

**Notice of Availability**  
**Draft Environmental Assessment (EA) and Public Workshop for the**  
**Runway Incursion Mitigation (RIM) Program and Related Improvements**  
**Boise Airport, Boise, Idaho**

The City of Boise, through the City of Boise Department of Aviation (Airport Sponsor) and the Federal Aviation Administration (FAA) have prepared a Draft Environmental Assessment (Draft EA) to evaluate potential environmental impacts of the Runway Incursion Mitigation (RIM) Program and Related Improvements to the airfield (Proposed Action) at Boise Airport (Airport). The FAA is the lead federal agency to ensure compliance with the National Environmental Policy Act (NEPA) for airport development actions and the Draft EA has been prepared under the supervision of the FAA. The Draft EA provides an overview of reasonably foreseeable environmental impacts related to the Proposed Action on resource categories defined in FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* and U.S. Department of Transportation (US DOT) Order 5610.1D, *DOT's Procedures for Considering Environmental Impacts*.

The purpose of the Proposed Action is to enhance runway safety at the Airport by aligning the thresholds of parallel runways. This would eliminate a hot spot, correct nonstandard taxiway geometry, and reduce the likelihood of wrong surface landings as identified during the 2019 MPU process and the Safety Risk Management (SRM) Panel. To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and extend the Runway 28L end by 1,578 feet for a total new Runway 10R/28L length of 10,000 feet. This change would allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated navigational aids (NAVAIDs) on the runways would also be necessary. Due to FAA requirements for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, the Airport Sponsor would remove portions of Taxiway F, and extend Taxiway B. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J. The Draft EA includes detailed components of the Proposed Action.

**Draft EA Availability.** The Airport Sponsor will make the Draft EA available for public review and comment beginning on April 1, 2026. The Draft EA will be available in electronic format on the Airport Sponsor's website: <https://www.iflyboise.com/business/10r-ea/>.

**Public Workshop.** The Airport Sponsor will hold a public workshop to provide an opportunity for agencies and interested members of the public to receive information on the Proposed Action and the environmental analyses contained in the Draft EA. The Airport Sponsor will hold the Public Workshop at:

April 28, 2026, 5:00 PM – 7:00 PM Mountain Daylight Time (MDT)  
Boise Airport  
Boise River Room – Airport Terminal, 3<sup>rd</sup> Floor  
3201 Airport Way, Suite 1000  
Boise, Idaho 83705

**Parking.** Public Workshop attendees may park in any of the garages or surface lots adjacent to the Airport Terminal and the Airport will provide parking validation at the Public Workshop.

**Comments.** Comments on the Draft EA will help FAA in making an informed decision about the Proposed Action. Agencies and members of the public may email written comments on the Draft EA to Markus Green at [mgreen@cityofboise.org](mailto:mgreen@cityofboise.org).

Agencies and members of the public may also submit handwritten comments via U.S. mail or delivered in person to the Airport Sponsor at:

Boise Airport Administration  
Attn: Markus Green  
3201 Airport Way, Suite 1000  
Boise, Idaho 83705

Handwritten and emailed written comments must be received by 5:00 PM MDT on May 1, 2026.

Before including your address, phone number, e-mail address or other personal identifying information be advised that your entire comment – including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so. The Final EA will disclose any substantive comments received on the Draft EA and the responses to those substantive comments.

The responsible FAA official for information purposes is:

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