

**BOISE**

# Boise Air Terminal/ Gowen Field

## SUMMARY REPORT



## Understanding the Airport

Boise is the state capital and the largest city in Idaho with a population of nearly 230,000 people - in fact, nearly 40 percent of Idaho's 1.78 million residents live in Boise's metro area. Boise is home to Boise State University, the largest university in the state, as well as several large business headquarters. Known as the "City of Trees," Boise is a destination for recreational, business, and cultural travelers. Boise Air Terminal/Gowen Field (BOI) is the primary commercial service airport that serves the surrounding region and is the busiest commercial service airport in the state, with more than 42,000 annual air carrier operations. BOI is owned and operation by the City and is located south of Downtown Boise. BOI has two public-use runways equipped with instrument approaches that are capable of serving heavy commercial aircraft. Boise Air Terminal shares the airfield with the Gowen Air National Guard Base. BOI is served by seven airline carriers and offers non-stop flights to more than 20 destinations around the country, including Chicago, Salt Lake City, Los Angeles, and Houston. Additionally, there are cargo facilities on the field, and charter flights to the backcountry. BOI is the only airport in southern Idaho that has a U.S. Customs and Border Protection office on-site, making the airport the international gateway for the state. The airport is served by several on-airport businesses, including several within the passenger terminal building. Hundreds of businesses in the area rely on the airport to attract visitors and transport goods and employees. BOI is a vital resource for the entire state and provides significant economic benefit to the surrounding communities and all of Idaho. As Boise grows in population and economic output, the airport is expected to continue to serve the city and support the entire airport system.

### AIRPORT FEATURES

Associated City	Boise		
Associated County	Ada		
Airport Reference Code	C-IV		
Primary Runway	<b>ORIENTATION</b>	10L / 28R	
	<b>DIMENSION</b>	10,000' x 150'	
	<b>SURFACE TYPE</b>	Asphalt-GRVD	

### FORECAST SUMMARY

Activity	2017	2037	% Change
Based Aircraft	270	360	33%
CS Annual Operations	55,564	83,888	51%
GA Annual Operations	58,377	57,995	-1%

## AVIATION FORECAST

When planning for new or additional airport facilities, projections of various indicators of aviation demand such as based aircraft and operations can help determine the type and size of necessary improvements.



AERIAL  
FIREFIGHTING



MEDICAL  
OPERATIONS



BUSINESS ACTIVITY



GATEWAY TO THE  
BACKCOUNTRY



FLIGHT  
TRAINING

### AIRPORT ROLE

IASP Role  
Primary

Federal Role  
Primary

## AIRPORT ROLES

Idaho's airport classification structure is designed to establish a network of facilities that support the state's access, mobility, and economic needs while preserving the long-term viability of all airports within the system. The 2020 Idaho Airport System Plan (IASP) Update has identified nine functional roles for the 75 publicly-owned public-use airports in the system. State and federal classifications are the same for airports included in the National Plan of Integrated Airport Systems (NPIAS), while non-NPIAS airports are categorized into three state-specific roles.

# Facility and Service Objectives

Facility and service objectives (FSOs) were developed for each Idaho airport role. These objectives provide guidance on the recommended minimum facilities and services that the airport should have to optimally fulfill its functions in the system. The following table summarizes the airport's current facilities and services, FSOs, other projects recommended or identified during 2020 IASP Update, as well as estimated 20-year development costs. Recommended development costs include projects identified during the system plan, 20-year pavement lifecycle costs, future aircraft storage needs based on forecasted activity, and additional needs identified in the Idaho State Capital Improvement Plan (ISCIP). While these projects are included as part of the IASP, it is recognized that implementation of these projects is dependent on local needs. As an integral component of Idaho's airport system, these recommended improvements will ensure that this facility continues to provide state residents, businesses, and visitors with the aviation infrastructure necessary over the next 20 years.

## AIRPORT REPORT CARD

## BOISE AIR TERMINAL/GOWEN FIELD

## PRIMARY

OBJECTIVE CATEGORY	AIRPORT OBJECTIVES (SPECIFIC TO ROLE)		CURRENT PERFORMANCE	RECOMMENDATION	COST
AIRSIDE FACILITIES					
Primary Runway Length	Future Runway Length from ALP/MP (10,000 feet)		10,000 feet	None	\$-
Primary Runway Width	100 feet		150 feet	None	\$-
Primary Runway Strength	Single-Landing Gear (60,000 pounds)		120,000 pounds	None	\$-
Primary Taxiway	Full Parallel		Full Parallel	None	\$-
Instrument Approach	Precision or PBN		Precision	None	\$-
Visual Aids	Rotating Beacon, Lighted Wind Cone, PAPIs/VASIs, ALS, REILs (as applicable based on ALS)		Rotating Beacon, Lighted Wind Cone, Wind Cone, REILs,VGSI, ALS	None	\$-
Runway Lighting	MIRL, HIRL Desired		HIRL	None	\$-
Weather Reporting	ATCT, ASOS or AWOS		ATCT, On-Site ASOS or AWOS	None	\$-
LANDSIDE FACILITIES					
Commercial Terminal	Yes		Yes	None	\$-
General Aviation Terminal	Yes		Yes	None	\$-
Public Restrooms	Yes		Yes	None	\$-
Conference Rooms	Yes		Yes	None	\$-
Pilots Lounge	Yes		Yes	None	\$-
Hangar Storage Units	Storage for 80% of Based Aircraft and 25% of Transient	226	140	Add 86 spaces	\$20,625,000
Apron Tie-Down Spaces	20% of Based Aircraft and 50% of Transient	80	120	None	\$-
Perimeter Fencing	Full Perimeter		Full	None	\$-
Auto Parking	Present On-Site		Yes	None	\$-
SERVICES					
Cell Phone Coverage	Yes		Yes	None	\$-
Wi-Fi	Yes		Yes	None	\$-
Fixed Base Operator	Yes		Western Aircraft	None	\$
Maintenance Services	Yes		Yes	None	\$-
Snow Removal Equipment	Yes		Yes	None	\$-
Fuel	24/7 AvGas, 24/7 Jet A Fuel		24/7 AvGas, Jet A Fuel	24/7 Fuel-Jet A	No Cost
Rental/Courtesy Car Access	Rental Car		Rental Car	None	\$-
FUTURE STORAGE NEEDS, PAVEMENT NEEDS, AND ADDITIONAL ISCIP PROJECTS					
PROJECT CATEGORY					
Performance Measure: Master Plan or Airport Layout Plan (ALP)				None	\$-
Performance Measure: Close-in Obstructions				None	\$-
Performance Measure: Meeting Current FAA Taxiway Design Standards				Taxiway Improvement: Direct Access	\$1,324,296
Future Storage Needs: Hangar Spaces				109	\$26,134,043
Future Storage Needs: Apron Tie-downs				49	\$2,682,455
Pavement Lifecycle Costs					\$169,523,259
Additional ISCIP Projects					\$32,067,733

## Economic Benefit to Idaho

The 2020 Idaho Airport Economic Impact Analysis (AEIA) Update quantified the total economic activity of each airport in the Idaho system. The study first calculated the direct economic benefits attributable to on-airport activity, capital improvements, and off-airport visitor spending. Based on these direct impacts, indirect and induced (or "multiplier") effects associated with supplier purchases and the re-spending of worker income were then calculated. Direct impacts and multiplier effects are summed to determine the airport's total economic impacts. Impacts are expressed in terms of jobs, earnings, contribution to the state's Gross Domestic Product (GDP), and total output. GDP is the value contributed to a product or service provided by a firm or group of firms (in this case, airport business). In addition, airports support a variety of other benefits, such as agriculture, wildland firefighting, medical transport, and business operations across the state.

### STATEWIDE IMPACTS

Total Employment	33,460 jobs
Total Earnings	\$1.3 billion
Total GDP	\$2.4 billion
Total Output	\$4.9 billion

Overall, the statewide impact of aviation for Idaho's economy exceeds **\$4.9 billion** and provides benefits through diverse activities associated with aviation and airport activity.

### AIRPORT-SPECIFIC IMPACTS



TOTAL EMPLOYMENT  
**21,310 JOBS**



TOTAL EARNINGS  
**\$784,600,000**



TOTAL GDP  
**\$1,488,400,000**



TOTAL OUTPUT  
**\$2,936,700,000**

### TIMELINE OF ECONOMIC IMPACT

#### 2008 Economic Impact

Total Employment - 14,021  
Total Earnings - \$451.7 million  
Total Output - \$1,255.7 million

#### 2018 Economic Impact

Total Employment - 21,310  
Total Earnings - \$784.6 million  
Total Output - \$2,936.7 million

Enplanements - 1.69 million  
Nonstop Destinations - 23  
Based Aircraft - 286  
Annual Operations - 184,023

#### 2007 Activity

Enplanements - 1.73 million  
Nonstop Destinations - 18  
Based Aircraft - 270  
Annual Operations - 124,301

#### 2017 Activity

2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019

Airport Master Plan Update  
Planning Study

US Customs and Border  
Protection Facility  
Landside Development

Runway Rehabilitation  
Pavement Maintenance

Air Traffic Control Tower  
and TRACON  
Airsides Development

West Parking  
Garage  
Landside Development

SkyWest Maintenance Facility  
Landside Development

Western Aircraft Expansion  
Business Development

Taxiway Rehabilitation  
Pavement Maintenance

ARFF Expansion  
Landside Development

Airport Master Plan Update  
Planning Study

● Airport Economic Impact Indices    ■ Airport Activity Components    ▲ Planning Considerations    ◆ Development & Improvements

## LAND USE COMPATIBILITY

Incompatible land use on and around airports can result in noise-related nuisance or safety-related concerns affecting airspace, overflights, and accident severity. Incompatibility has the potential to limit airport operations, close airports, or restrict access. Most recently, Idaho Code 67-6508(q) (Section Q) established new requirements for cities and counties to prepare a Public Airport Facilities section in their comprehensive plans. The Public Airport Facilities section must provide an overview of nearby airport facilities, operations, airport development, and economic impact. Section Q is an important step towards supporting compatible land uses around airports.