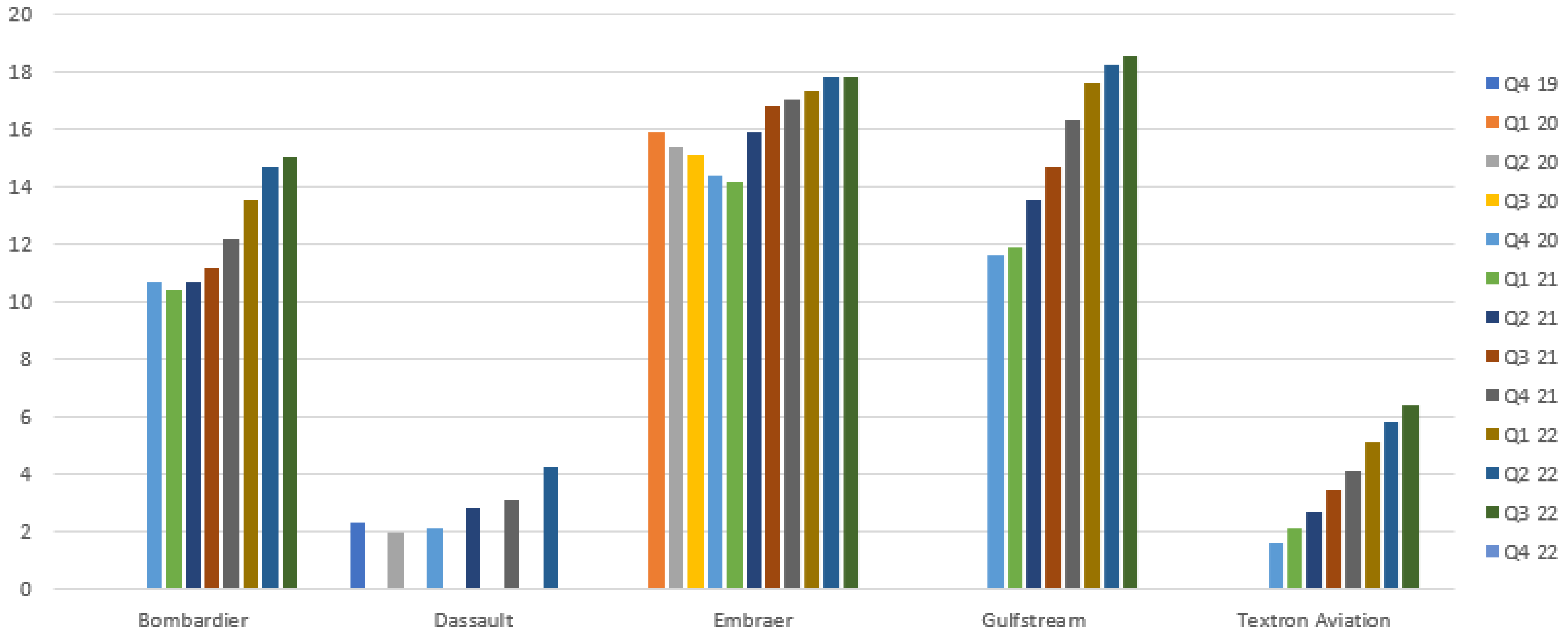
2022 Relative to Past Three Years

Airplane	2019	2020	2021	2022	2022 %-Change
Piston	1,324	1,321	1,409	1,524	+8.2%
Turboprop	525	443	527	582	+10.4%
Business Jet	809	644	710	712	+0.3%
TOTAL AIRPLANE	**2,658**	**2,408**	**2,646**	**2,818**	**+6.5%**
BILLINGS	**$23.5B**	**$20.1B**	**$21.6B**	**$22.9B**	**+5.8%**
ROTORCRAFT	**2019**	**2020**	**2021**	**2022**	**%-Change**
Piston	179	142	181	194	7.2%
Turbine (Preliminary)	698	567	679	682	+TBD%
TOTAL HELICOPTERS	**877**	**709**	**860**	**876**	**+TBD%**
BILLINGS (Preliminary)	**$3.8B**	**$3.4B**	**$4.2B**	**$4.0B**	**+TBD%**

2022 Schedule:
https://gama.aero/facts-and-statistics/quarterly-shipments-and-billings/

Public Data – Business Jet OEM Backlog

2022 Q3 = $60.8B



Source: Company Reports

GA Contribution to Economy

www.pwc.com/us/nes

Contribution of General Aviation to the US Economy in 2018

Contribution of General Aviation to the US Economy in 2018

February 19, 2020

Prepared for:

- Aircraft Electronics Association,
- Aircraft Owners and Pilots Association,
- Experimental Aircraft Association,
- General Aviation Manufacturers Association,
- Helicopter Association International,
- National Air Transportation Association, and
- National Business Aviation Association

pwc

Summary Overview of PwC Study

- Nationwide 273,500 full- and part-time workers **directly** employed in general aviation in 2018
  - Including indirect, induced, and enabled impacts, general aviation supported **1.2 millions jobs** and **$247 billion** in output.
  - At national-level, each direct job in the general aviation industry supported **3.3 jobs** elsewhere in the economy

Summary of PwC Study – Idaho

Table A-13. General Aviation's Contribution to Idaho's Economy, 2018
[Dollar Amounts in Millions]

Item	Direct	Indirect & Induced	Enabled	Total	Percent of State Economy
Employment (Jobs)[1]	2,800	4,800	1,500	9,100	0.88%
Labor Income[2]	$155	$221	$45	$421	0.85%
Output	$621	$689	$148	$1,459	0.99%
Contribution to GDP	$256	$347	$79	$682	0.88%

Idaho Local – Kodiak Aircraft

- Introduced in 2007 as Quest Aircraft
    - Sand Point, Idaho
- Production 2007-2022:
    - 319 Kodiak 100
    - 1 Kodiak 900

Major Policy Activity: FAA Reauthorization

FAA Reauthorization

Periodic legislation in which Congress:

- Sets policy priorities for the agency and aviation stakeholders; and
- Authorizes appropriation amounts for each FAA account.

Potential Policy Issues

- Strong interest in facilitating new entrants, including AAM operators
- Possible response to SWA holiday episode
- Environmental provisions likely, but content unclear
- Continued politicization of NextGen
- Aviation stakeholder and FAA equities in spectrum allocation
- Interest in shoring up aviation cybersecurity
- Possible revisitation of certification process reforms
- Others

Other Upcoming Regulatory Considerations

- GA's Role in Transportation
  - Community Access
- EAGLE
  - Eliminate Aviation Gasoline Lead Emissions
- GAJSC
  - General Aviation Joint Safety Committee

Importance of General Aviation

GAMA

Importance of Aviation – Connectivity

<u>Air Service Collapse 2019-2022 (RAA)</u>

- 324 (76%) of U.S. airports lost service – average loss was 31% of their flights
- 60 airports lost 50% or more
- 14 airports lost all scheduled, commercial passenger air service

- Large Commercial Hub
- Medium/Small Commercial Hub

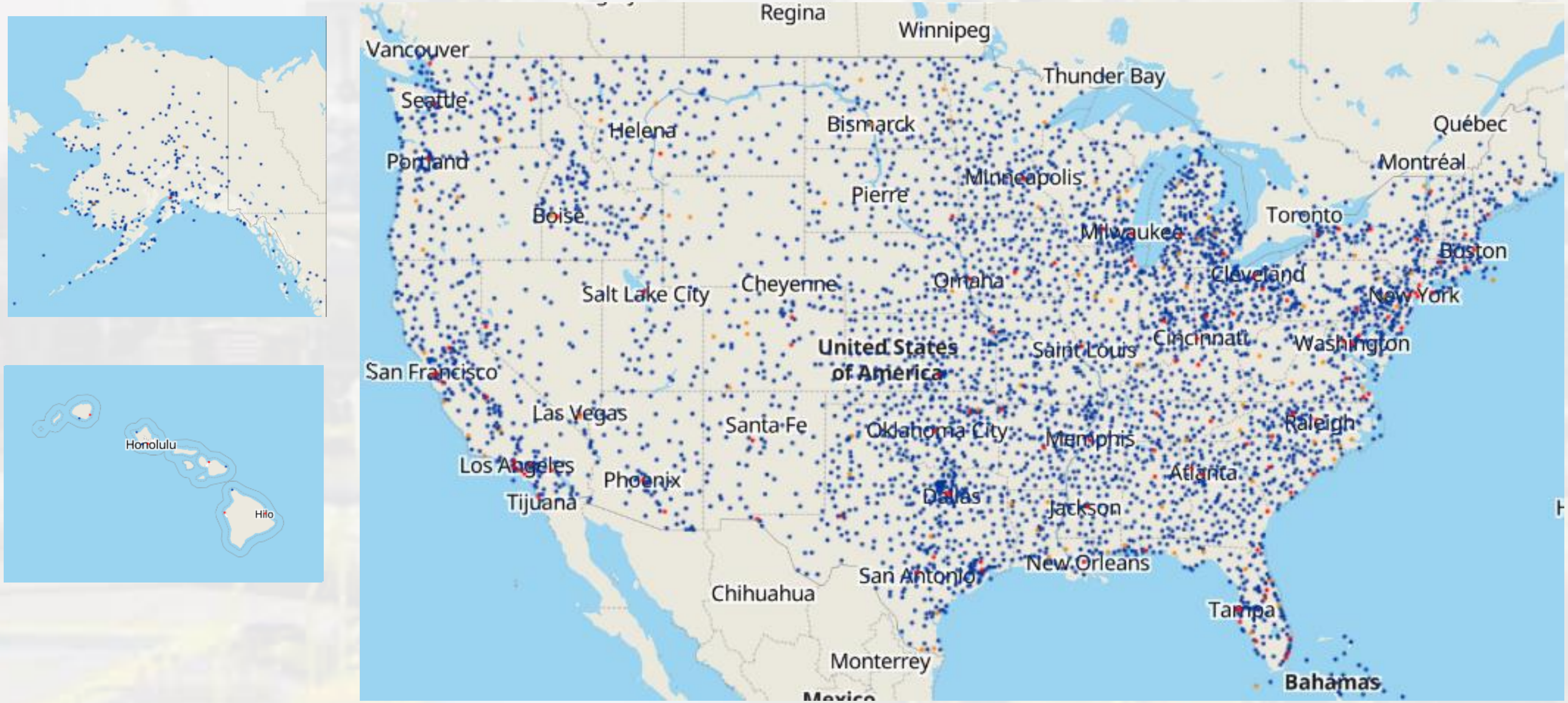
503 - Civil Public Use Part 139 Airports

4,566 - Civil Public Use Non-Part 139 Airports

14,784 – Private Use Airports

Source: NPIAS & BTS

Importance of Aviation – Connectivity



- Large Commercial Hub
- Medium/Small Commercial Hub
- GA Airport

503 - Civil Public Use Part 139 Airports

4,566 - Civil Public Use Non-Part 139 Airports

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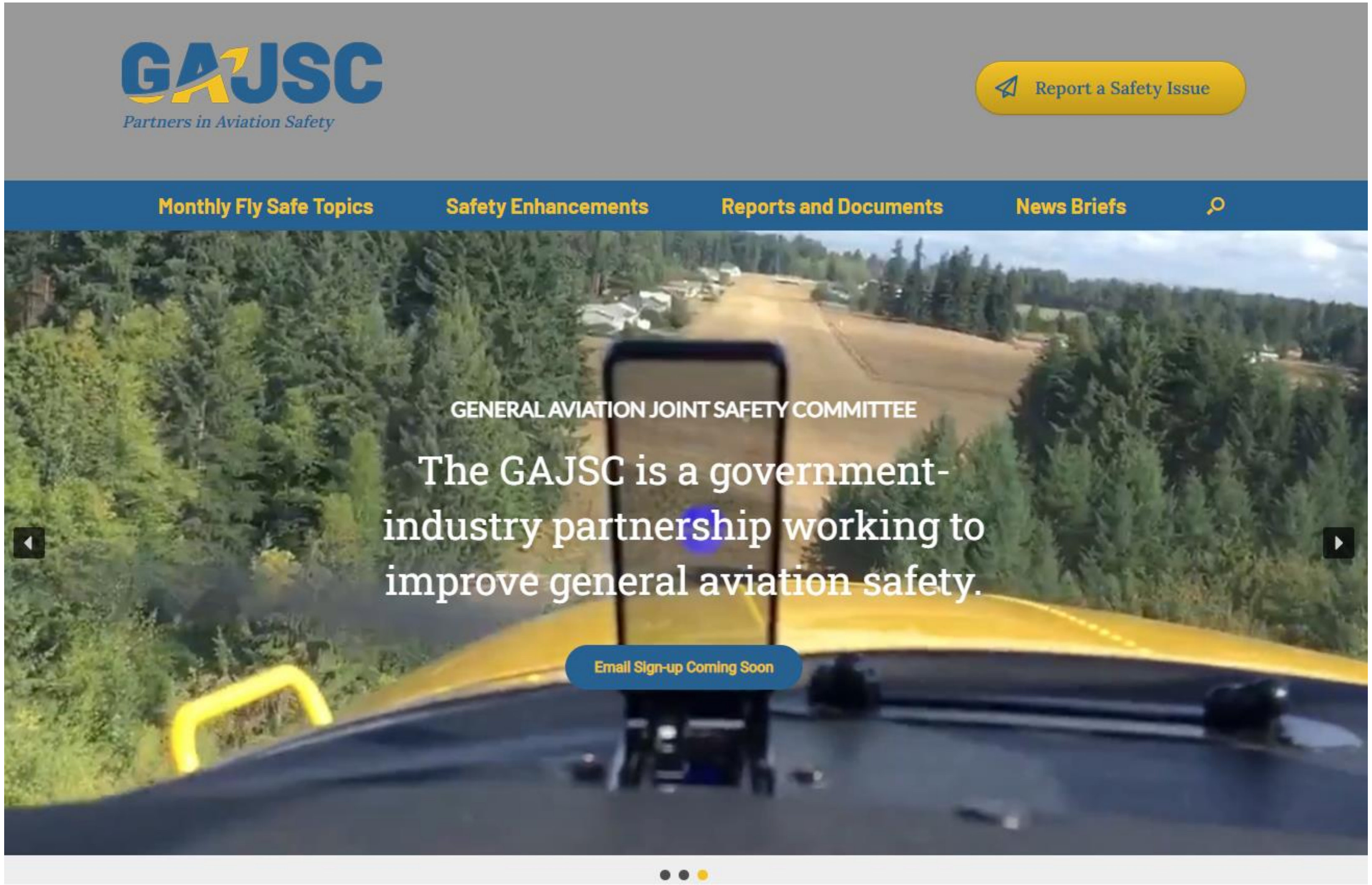
Source: NPIAS & BTS

A Path to a Lead-Free Aviation System

Eliminate Aviation Gasoline Lead Emissions (EAGLE)

GA Joint Safety Committee



Questions?