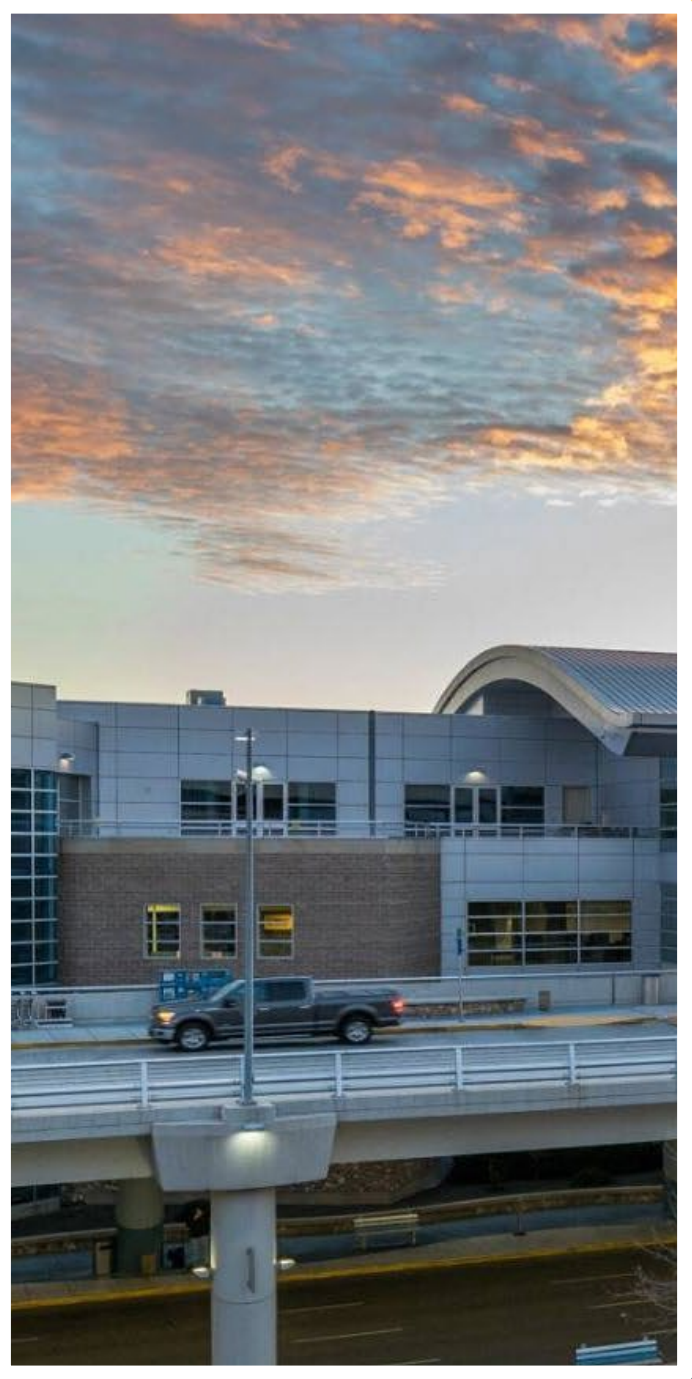




Boise Airport

Master Plan Update Project Technical Advisory Committee (TAC) Meeting #3

June 25, 2026 1:00pm

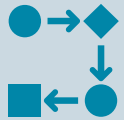
Boise, Airport – Boise River Room



Agenda

- 1 Introductions
- 2 Review: Master Plan Process
- 3 Project Schedule & Milestones
- 4 Progress Updates
- 5 Draft Chapters Discussion:
 - Facility Inventory (comments due)
 - Facility Requirements (preview)
- 6 Next Steps

Purpose & Outcomes



Update TAC members on Master Plan progress



Discuss Facilities Inventory, and Facilities Requirements

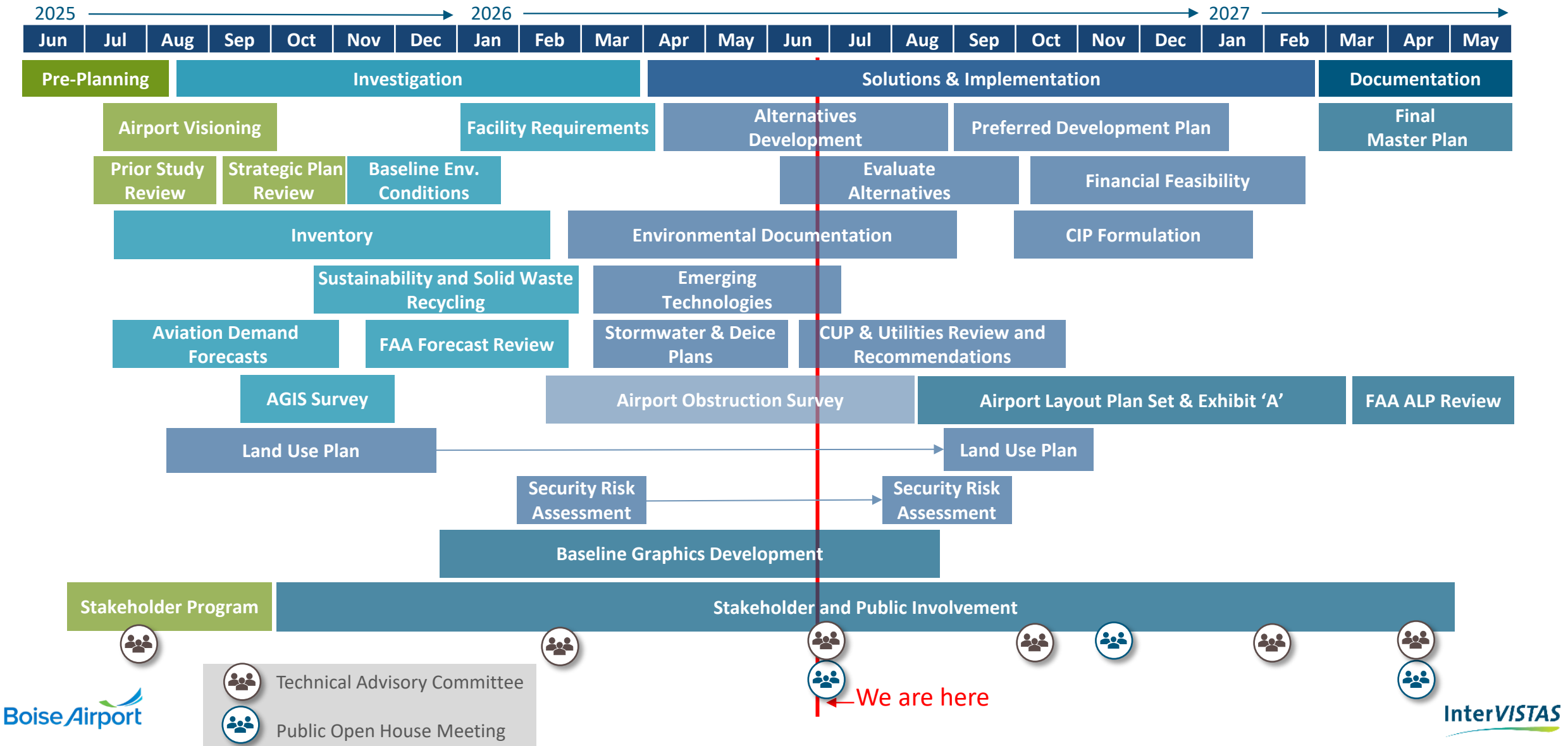


Obtain input and feedback from TAC members

Master Plan Scope of Work



Boise Airport Master Plan Schedule



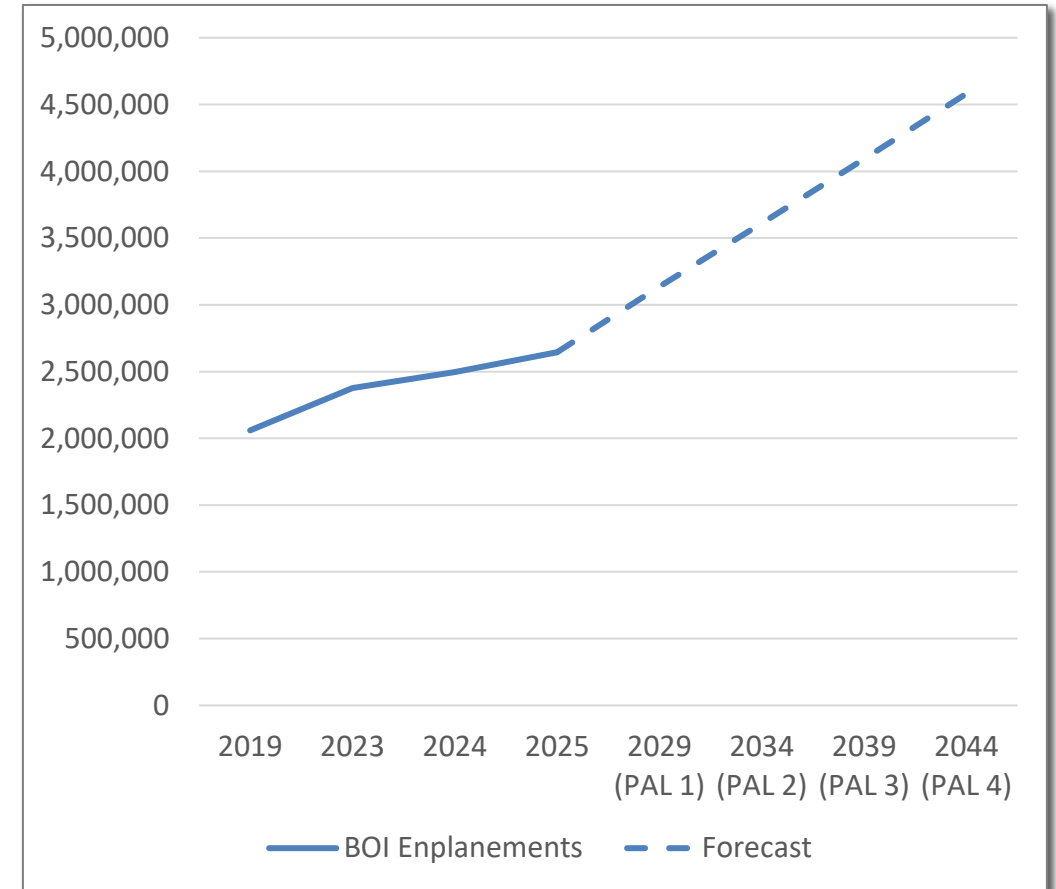
Progress Update – Task 04: Aviation Forecasts

Task Goal: Establish accurate baseline data from which to forecast and develop aviation demand forecasts.

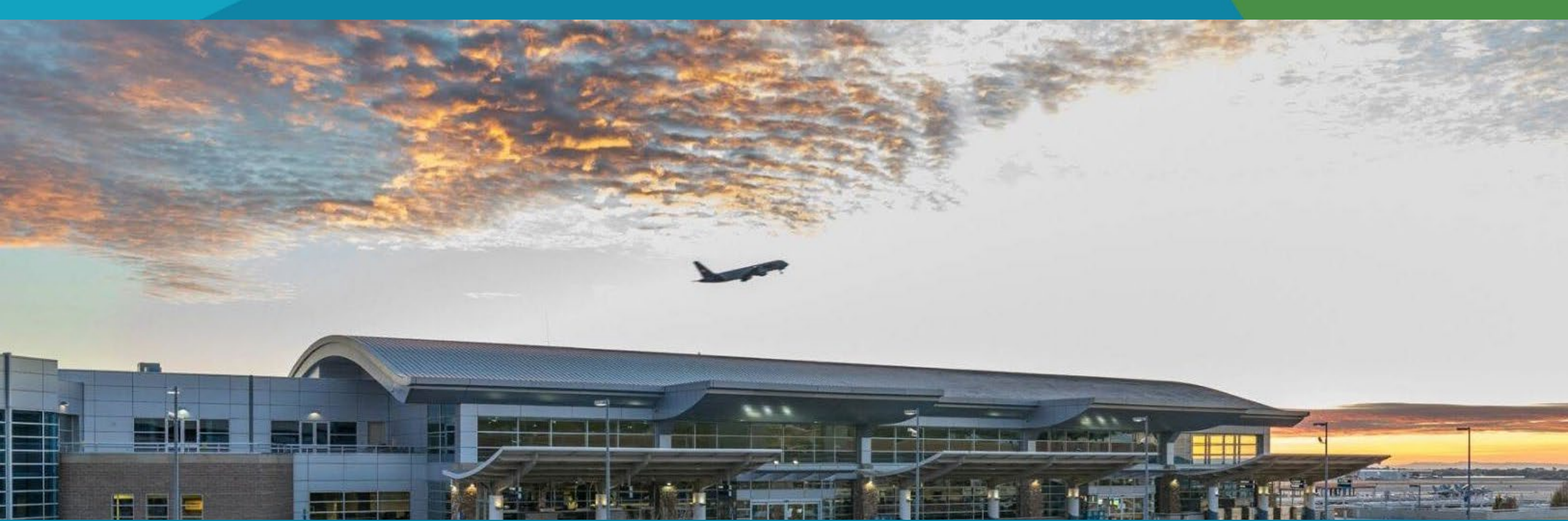
Key Subtasks:

- ✓ Scenario Forecasts
- ✓ Aircraft Fleet Mix Projections
- ✓ Critical Aircraft Identification
- ✓ Terminal Area Forecast Comparisons
- + FAA Aviation Activity Forecast (In Review)

BOI Summary of Forecasts



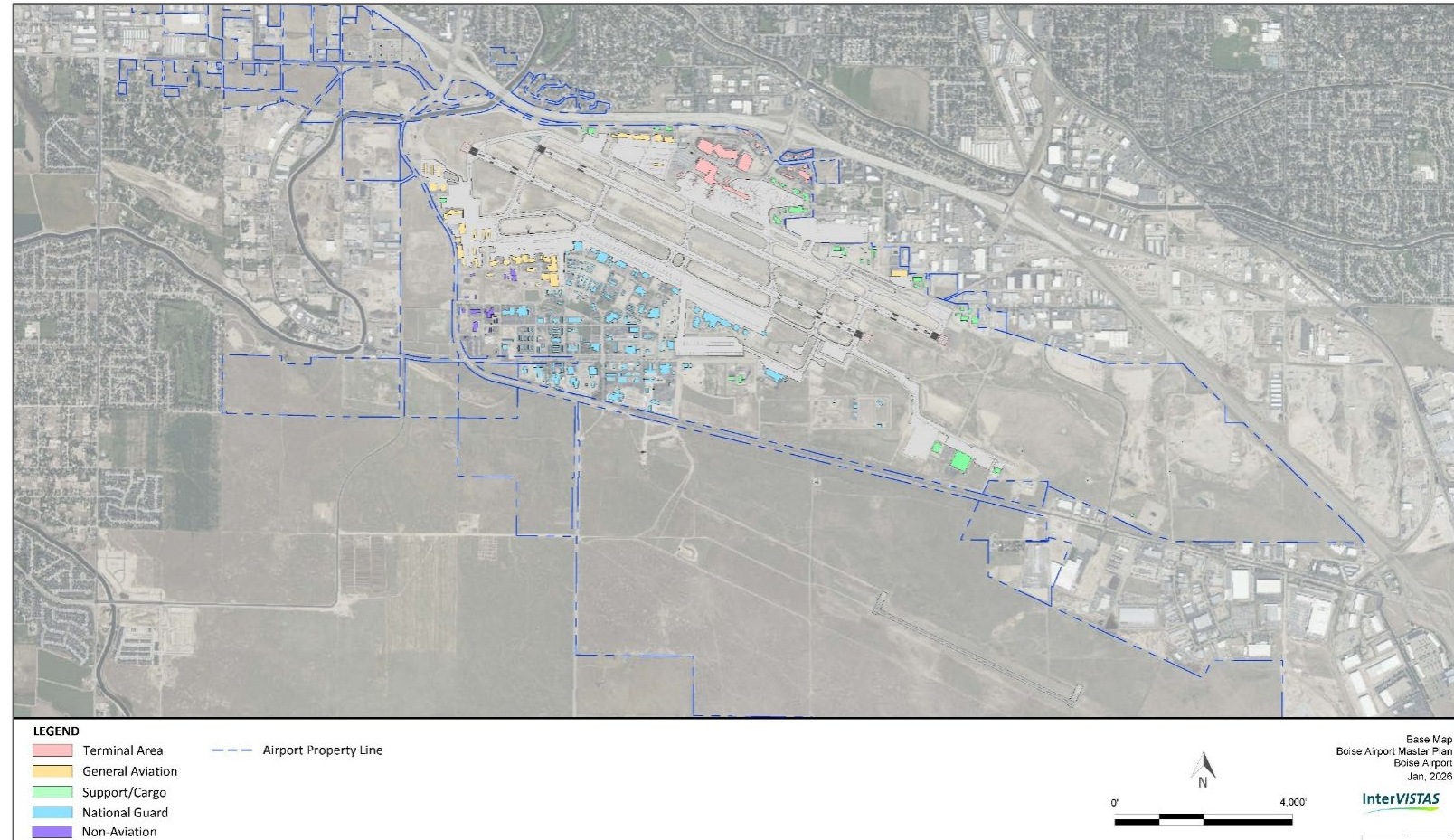
Source: Table 1-3 MP Forecast Draft – USDOT Schedule T100 operations; BOI airport traffic data; L&B analysis



Inventory Chapter

Purpose of Facility Inventory

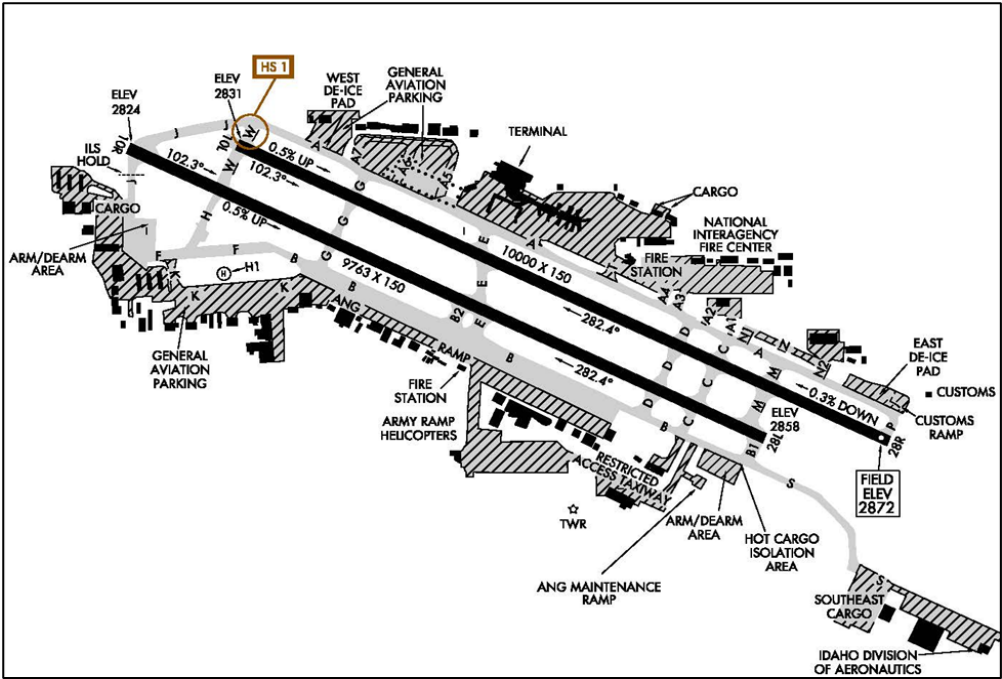
- + Establishes baseline conditions for facilities, operations, environment, and finances
- + Compiles data from site visits, interviews, FAA sources, and prior studies



Source: InterVISTAS Boise Airport – Facilities Inventory, Airport Overview

Airfield & Airspace

- + Two parallel runways plus assault strip
- + Updated base map to reflect completed projects

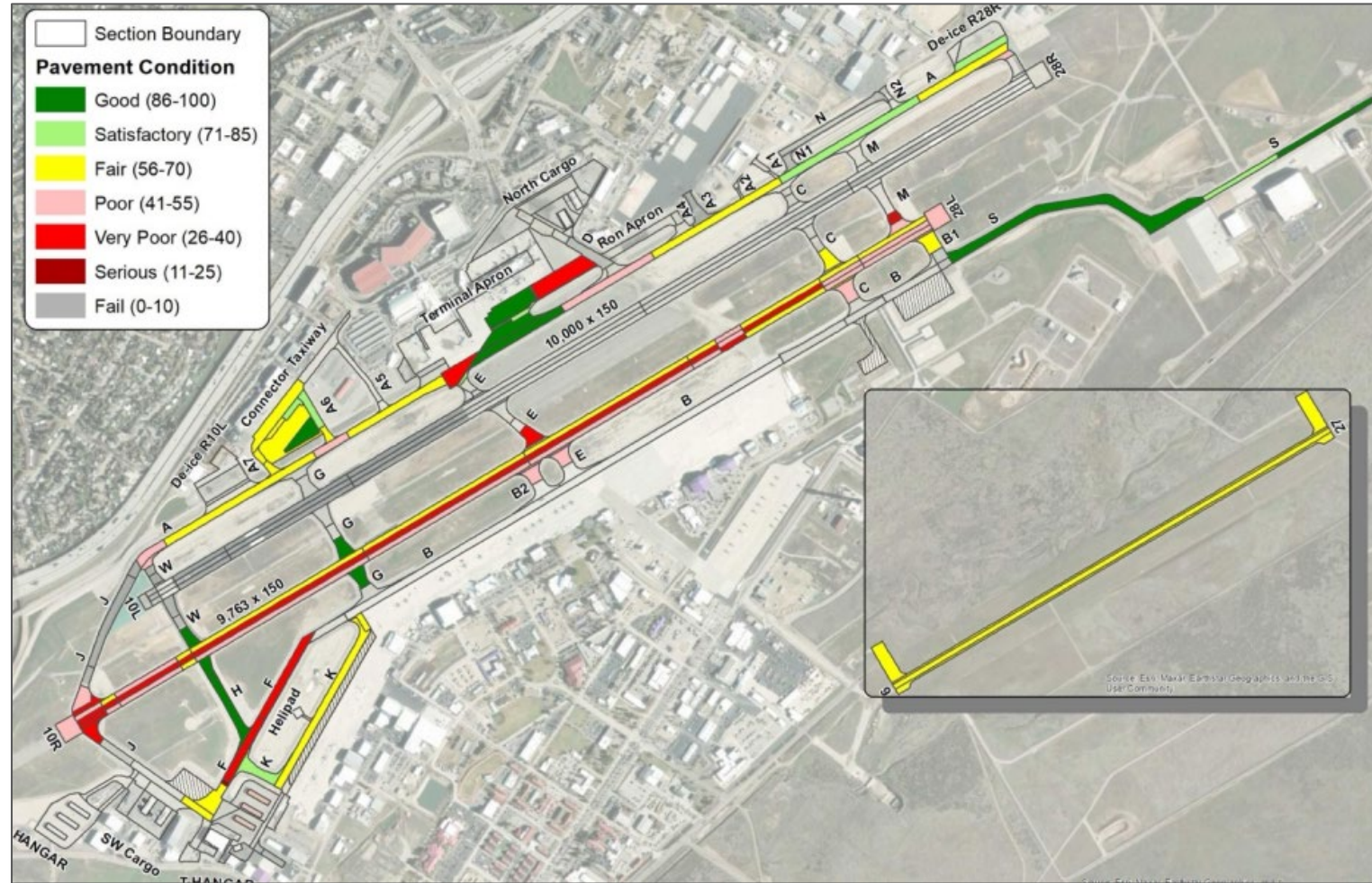


Source: FAA Airport Diagram (2025)

Runway	10R-28L	10L-28R	Future Runway (Assault Strip)
Orientation	SE-NW	SE-NW	SE-NW
Surface	Asphalt -Grooved	Asphalt -Grooved	Asphalt - Grooved
Length	9,762'	10,000'	5,000'
Width	150'	150'	90'
Markings	Precision / Precision	Non-Precision / Precision	Centerline
Lighting	HIRL	HIRL; Centerline lights; Touchdown Point lights	N/A
Distance Remaining Signs	Yes	Yes	No
Pavement Strength	DW – 200,000 lbs DTW – 400,000 lbs DDTW – 400,000 lbs	DW – 200,000 lbs DTW – 400,000 lbs DDTW – 400,000 lbs	Unknown

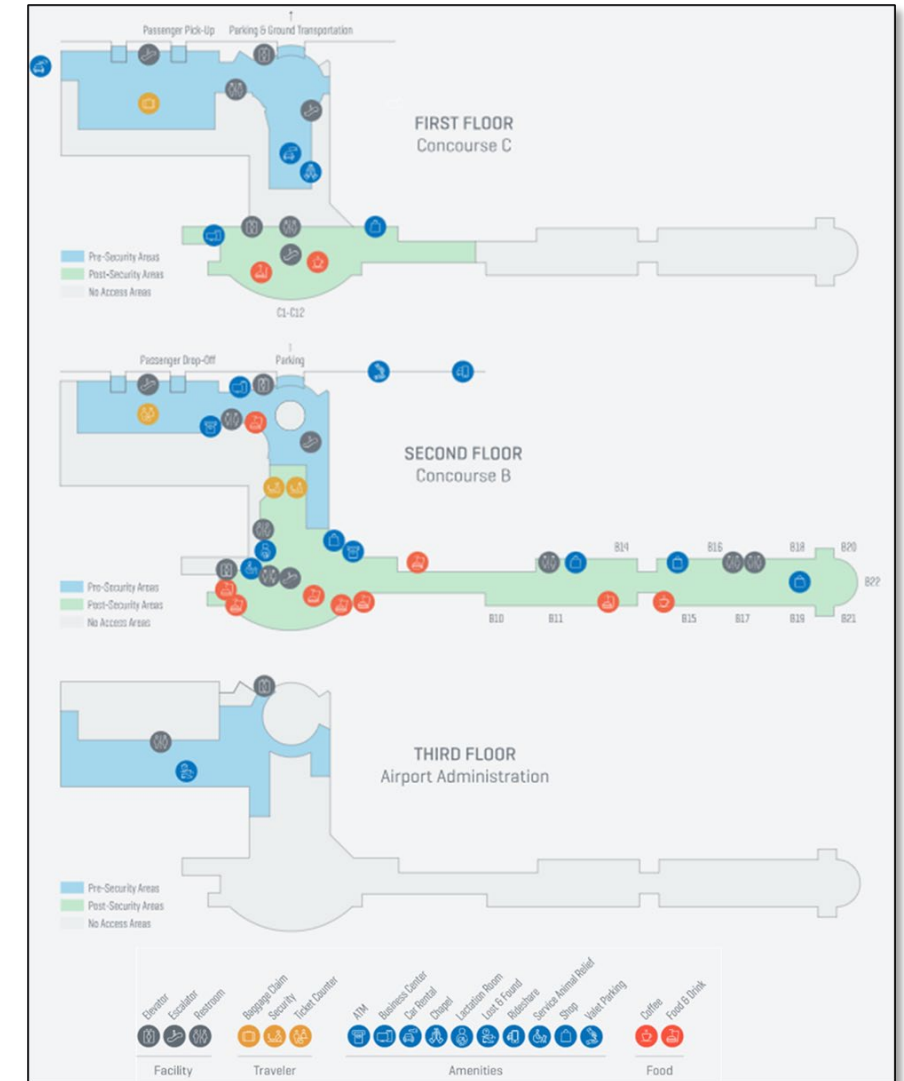
Airfield Pavements

- + Overall pavement conditions range from fair to poor
- + Runway 10L-28R reconstruction 2026-2027
- + Runway 10R-28L reconstruction 2029-2030
- + Runway 10R-28L shift east to align with RW10L-28R
- + Pavement rehabilitation projects to be considered in alternatives
- + Airfield will be evaluated for compliance with FAA standards



Terminal, Gates & Passenger Facilities

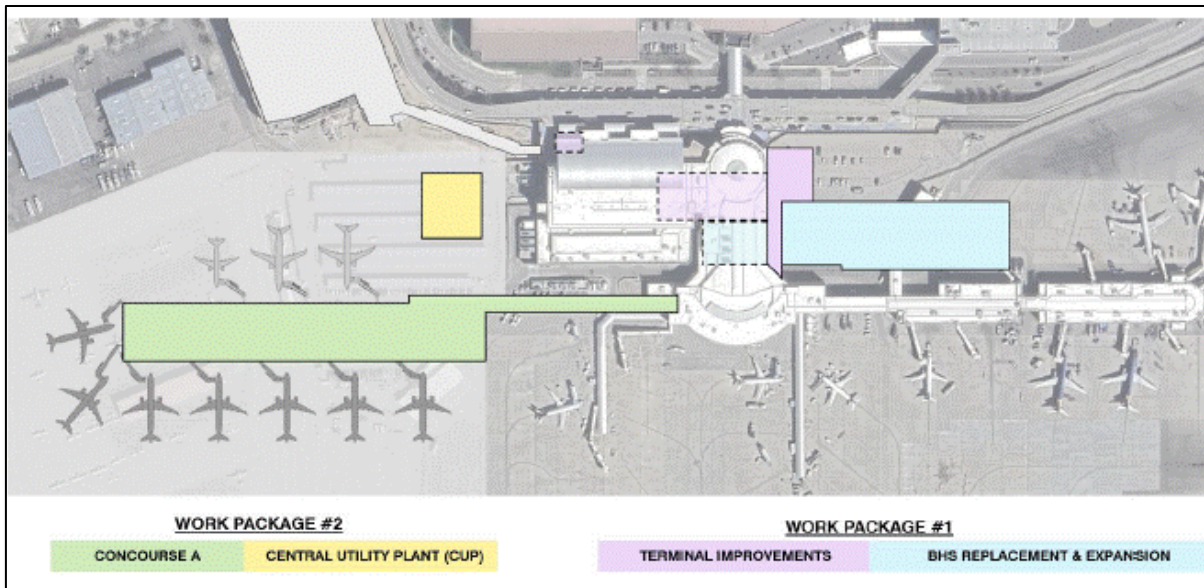
- + Main terminal (opened 2003) totals ~327,000 SF, with Concourses B and C currently in operation
- + Terminal and concourse facilities separated into secure and non-secure uses
- + Terminal supports a mix of preferential and common-use gates, accommodating ADG III–V aircraft



Source: City of Boise (2025)

Existing Terminal Usage

- + Future-existing conditions being developed as part of Concourse A design
- + Existing and planned configuration (including Concourse A) may support up to 33 aircraft parking positions by ~2030



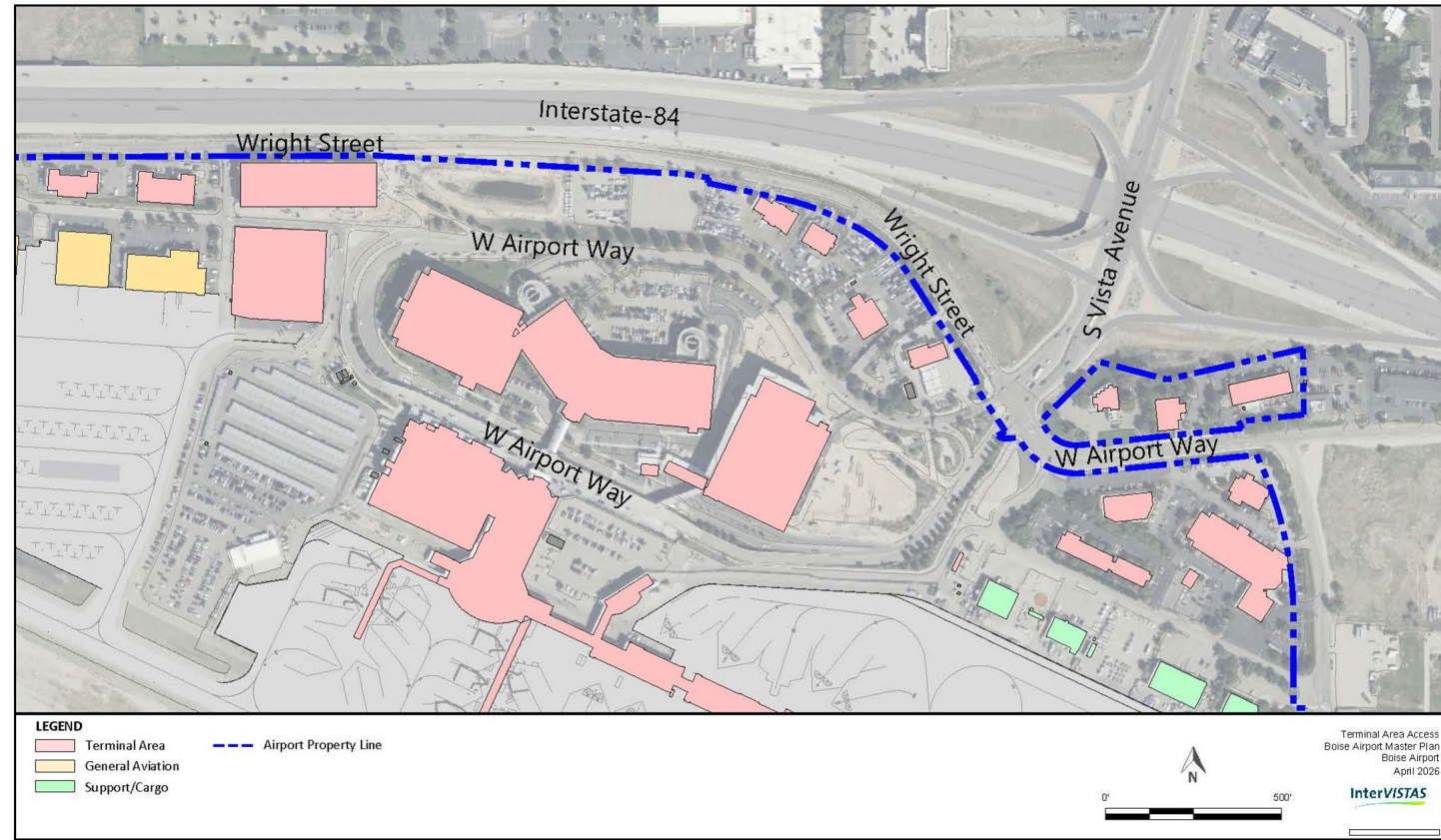
Category	Landside	Airside	Total
Airline Common Use Space	4,252	10,033	14,285
Airline Exclusive space	2,094	19,298	21,392
Airline Preferential space	6,722	20,504	27,226
Available	766	1,711	2,477
Baggage claim area	19,050	0	19,050
Baggage incoming	0	8,840	8,840
Baggage outgoing	0	20,070	20,070
BOI Airport	17,340	23,984	41,324
BOI Support	9,461	29,432	38,893
Concession	13,834	25,736	39,570
Corridor	5,045	18,279	23,324
Office Support Tenant	613	2,395	3,008
Public Circulation	62,724	58,127	120,851
Restroom	4,400	7,237	11,637
TSA	5,147	3,878	9,025
TSA OTA	0	12,241	12,241
TOTAL	151,448	261,765	413,213

Menti Question:

What ideas should the Master Plan explore for addressing Terminal infrastructure needs?

Landside Access & Parking

- + Direct regional access via I-84, with Vista Avenue serving as the primary terminal access route
- + Over 5,400 public parking spaces, including multiple garages, surface lots, and an off-site economy lot with shuttle service
- + New employee parking garage (2024) improves landside circulation and construction staging capacity



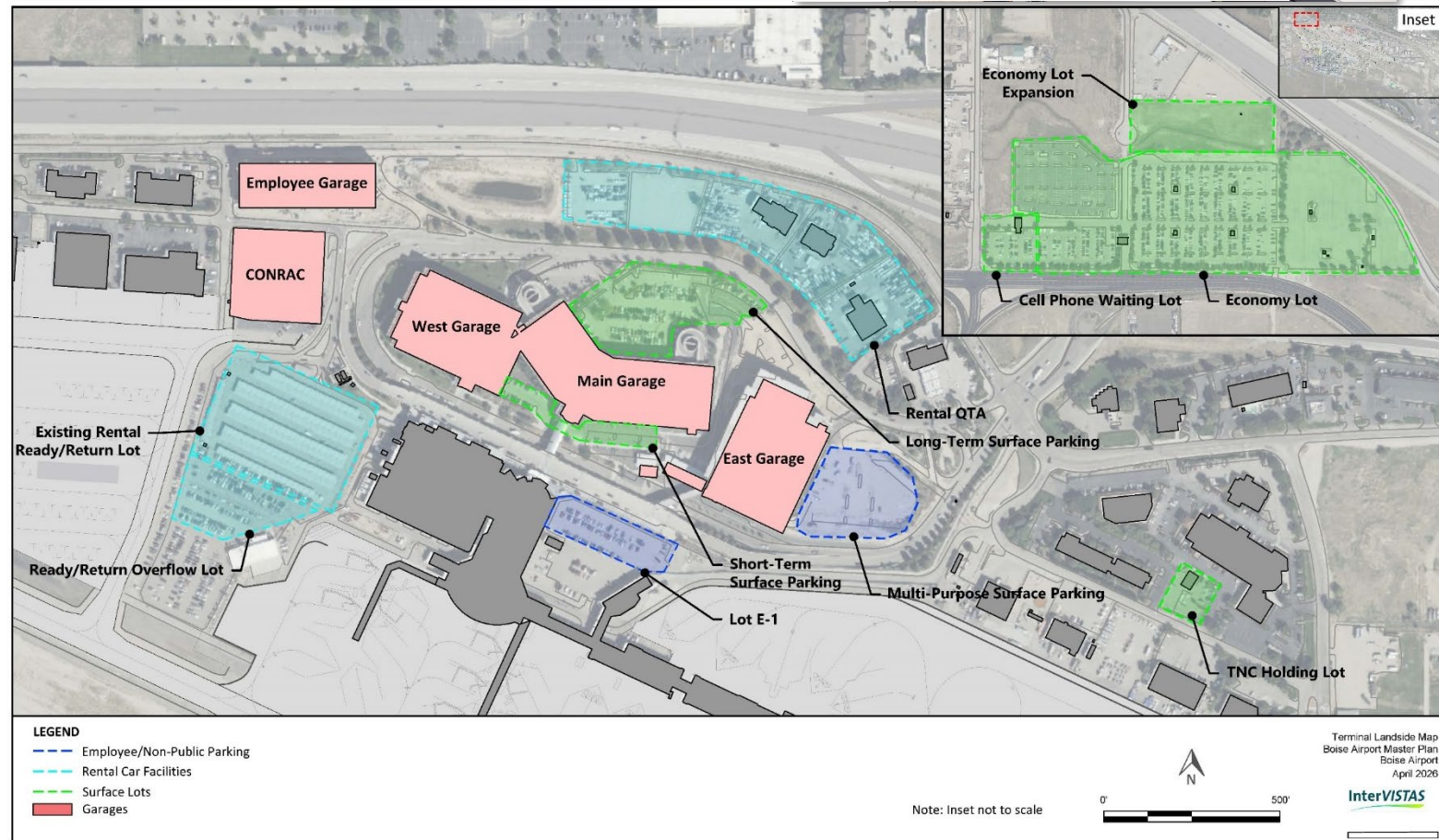
Source: InterVISTAS Boise Airport – Facilities Inventory, Terminal Area Access

Rental Car & Ground Transportation

- + Rental car operations transitioning to a new 7-level CONRAC facility (2026) with centralized ready/return and customer service
- + Phase 2 will add a centralized QTA facility, reducing vehicle movements and improving operational efficiency
- + Dedicated TNC pickup, expanded cell phone lot, and served by multiple public transit routes



Source: City of Boise – Rendering of the Rental Car Center

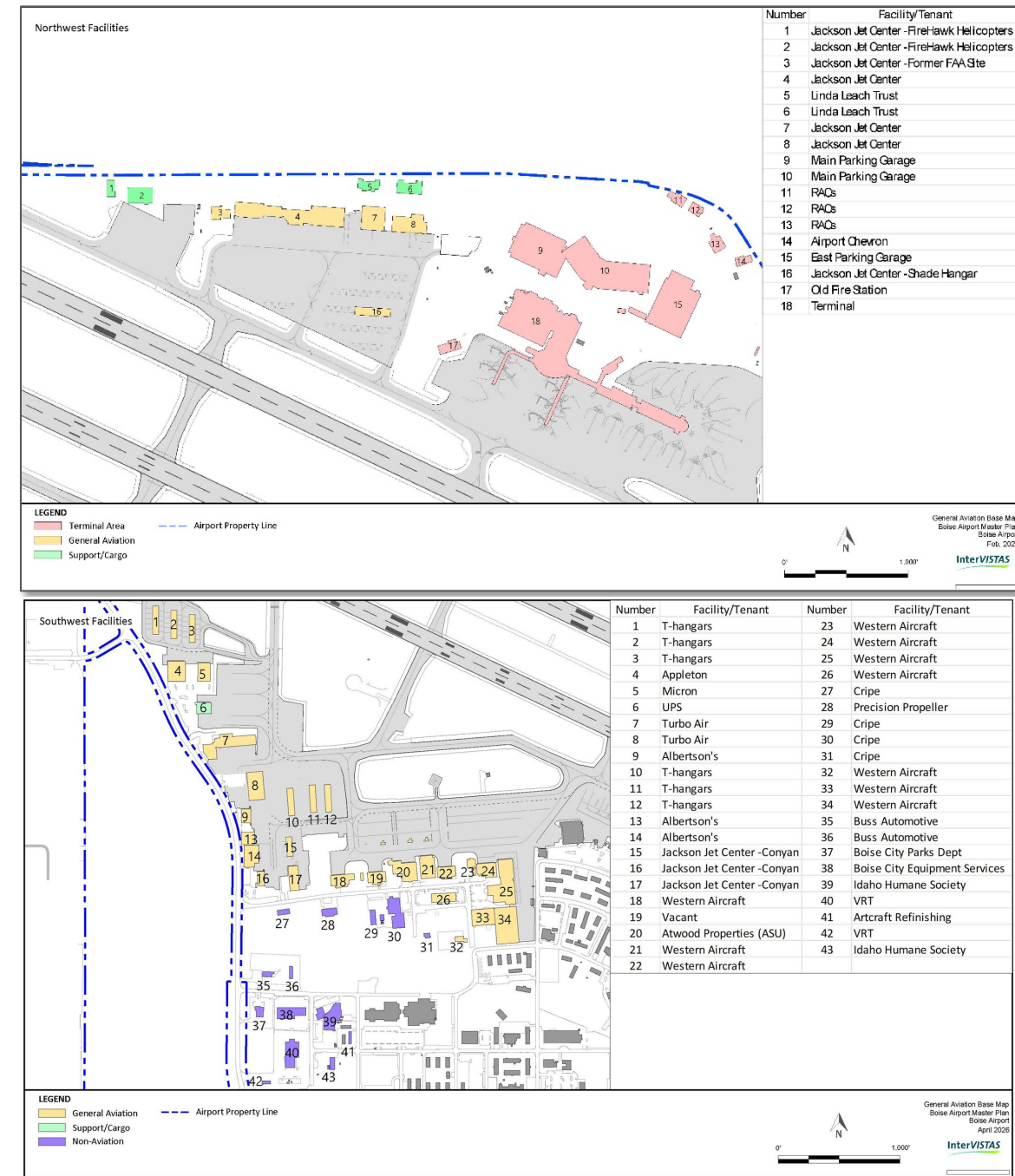


Menti Question:

What ideas should the Master Plan evaluate for addressing Landside infrastructure needs?

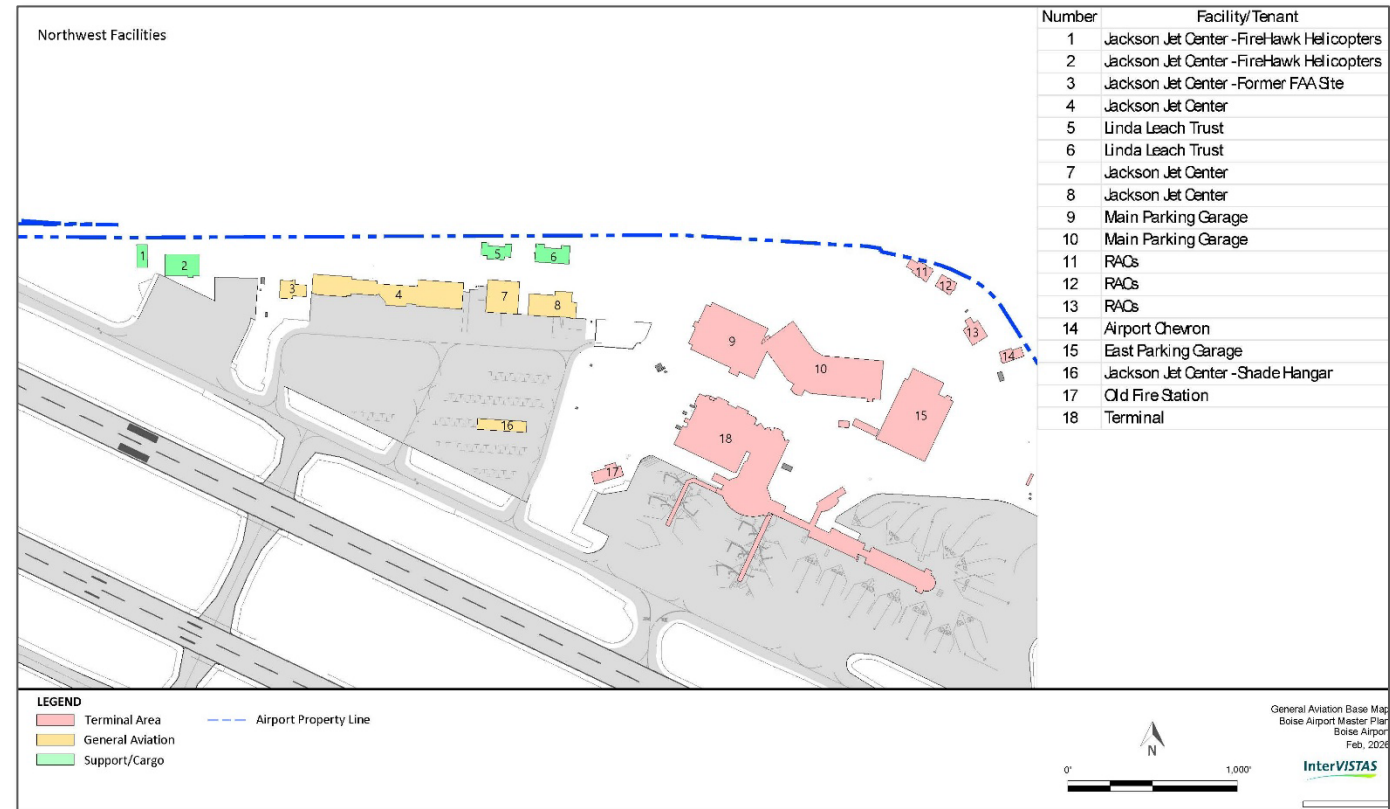
General Aviation

- + GA facilities dispersed among four quadrants (North, Southwest, East, Southeast)
- + Three full-service FBOs (Jackson Jet Center, Western Aircraft and Turbo Air)
- + Robust GA ecosystem, including corporate aviation, charter and helicopter
- + GA aircraft storage is capacity constrained, with active waitlists for hangars and tie-downs



Part 135 Operators

- + On-demand commercial air charter and commuter services
- + Includes corporate jet charters, air taxi service, medical air lift, cargo transport and non-scheduled tourism
- + Backcountry services operating out of Jackson Jet Center – facilities:
 - Passenger waiting area
 - Customer check-in counter
 - Secure AOA aircraft parking area
 - Outside security identification display area (SIDA)



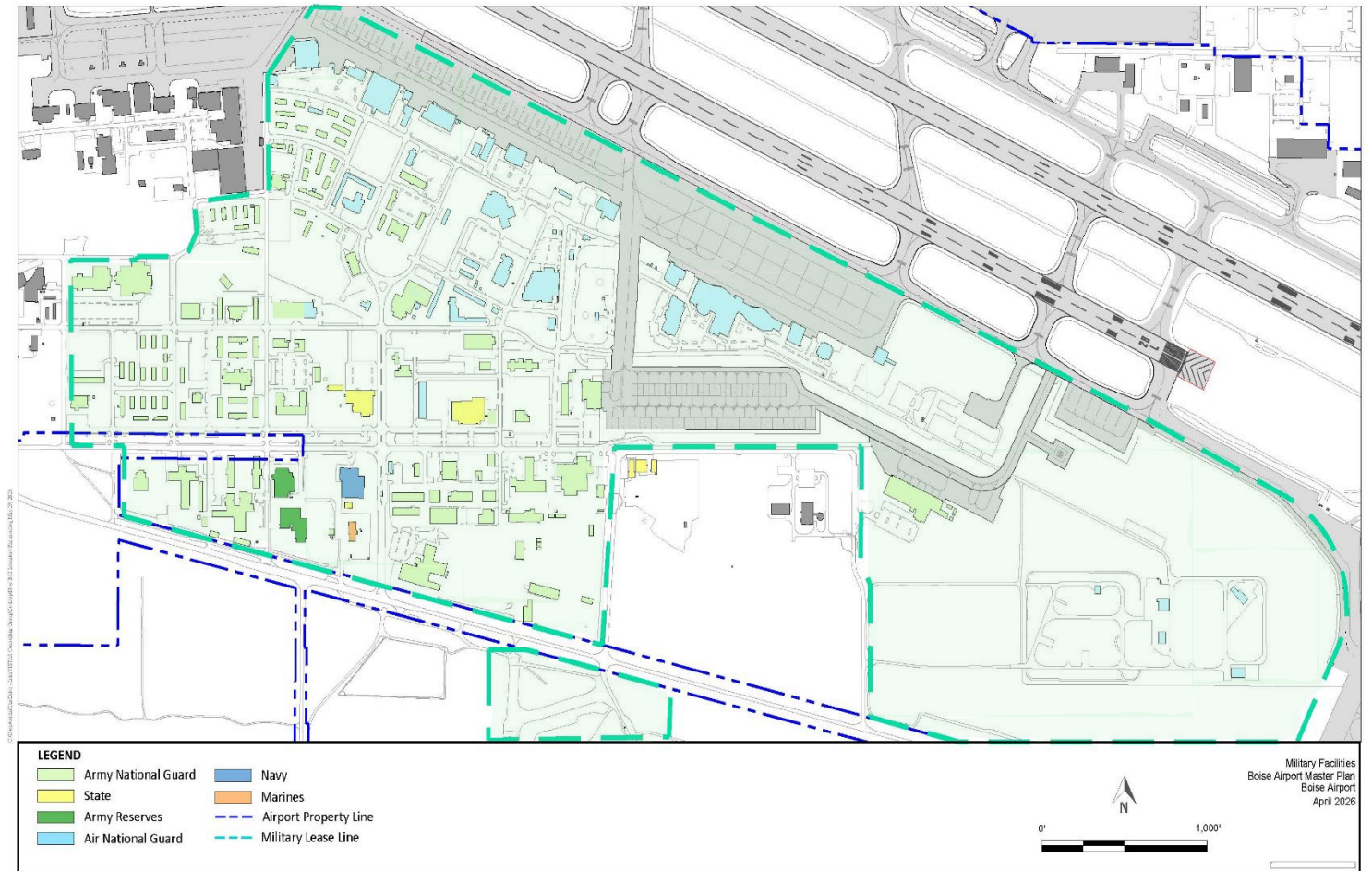
Source: InterVISTAS Boise Airport – Facilities Inventory, Northwest Facilities

Menti Question:

What ideas should the Master Plan explore for addressing General Aviation facility needs?

Military Facilities

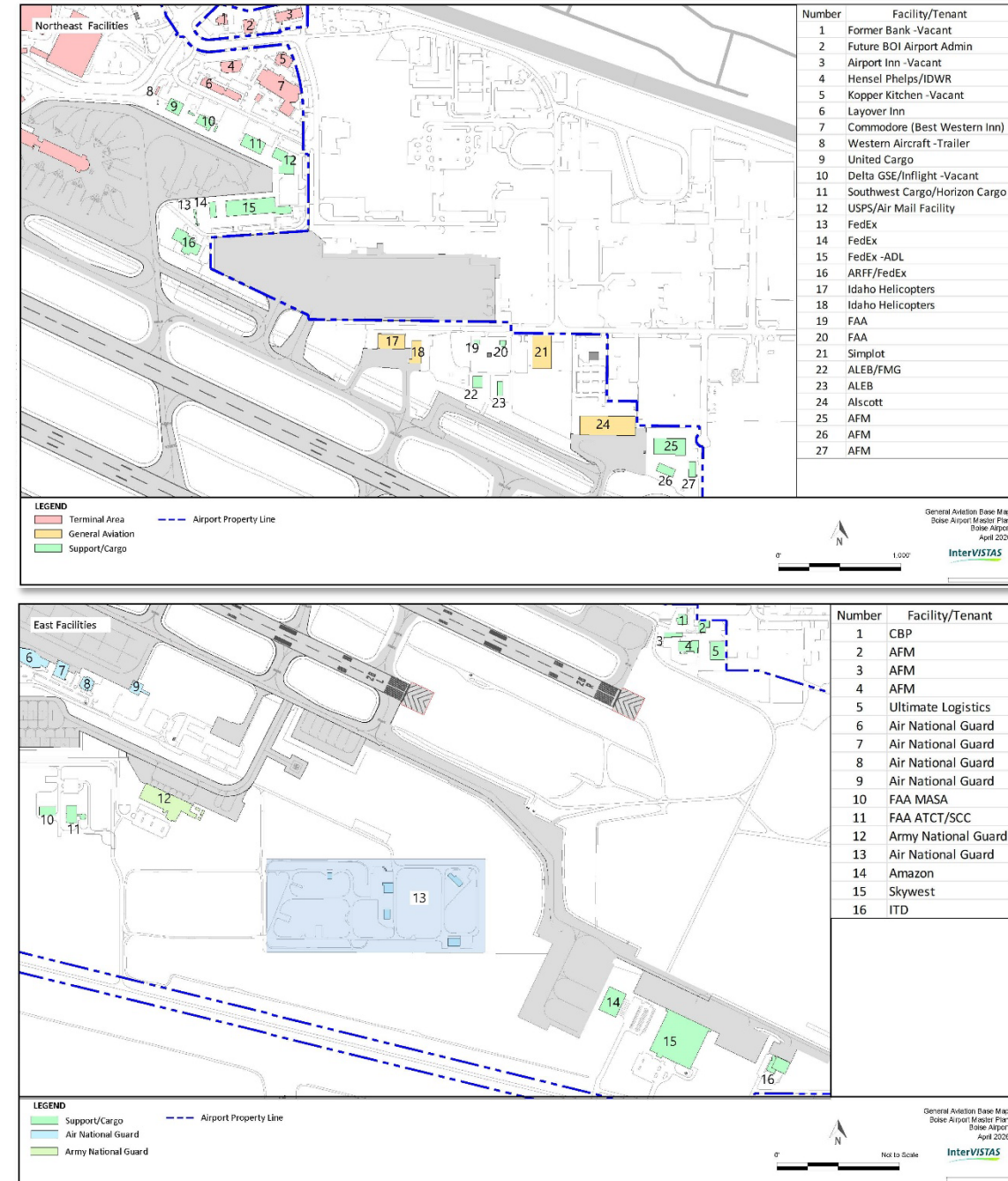
- + All branches of US Military have facilities (ANG, ARNG, Navy and Marines)
- + Fixed-wing and roto aircraft
- + Large areas required for munitions storage area safety protection
- + Idaho Air National Guard proposed transition from A-10 aircraft to F-16s beginning in 2027, influencing future airfield and support needs



Source: InterVISTAS Boise Airport – Facilities Inventory, Military Facilities

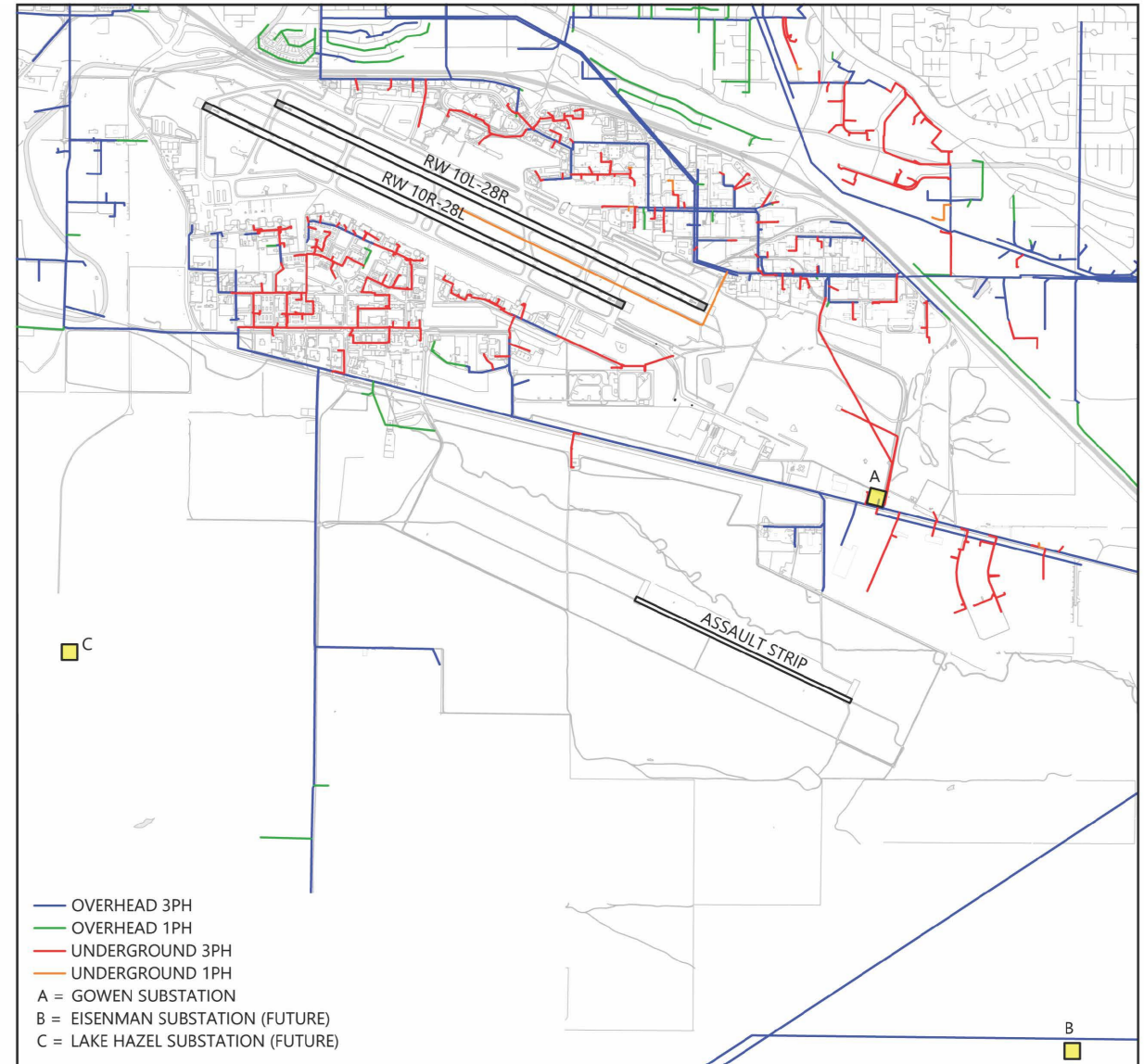
Cargo & Support Facilities

- + Cargo facilities dispersed among North, Southwest and Southeast quadrants
- + Active cargo operations by FedEx, UPS, and Amazon, with expressed interest in future expansion
- + National Interagency Fire Center (TTF)
- + Aircraft Rescue and Firefighting (ARFF) facilities fully compliant with FAA Part 139, with modern fleet upgrades in place
- + New jet fuel tank farm under development to support terminal expansion and future demand



Utilities & Infrastructure

- + Stand-alone utility inventory working paper
- + Includes all utilities (power, stormwater, communications, water, sewer and gas)
- + Includes sub-surface infrastructure and above-surface mechanical



Menti Question:

Are there any other ideas about facility development that you would like the consulting team to evaluate?

Financial Overview

- + Revenues CAGR 16.4%
- + Expenses CAGR 14.2%
- + Significant growth beginning 2022
- + Pre-growth capital expenditure averaged ~\$16M per year, significantly increasing beginning 2022
- + Pre-growth grants averaged ~\$4.5M per year
- + Future development will need to align capital recommendations with airport revenues, grant funding, and timing

Revenue & Expenditures

Fiscal Year	Revenue	Expenses
2019	\$48,278,852	\$35,101,398
2020	\$48,696,410	\$37,917,568
2021	\$60,052,829	\$37,731,503
2022	\$81,407,356	\$46,579,588
2023	\$74,455,037	\$57,694,914
2024	\$103,138,272	\$68,163,248
CAGR	16.4%	14.2%

Capital Expenditures

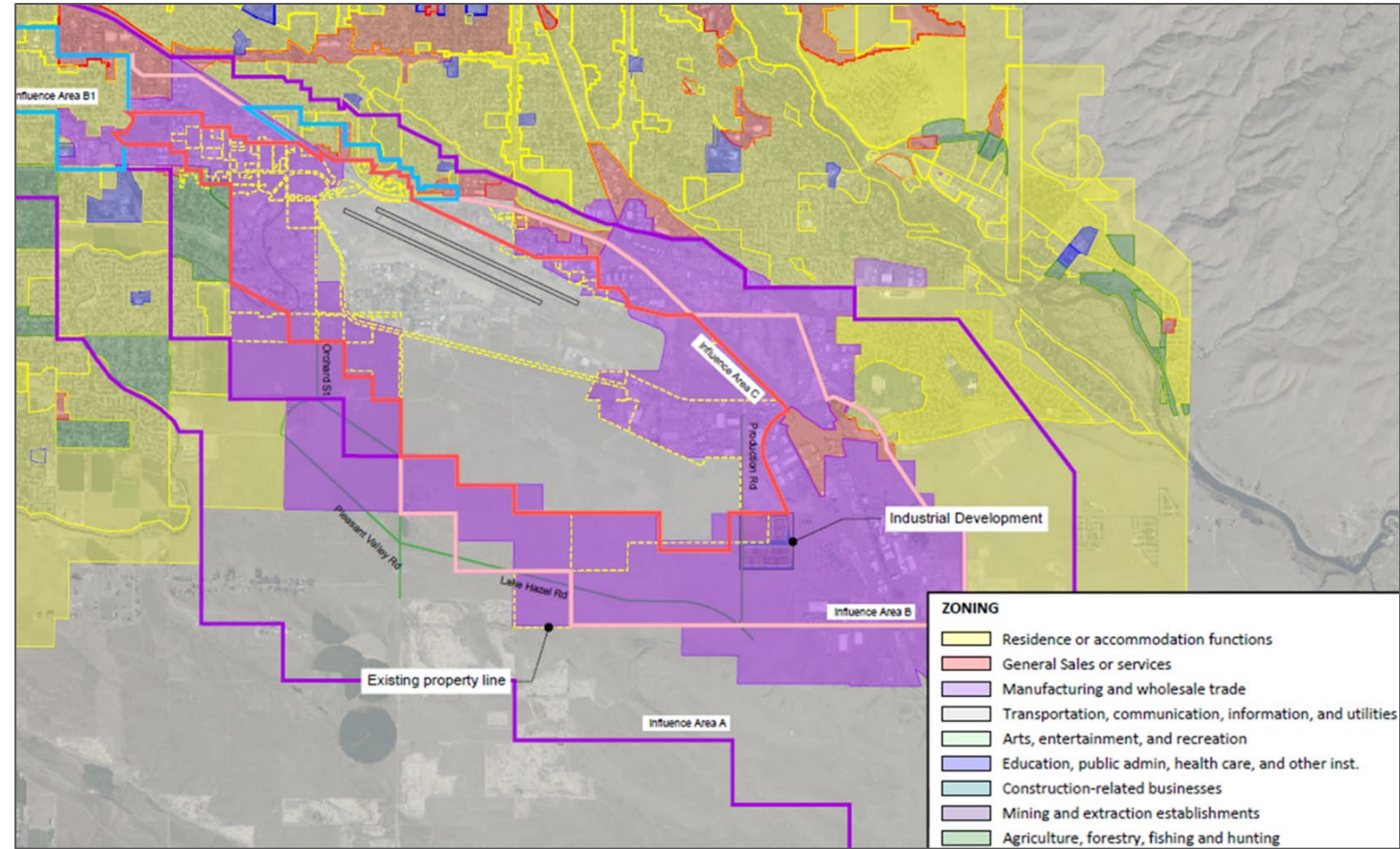
Fiscal Year	Annual Capital Expenditures
2019	\$15,723,683
2020	\$20,918,128
2021	\$34,821,144
2022	\$56,137,722
2023	\$102,331,900
2024	\$70,024,803

BOI Funding Grant History

Fiscal Year	AIP Funding	Infrastructure Investment & Jobs Act	Total Funding
2016	\$2,125,798	-	\$2,125,798
2017	\$7,376,133	-	\$7,376,133
2018	\$4,085,367	-	\$4,085,367
2019	\$5,358,454	-	\$5,358,454
2020	\$4,816,848	-	\$4,816,848
2021	\$6,995,368	-	\$6,995,368
2022	\$5,957,012	\$4,699,630	\$10,656,642
2023	\$5,523,029	\$1,529,340	\$7,052,369
2024	\$13,390,090	\$301,496	\$13,691,586
2025	\$2,159,666	\$29,369,894	\$31,529,560

Community Environment

- + Airport Influence Area overlay manages land-use compatibility and noise impacts
- + Noise-sensitive development is restricted or mitigated through zoning controls
- + City and County planning is aligned to protect airport operations and expansion
- + Existing land use policies will be evaluated for recommended modifications

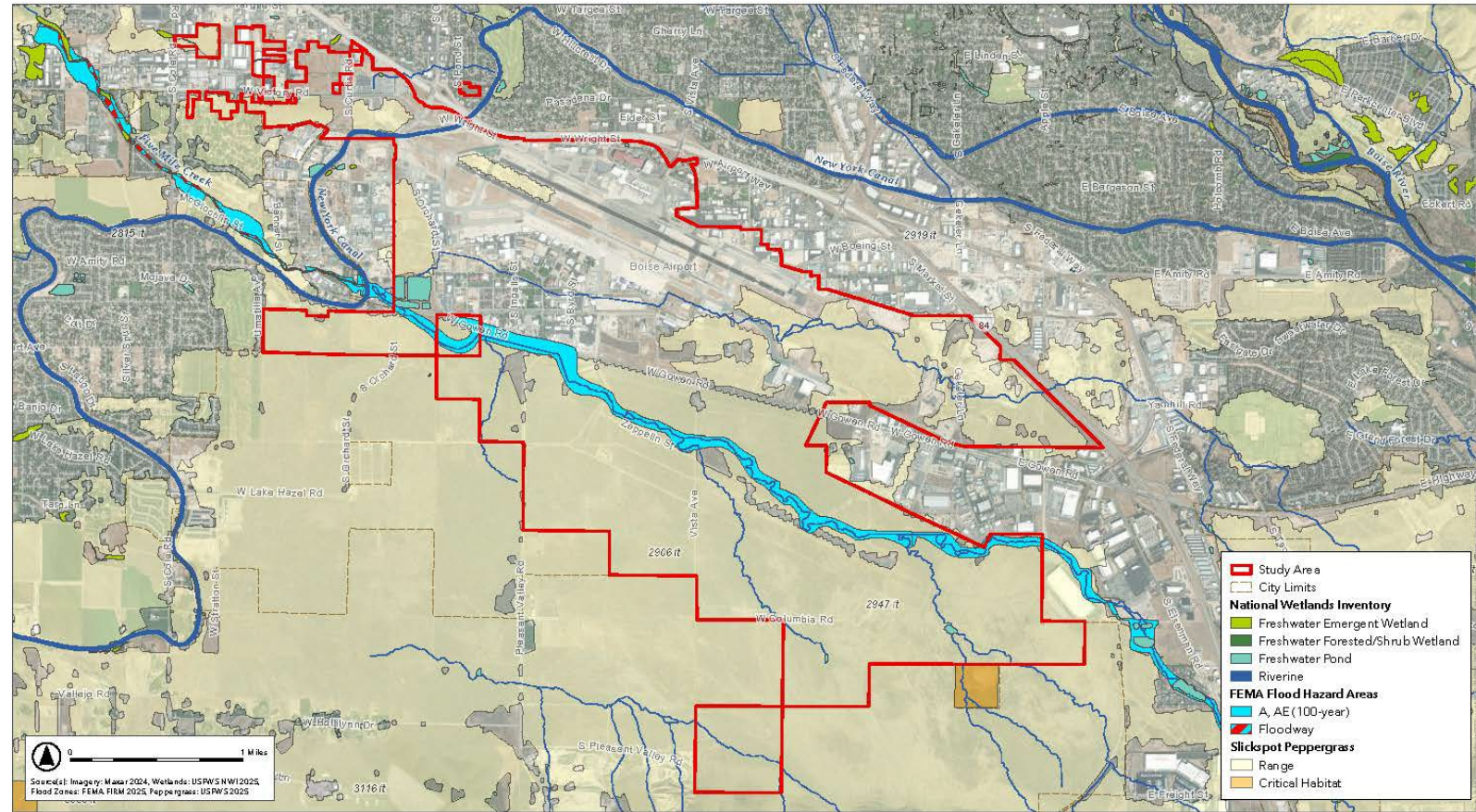


Source: InterVISTAS Boise Airport – Facilities Inventory, Airport Overlay Zones

Environmental Baseline Conditions

+ Informs future development and NEPA review

- Water (wetlands, floodplains, groundwater, surface water, etc.)
- Air quality
- Biological resources
- Farmlands
- Hazardous materials
- Historical & Cultural resources
- Land use
- Section 4(f), recreation areas
- Noise
- Visual resources



Menti Question:

Are there any facility constraints, operational challenges, or user needs that you feel were not reflected in the inventory findings?



Preliminary Facility Requirements Chapter

Planning Activity Levels

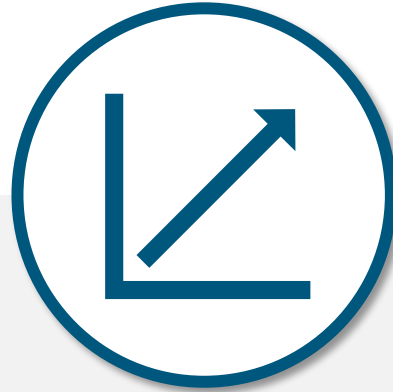
Activity	Planning Activity Level				
	Base Year 2024	PAL 1 (+5 Years)	PAL 2 (+10 Years)	PAL 3 (+20 Years)	PAL 4 (+30 Years)
Enplaned passengers	2,645,000	3,137,00	3,610,000	4,582,000	5,554,000
Aircraft operations	142,793	156,000	167,000	180,000	193,000
Based aircraft	223	230	240	260	280
Cargo tonnage	42,100	43,500	45,200	49,400	53,500

+ Planning Activity Levels (PALs) disassociate activity levels with calendar years to manage uncertainty in demand forecasts

Facility Requirement Pillars



Emerging Trends
in Aviation



Ability to
Accommodate
Projected
Demand



Regulatory
Compliance



Enhancing Airport
Services &
Competitiveness

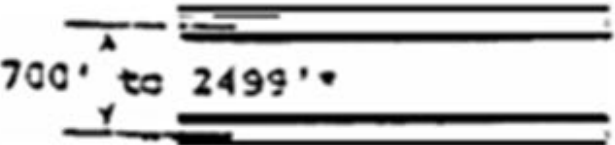
Emerging Trends Impact to BOI Facility Requirements

- + Advanced Air Mobility
- + NextGEN Airspace
- + Sustainable Pavement Materials
- + Airfield Automation
- + Sustainable Aviation Fuel
- + Terminal Technology & Design
- + Evolving Transportation Modes



Airfield Capacity

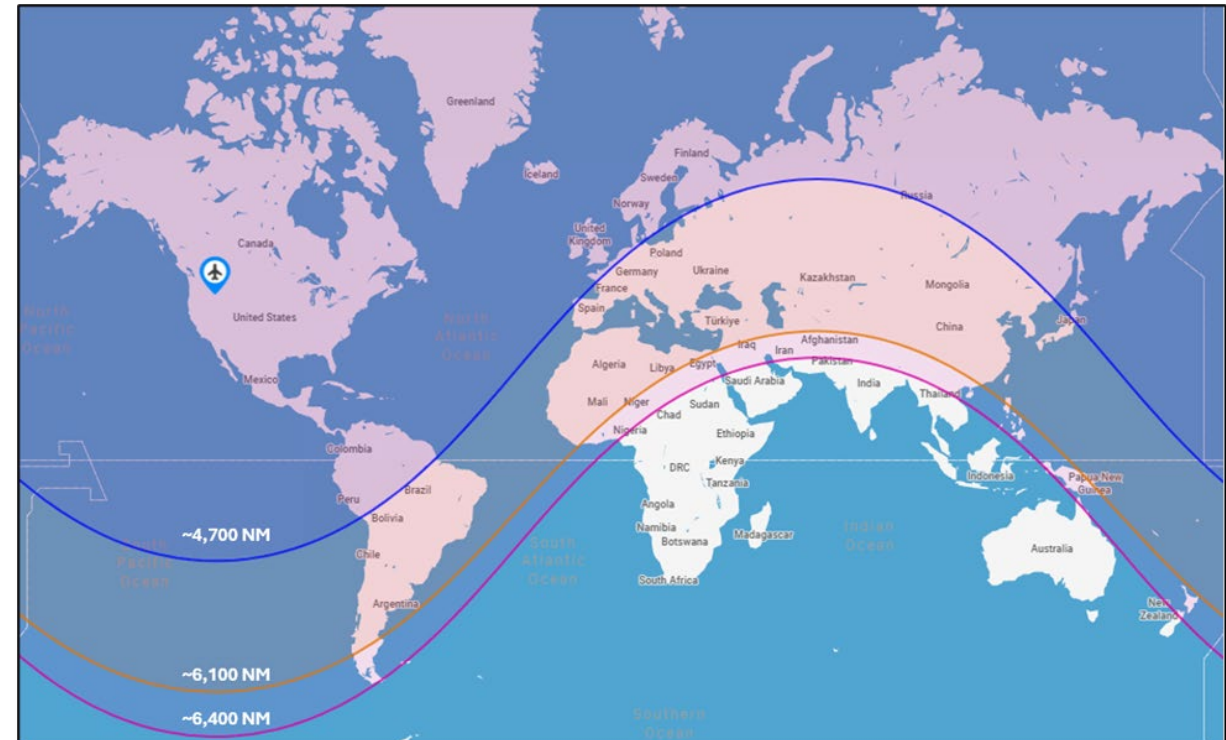
- + The runway system capacity is estimated at ~260,000 annual operations
- + Current operations - 142,793, PAL 4 - 193,000
- + Forecast demand reaches ~74% of capacity under long-term conditions
- + Capacity planning thresholds may be reached early in the planning period

NO.	Runway-use Configuration	Mix Index % (C+3D)	Hourly Capacity Ops/Hr		Annual Service Volume Ops/Yr
			VFR	IFR	
2.	 700' to 2499'	0 to 20	197	59	355,000
		21 to 50	145	57	275,000
		51 to 80	121	56	260,000
		81 to 120	105	59	285,000
		121 to 180	94	60	340,000

Runway Length & Range Analysis

- + Aircraft range varies
- + Recommended Runway length 10,000'
- + Covers all of North America and parts of South America

Aircraft	Max Range	Range for 10,000' Runway	Range Difference
Boeing 767-300	5,050 NM	4,700 NM	-350 NM
Boeing 767-300F	7,500 NM	6,100 NM	-1,400 NM
Boeing 737-MAX9	6,600 NM	6,100 NM	-500 NM
Airbus 300-600	7,150 NM	6,400 NM	-1,750 NM

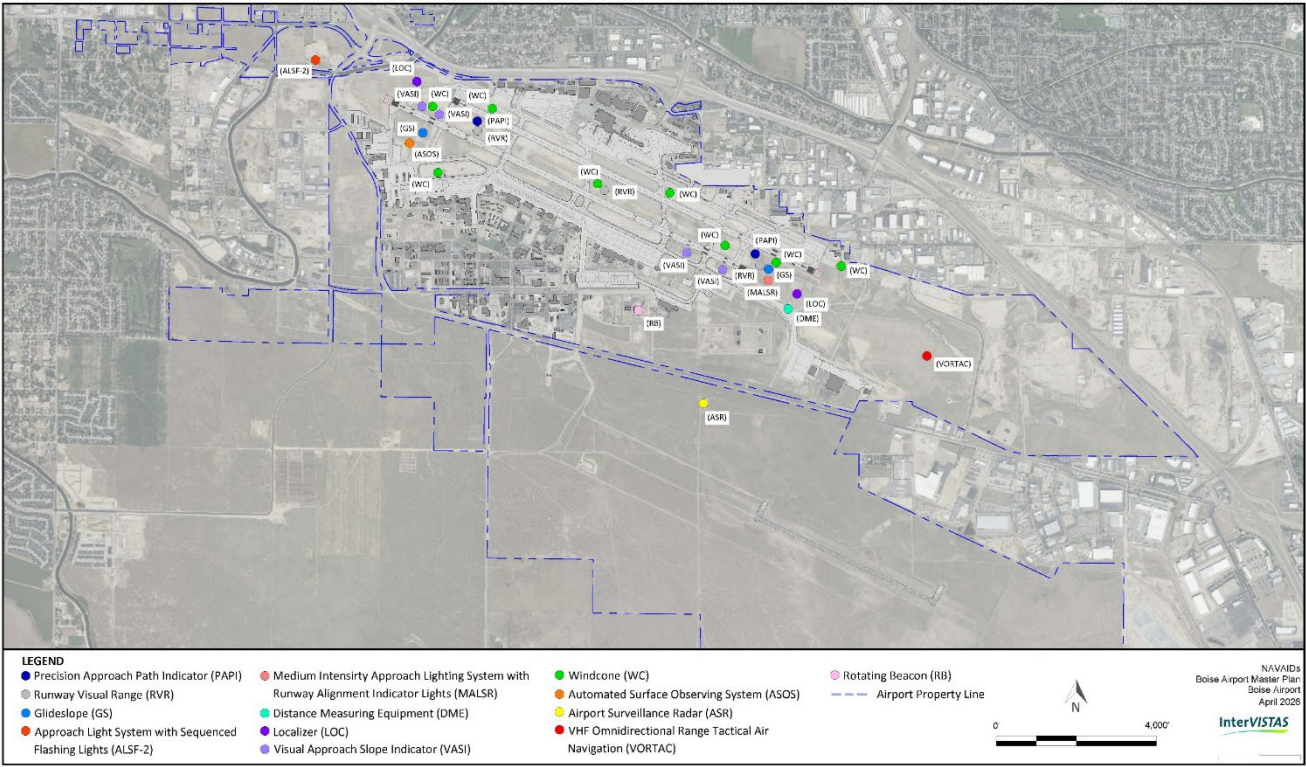


Airfield Non-Standard Conditions



Navigational Aids

- + BOI performs well overall, but has uneven instrument capability between runways
- + Runway 28R approach lighting will be upgraded from REIL to MALSR in 2027
- + Additional ILS capability on runway 10L/28R would improve low-visibility operations
- + Some visual systems require modernization (VASI to PAPI conversion)
- + Existing weather observation systems are sufficient through long-term growth



Terminal & Capacity Requirements

Description	Units	Existing Capacity	PAL 1 Likely +5	PAL 2 Likely +10	PAL 3 Likely +20	PAL 4 Optimistic + 10
Check-in						
Kiosks	units	23	52	45	59	61
Counters (<i>common use</i>)	sf	2,852	3,224	3,410	3,472	3,658
Baggage Acceptance Points	units	58	52	55	56	59
Counter Queue Area	sf	9,476	10,712	11,330	11,536	12,154
Airline Ticket Offices (BOH)	sf	11,518	9,550	10,530	11,140	11,750
Security Screening Checkpoint						
Screening Lanes	lanes	7	5	5	7	7
Queue area	sf	23,194	13,782	13,782	18,923	18,923
Baggage Handling System						
Explosive Detection System	machines	3	3	4	4	4
Baggage Claim	units	4	4	6	6	7
Baggage Claim Area	sf	19,050	19,050	28,575	28,575	33,338
Baggage Makeup	sf	20,070	20,070	59,500	59,500	59,500
Holdrooms						
Holdroom Area	sf	23,199	62,800	67,900	71,700	75,500
Aircraft Parking						
Gates	units	25	31	38	41	44

Landside Facility Requirements

- + Key roadway segments and intersections will experience congestion by mid- to long-term growth

Existing Roadway LOS



Pal 4 Roadway LOS

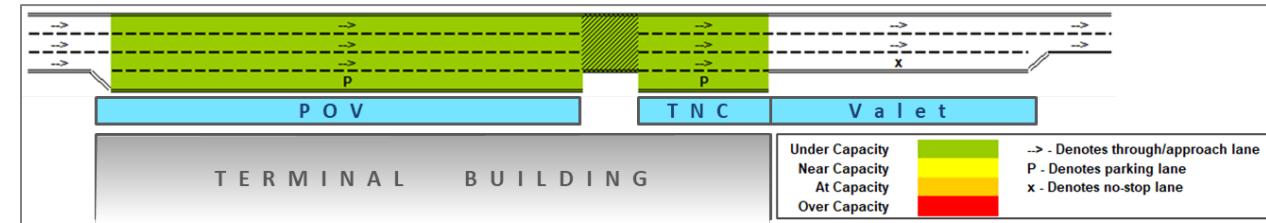


Source: InterVISTAS Boise Airport – Facility Requirements, Existing Roadway LOS

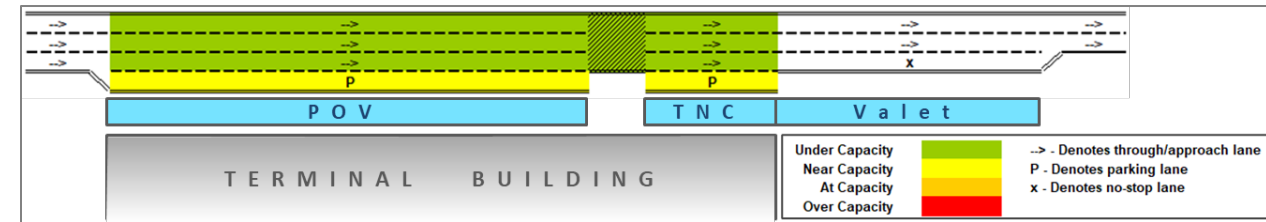
Terminal Departure Curb Requirements

+ Level of service declines as passenger growth increases

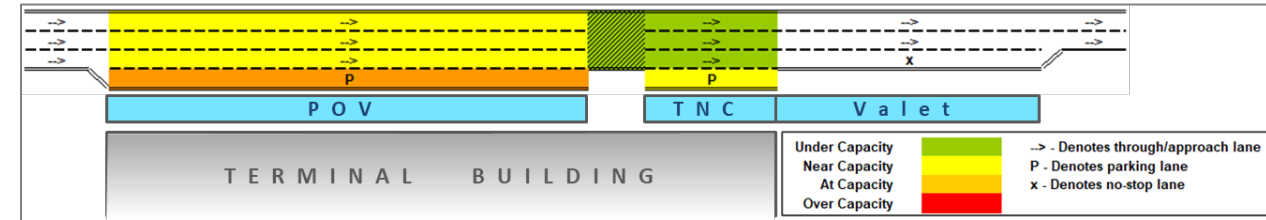
Existing Departure Curbside LOS



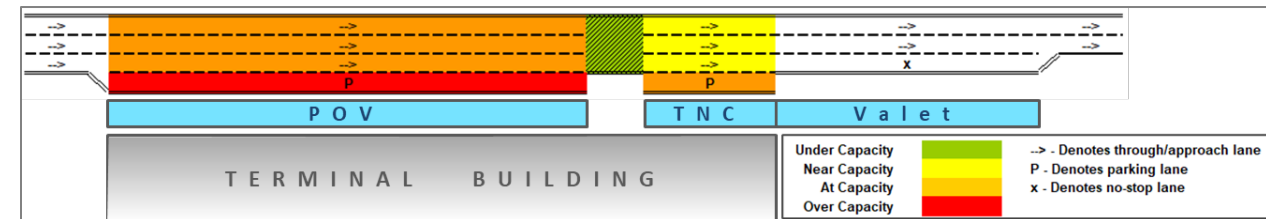
PAL 2 Departure Curbside LOS



PAL 3 Departure Curbside LOS



PAL 4 Departure Curbside LOS

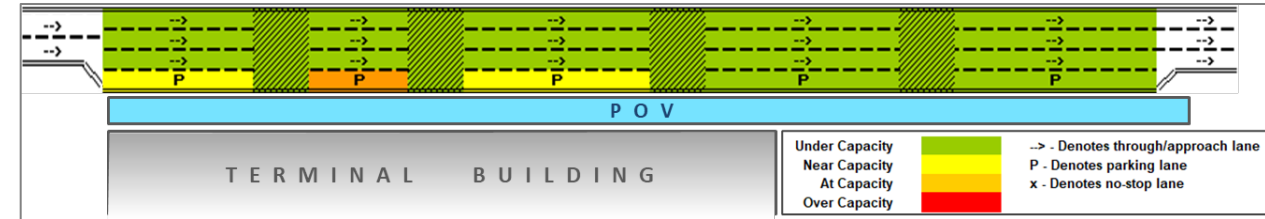


Source: InterVISTAS Boise Airport – Facility Requirements, Terminal Departure Curb LOS

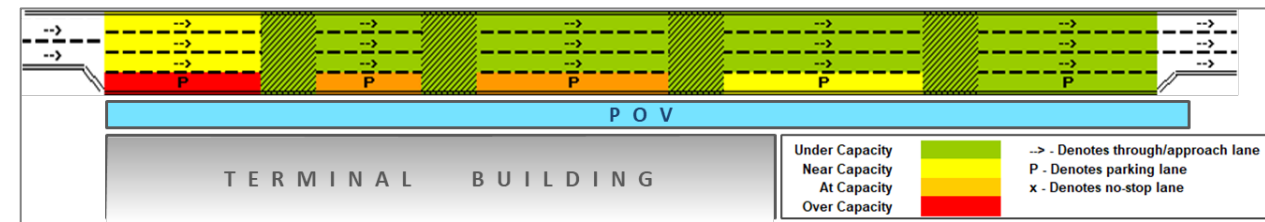
Terminal Arrivals Curb Requirements

+ Level of service declines as passenger growth increases

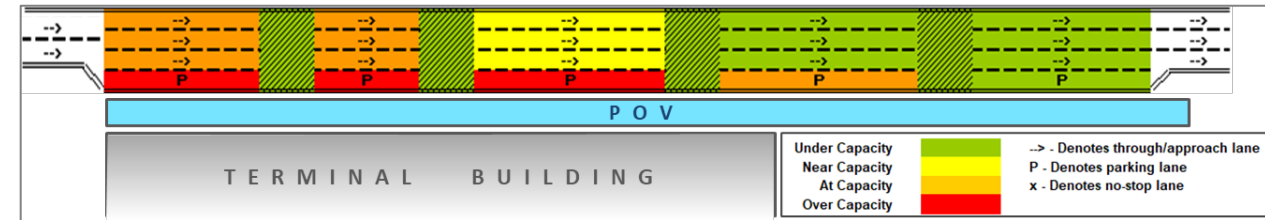
Existing Arrivals Curbside LOS



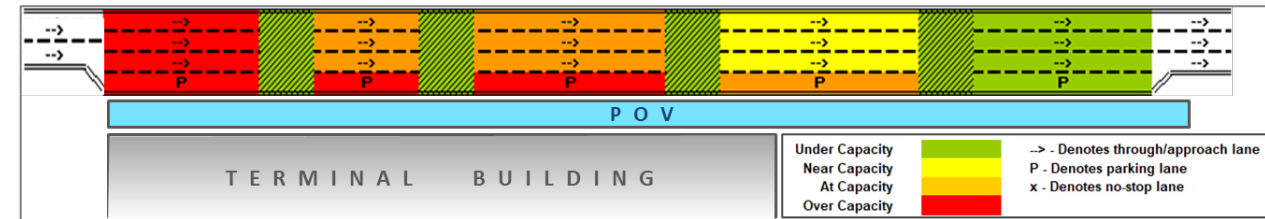
PAL 2 Arrivals Curbside LOS



PAL 3 Arrivals Curbside LOS



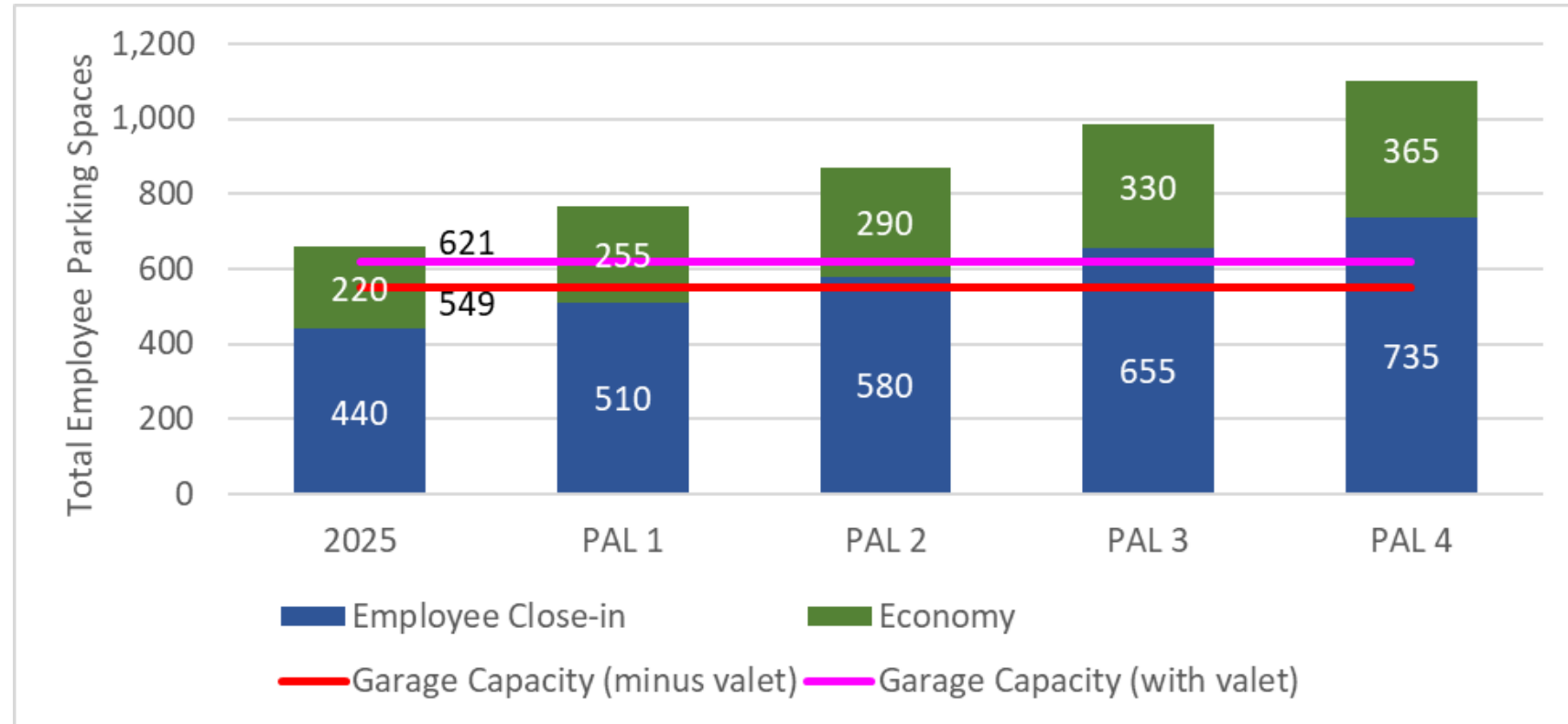
PAL 4 Arrivals Curbside LOS



Source: InterVISTAS Boise Airport – Facility Requirements Terminal Arrivals Curbside

Total Employee Parking Requirements

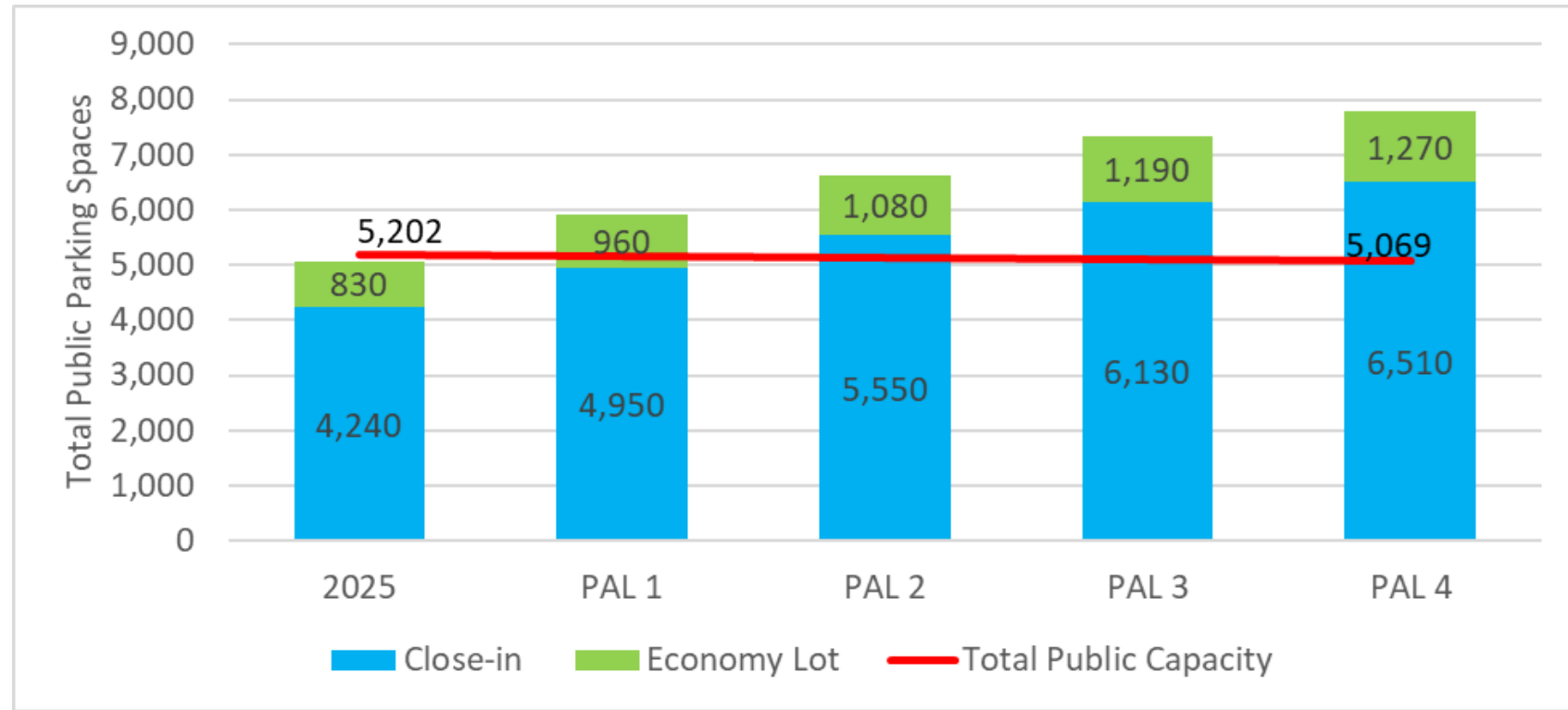
- + Existing employee garage supply is 621 stalls
- + Some employees park in public Economy lot
- + Employee parking demand exceeds current supply
- + Significant deficit of 479 stalls is expected by PAL 4



Source: InterVISTAS Boise Airport – Facility Requirements, Total Employee Parking Requirement

Total Public Parking Requirements

- + Existing parking supply is 5,202 stalls
- + Current parking demand is below existing capacity
- + Deficit of 2,711 stalls across both Close-in and Economy Lot is expected by PAL 4
- + Public parking supply declines slightly due to additional employee demand

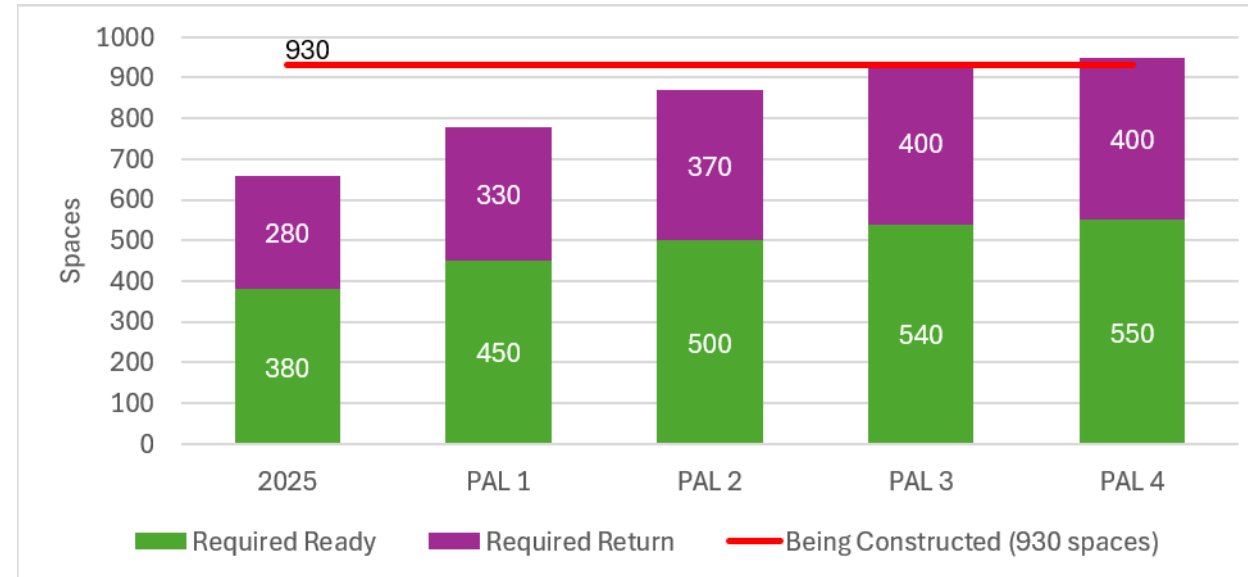


Source: InterVISTAS Boise Airport – Facility Requirements, Total Public Parking Requirement

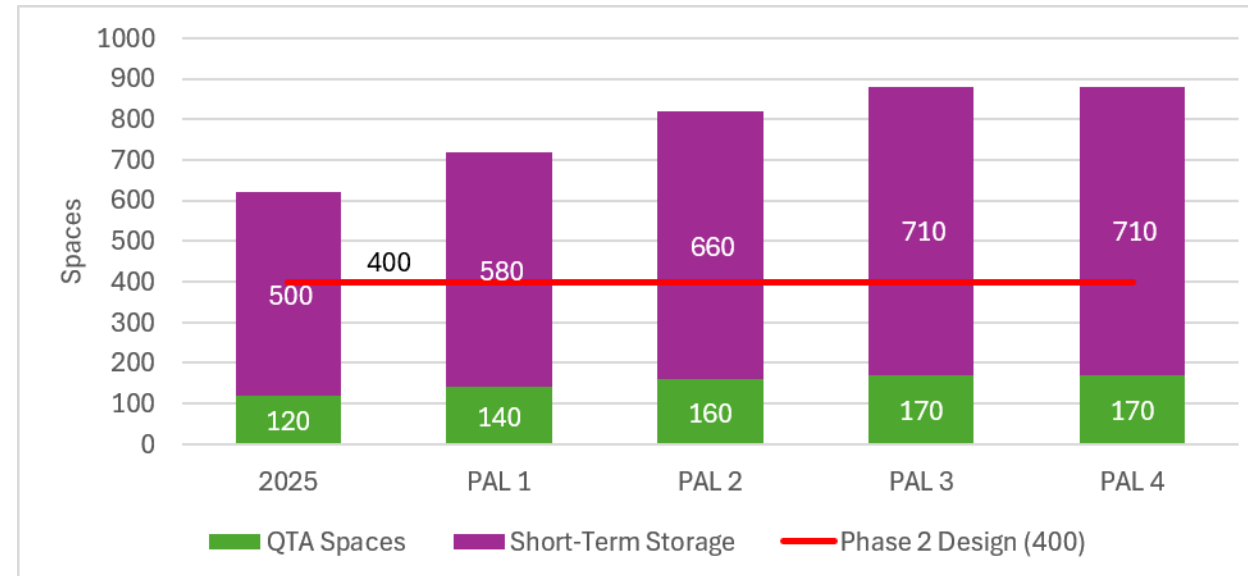
Rental Car Requirements

- + CONRAC Ready/Return supply exceeds current requirement
- + CONRAC Ready/Return demand will exceed supply by PAL 4
- + Storage spaces are insufficient under all PALs

Ready/Return Space Requirement



Idle Storage Requirement



Air Cargo Capacity & Requirements

Cargo Area Requirements

	Capacity (SF)	Base 2024 (SF)	PAL 1 (SF)	PAL 2 (SF)	PAL 3 (SF)	PAL 4 (SF)	PAL 4 Surplus+/ Deficit- (SF)	PAL 4 % Over Capacity
Apron	425,000	356,000	367,838	382,214	417,729	452,399	(27,399)	6.4
Facilities	370,000	319,000	329,608	342,489	374,314	405,380	(35,380)	9.6
Landside	117,000	102,450	105,857	109,994	120,214	130,192	(13,192)	11.3
Total	912,000	777,450	803,303	834,697	912,257	987,971	(75,971)	8.3

- + BOI remains a freight-dominated cargo market
- + Constraints exist in all facilities (apron, buildings and landside)
- + Existing facilities become undersized in PAL 3
- + Facility locations are not aligned where demand exists

Utility Infrastructure Requirements

- + Waterline beneath runways poses a risk
- + Retention basins are undersized and in poor locations
- + Deicing system does not contain spent fluids
- + Utilities are functional but constrained by age and future growth, requiring coordinated capital planning
- + Stormwater and deicing runoff management remain a key operational and regulatory consideration
- + Utilities undersized to accommodate future growth



General Aviation Hangar & Apron Supply/Demand Analysis

- + Hangar demand exceeds available supply
- + Aviation demand forecast, T-Hangar waitlist, and GA tenant input used to assess hangar needs
- + FBO areas are insufficient to accommodate existing demand and growth (apron, landside and hangars)

General Aviation Hangar Supply / Demand

	Base Year: 2024	Hangar Waitlist
Based Aircraft	223	90*
Hangar Demand (SF)	840,600	135,000
Hangar Capacity (SF)	840,600	N/A
Surplus + / Deficit – (SF)	0	N/A

* 70% of hangar waitlist

General Aviation Apron Supply / Demand

	Base Year: 2024	PAL 1	PAL 2	PAL 3	PAL 4
GA Arrivals ¹	122	126	130	139	149
Apron Demand (SF)	537,000	587,000	637,000	749,500	874,500
Apron Capacity	895,000	895,000	895,000	895,000	895,000
Surplus+ / Deficit- (SF)	358,000	308,000	258,000	145,500	20,500

¹ Based on DDFS, assumes existing demand is 60% of the capacity based on visual observations of aerial imagery.

Source: InterVISTAS Boise Airport – Facility Requirements

Support Facility and Amenities

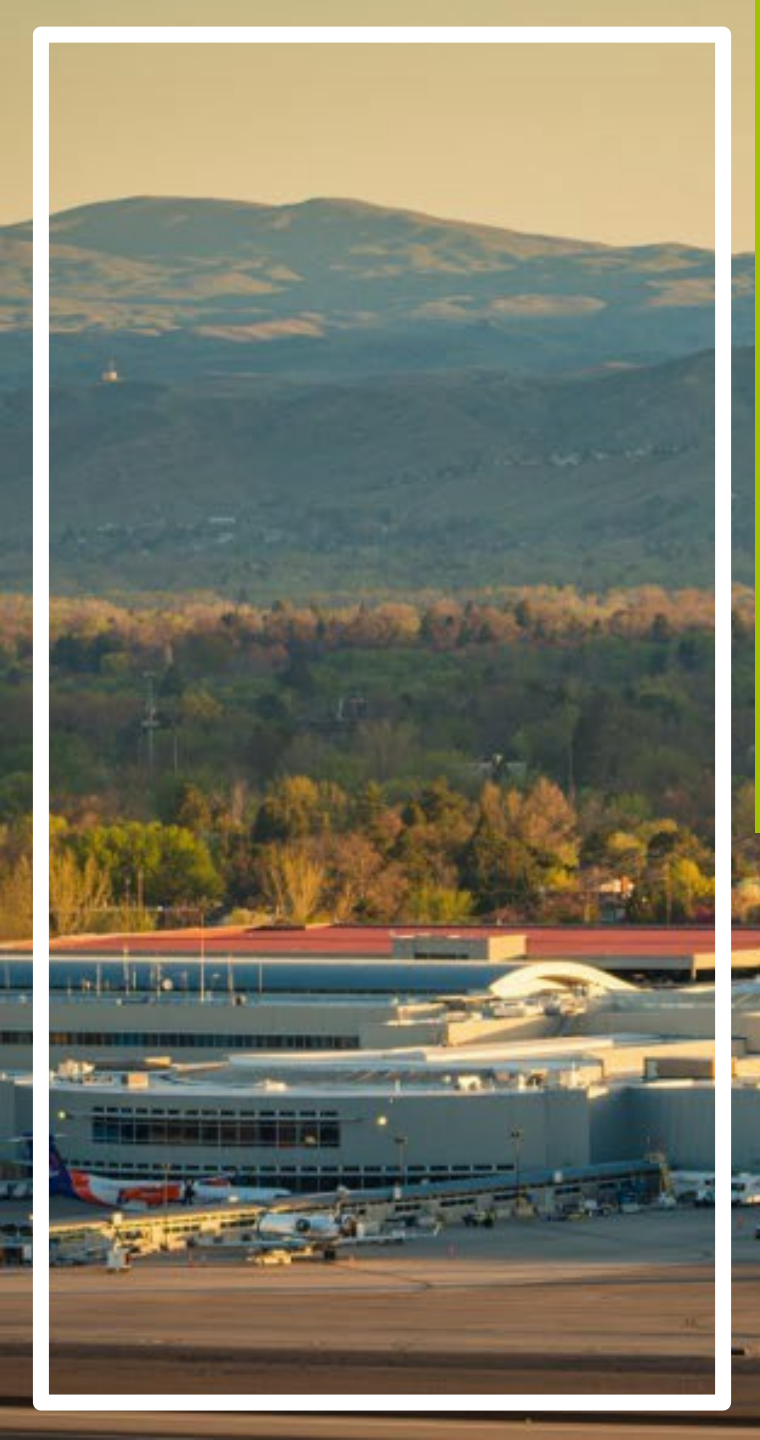
- + Airport maintenance facilities are dispersed across the campus
- + Not all equipment is stored indoors
- + Snow removal and maintenance facilities face operational constraints
- + ARFF may require an upgrade from Index C to D as activity grows
- + Fuel storage is being expanded
- + Deicing operations are approaching environmental and capacity limits
- + Air Traffic Control Tower meets current operational and visibility needs



Next Steps

- + Provide today's slide deck
- + Continue preparing alternatives to address deficiencies
- + Coordinate with TAC on next master plan check in meeting





Thank You