

Summary of Changes: Boise Airport Minimum Standards (2001 vs. 2025)

Below is a summary of the key changes:

Summary of Intent

The revisions to the 2025 version reflect a modernization effort aligned with FAA guidelines and operational best practices. The document emphasizes risk mitigation, accountability, transparent operations, and encourages responsible growth.

1. Expanded and Modernized Structure

- Table of contents and document structure have been expanded and structure has been clarified.

2. Updated General Provisions

- Clear definition of governing authority and Airport Director responsibilities.
- Update requirement for written agreements (leases, subleases, operating agreements).
- New amendment notice/publication policy and applicability of amended requirements to existing operators.

3. Application and Approval Process Enhanced

- Application and application approval instructions were simplified and updated.

4. Standard Requirements for All Operators Expanded

- Moved apron/tie-down requirement language from specific categories to the general requirements and based it on the operators aircraft size and movement.
- Updated insurance standards (see Appendix A).
- Added mandatory compliance with environmental regulations, security protocols, and safety systems (SMS).

5. Introduction of Waiver Process

- City may issue waivers for public services or under specific startup conditions.
- Waivers must include a compliance schedule and not degrade service quality.

6. Enhanced Requirements for Specific Commercial Operators

- Updated requirements for site size, insurance, and operations by category.
- Added towing and aircraft emergency recovery requirement to the FBO category

7. New and Detailed Insurance Requirements (Appendix A)

- Defined minimum coverage for general liability, auto, workers' comp, pollution, hangar keepers, and property.
- Airport liability: \$5M for FBOs/flight schools; \$1M for others.
- Self-insurance is not permitted.