

Federal Register Comment

Commenter #	Commenter Name	DATE	Summary	FR Comment BOI Response July 2016
1	Marv Askey	6/1/2016	Increasing noise contours is incomprehensible, need Citizen Advisory committee	The public consultation program for the BOI Part 150 Study Update was developed in accordance with the public consultation requirements contained in 14 CFR Part 150 Subpart B, Development of Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs). Please refer to Chapter 9, Record of Consultation, and Appendix D, for a detailed account of advertisements for open houses and publication of the draft study. The opportunity for comment on the NEMs and NCP was afforded through four open houses at various stages of the study, as well as a Public Hearing to accept public comments. Each open house and the public hearing were advertised via multiple Idaho Statesman newspaper ads (legal ads and display ads) as well as via email notifications to stakeholders. This included nearby HOA's identified on the Registered Neighborhood Associates on the City of Boise's web site and social media outlets (http://pds.cityofboise.org/planning/comp/neighborhood/associations/)
1	Marv Askey	6/1/2016	Economic impact study should be included	14 CFR Part 150 does not require economic hardship study. The Part 150 study establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). The Part 150 Study was developed in accordance with Title 14 CFT Part 150 requirements. Please refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. Comment noted.
1	Marv Askey	6/1/2016	Cites an event in Burlington, VT	Comment Noted.
1	Marv Askey	6/1/2016	Sent a letter to FAA Ombudsman and haven't received a response.	Comment noted. The Boise Airport is not part of the Ombudsman review process and this is beyond the scope of the Part 150 Study.
1	Marv Askey	12/21/2015	F-15's are not following departure path	I checked with the Air Guard to get their insight on the military aircraft you have been hearing recently. My contact informed me these are not F-15s but rather F-18s. These aircraft do not belong to either the Idaho Air National Guard nor Mountain Home Air Force Base. They are transient aircraft stopping in Boise to refuel at Western Aircraft enroute to other destinations. Their flight paths in this space are determined by the Boise tower. Neither IDANG nor Western track the aircraft origins or destinations. (12/23/15 e-mail response from Rebecca Hupp).
2	Monte Mericle	6/6/2016	FAA should mitigate through 2020 proposed noise levels	The Airport does not purchase homes without voluntary sale by the owner and does not pursue this type of acquisition outright. Any acquisition program would be contingent upon the application for and receipt of federal grant funding. Additionally, the approval of a measure in this Part 150 Study by FAA does not automatically trigger an acquisition program to begin. The ability to use federal funding to assist in the voluntary acquisition of residential property is limited to homes within the CURRENT DNL 65 dB. Proposed contours are not eligible.
2	Monte Mericle	6/6/2016	2020 proposed F15 noise is irresponsible and should be mitigated now	The Part 150 study process does not determine whether or not military jets will be stationed at BOI in the future. There has been no long-term basing decision made by the United States Air Force (USAF) at this time regarding what could come after the A-10 is retired at Gowen Field. The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.

2	Monte Mericle	6/6/2016	Mitigation of noise impacts should be a multimillion dollar multi year plan.	The Airport does not purchase homes without voluntary sale by the owner and does not pursue this type of acquisition outright. Any acquisition program would be contingent upon the application for and receipt of federal grant funding. Additionally, the approval of a measure in this Part 150 Study by FAA does not automatically trigger an acquisition program to begin. The ability to use federal funding to assist in the voluntary acquisition of residential property is limited to homes within the CURRENT DNL 65 dB. Proposed contours are not eligible.
2	Monte Mericle	6/6/2016	Mitigation plans are poorly organized and underfunded, believes the City will purchase homes and demo homes in NSFRU area for a cost of \$75 - 175 million dollars.	The plan does not propose to destroy all homes within the 65DNL contour. The zoning of existing homes within the existing 65 DNL contour is B1, the same as in the previous study, and grandfather's residential land use in this area. The study recommends potential solutions for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary and subject to the availability of funds. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program.
2	Monte Mericle	6/6/2016	Cites AF 2012 EIS third runway evaluation, wants it included in Noise Study	The current BOI Part 150 Study Update is independent of the USAF's 2020 F-35A Training Basing Environmental impact Statement (EIS). The purpose of a FAA 14 CFT Part 150 Study is to define the noise exposure levels in and around the Airport and provide noise compatibility planning to help alleviate noise impacts to the surrounding areas and communities. The Part 150 requires the NEMs show exiting noise conditions as well as a projection of noise exposure five years into the future.
2	Monte Mericle	6/6/2016	BOI didn't do its job, the Part 150 study is flawed, reject the study	The Part 150 study establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). The Part 150 Study was developed in accordance with Title 14 CFT Part 150 requirements. Please refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. Comment noted.
3	Jack and Patricia Ely	6/14/2016	Boise citizens need more information regarding retirement of A10 Aircraft	The Part 150 study process does not determine whether or not military jets will be stationed at BOI in the future. There has been no long-term basing decision made by the United States Air Force (USAF) at this time regarding what could come after the A-10 is retired at Gowen Field. If a new aircraft flying mission is planned to replace the current A-10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.
3	Patricia and Andrew Ely	6/14/2016	Citizens didn't receive timely information regarding military jet aircraft	The public consultation program for the BOI Part 150 Study Update was developed in accordance with the public consultation requirements contained in 14 CFR Part 150 Subpart B, Development of Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs). Please refer to Chapter 9, Record of Consultation, and Appendix D, for a detailed account of advertisements for open houses and publication of the draft study. The opportunity for comment on the NEMs and NCP was afforded through four open houses at various stages of the study, as well as a Public Hearing to accept public comments. Each open house and the public hearing were advertised via multiple Idaho Statesman newspaper ads (legal ads and display ads) as well as via email notifications to stakeholders. This included nearby HOA's identified on the Registered Neighborhood Associates on the City of Boise's web site and social media outlets (http://pds.cityofboise.org/planning/comp/neighborhood/associations/)
3	Patricia and Andrew Ely	6/14/2016	A letter with 140 signatures opposing the project was sent to the FAA with no response.	Comment noted. The Boise Airport is not part of the Ombudsman review process and this is beyond the scope of the Part 150 Study.

3	Patricia and Andrew Ely	6/14/2016	Economic hardship to neighborhoods near airport due to F15/F35 aircraft	14 CFR Part 150 does not require economic hardship study. The Part 150 study establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). The Part 150 Study was developed in accordance with Title 14 CFT Part 150 requirements. Please refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. Comment noted.
3	Patricia and Andrew Ely	6/14/2016	Demographics of Boise Airport Neighborhoods makes the choice clear that F15/35 should be at Mountain Home	The Idaho Air National Guard (IDANG) is a separate reserve component of the USAF with the mission to recruit and properly equip IANG, used primarily for training and preparedness. Mountain Home AFB is an active military installation with a DIFFERENT MISSION than the IDANG based at Gowen Field.
4	Mark & Julie Lliteras	6/15/2016	The study didn't allow for significant public input; why didn't we have a Citizens Advisory Committee	The opportunity for comment on the NEMs and NCP was afforded through three open houses at various stages of the study. Each open house was advertised via multiple Idaho Statesman newspaper ads (legal ads and display ads), as well as via email notifications to stakeholders, including those who requested to be on the Airport's mailing list, on the Airport's web site and social media outlets. In addition, the Boise Airport Director attended two informal community open houses at Whitney Community Center at the request of community members. Finally, the Airport hosted a public hearing in December 2015. As a comparison, 119 individuals provided comments on the 2015 study with several individuals commenting multiple times. Only 9 comments were received during the previous FAR Part 150 Study which was also conducted by HNTB and had the same project manager. The public consultation program for the BOI Part 150 Study Update was developed in accordance with the public consultation requirements contained in 14 CFR Part 150 Subpart B, Development of Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs). Please refer to Chapter 9, Record of Consultation, and Appendix D, for a detailed account of advertisements for open houses and publication of the draft study. The opportunity for comment on the NEMs and NCP was afforded through four open houses at various stages of the study, as well as a Public Hearing to accept public comments. Each open house and the public hearing were advertised via multiple Idaho Statesman newspaper ads (legal ads and display ads) as well as via email notifications to stakeholders. This included nearby HOA's identified on the Registered Neighborhood Associates on the City of Boise's web site and social media outlets (http://pds.cityofboise.org/planning/comp/neighborhood/associations/)
4	Mark & Julie Lliteras	6/15/2016	Public Meetings Information and maps don't match final study given to FAA; why aren't we discussing f-35?	In consideration of the uncertain future of the IANG's current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential IANG missions, including a replacement F-35 mission. The Part 150 study process does not determine whether or not military jets will be stationed at BOI in the future. There has been no long-term basing decision made by the United States Air Force (USAF) at this time regarding what could come after the A-10 is retired at Gowen Field. If a new aircraft flying mission is planned to replace the current A-10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.
4	Mark & Julie Lliteras	6/15/2016	2020 F15 Noise impacts will be disastrous to neighborhoods.	Comment noted. The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.
4	Mark & Julie Lliteras	6/15/2016	F35 Noise impact and mitigation funds, why isn't the City of Boise buying all the homes in NSFRU areas?	The Airport does not purchase homes without voluntary sale by the owner and does not pursue this type of acquisition outright. Any acquisition program would be contingent upon the application for and receipt of federal grant funding. Additionally, the approval of a measure in this Part 150 Study by FAA does not automatically trigger an acquisition program to begin. The ability to use federal funding to assist in the voluntary acquisition of residential property is limited to homes within the CURRENT DNL 65 dB. Proposed contours are not eligible.

4	Mark & Julie Llitas	6/15/2016	Why aren't we including the use of third runway as an option	Part 150 Study is for current year and projected use five years out from current year (2015, 2020). Third Runway is not viable through 2020. 14 CFR Part 150 requires the NEMs show existing noise conditions as well as a projection of potential noise exposure five years into the future. Since it is extremely unlikely the 3rd runway would be available within the five-year planning horizon, this alternative was not included as a mitigation measure in the Noise Compatibility Plan. The 3rd runway development is included in the Airport's Master Plan, a 20-year plan for guiding development of Airport facilities and infrastructure. The Boise Airport will be conducting a master plan update which is a much more comprehensive planning tool than the noise study. The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socio-economic impacts.
4	Mark & Julie Llitas	6/15/2016	Reject this study.	The Part 150 study establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). The Part 150 Study was developed in accordance with Title 14 CFT Part 150 requirements. Please refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. Comment noted.
5	John Glerum	6/30/2016	Provided a cover letter, input letter, 93 signatures from concerned residents. A petition signed by 140 homeowners was sent to the FAA Ombudsman and no response was received.	Comment noted. The Boise Airport is not part of the Ombudsman review process and this is beyond the scope of the Part 150 Study.
5	John Glerum	6/30/2016	Residents are concerned about noise levels and inadequate mitigation plans	Comment noted.
5	John Glerum	6/30/2016	FAA should require BOI to withdraw and revise the Part 150 study	The Part 150 study establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). The Part 150 Study was developed in accordance with Title 14 CFT Part 150 requirements. Please refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. Comment noted.
5	John Glerum	6/30/2016	FAA should disapprove the study	The Part 150 study establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). The Part 150 Study was developed in accordance with Title 14 CFT Part 150 requirements. Please refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. Comment noted.
5	John Glerum	6/30/2016	Public meeting information and maps do not match the final study submitted to FAA	In consideration of the uncertain future of the IANG's current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential IANG missions, including a replacement F-35 mission. The Airport used the F15 Noise Exposure Model for two primary reasons. First, the FAA methodology requires the Airport to consider forecasts based upon a five-year planning horizon. Given the current deployment schedule for the F35, it is not realistic to anticipate the F35 would be based in Boise within that time frame. Further, based on the forecasted Noise Exposure Model, the F15 actually has a slightly larger noise footprint so it was the most conservative planning scenario.

5	John Glerum	6/30/2016	Mitigation at current 2015 noise levels is a gigantic waste of taxpayer money	As you noted, the study uses forecasts to project noise impacts. These are forecasts and not certainties. In fact, the BOI 2006 Noise Study forecasted that the F16s could be based at Boise. That forecast has not come to fruition. Forecasts frequently change which is the reason the study is updated periodically. The forecasts are used to ensure future compatible land use planning. It would be irresponsible to use tax payer funds to mitigate conditions that do not currently exist and may or may not exist in the future.
5	John Glerum	6/30/2016	2020 F35 noise levels will cause permanent hearing damage	Comment noted. The Boise Airport is aware that the aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, mitigate future noise exposures. The study is not an endorsement or acceptance of a noise impact.
5	John Glerum	6/30/2016	Part 150 F35 noise maps doesn't match Air Force 2012 EIS	The current BOI Part 150 Study Update is independent of the USAF's 2012 F-35A Training Basing Environmental impact Statement (EIS). The Air Force Environmental Impact Statement completed in 2012 is not current as it does not reflect the Air Force's proposed basing or operating mode. Further, if a new aircraft flying mission is planned to replace the current A-10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.
5	John Glerum	6/30/2016	Airport director says no F15 or F35 will come to Boise before 2023, then why are they included in 2015 study	The Part 150 Study is a land use planning study, not an aircraft basing study. The Study contains forecasts based on what could realistically happen, these are not certainties. In fact, the BOI 2006 Noise study forecasted that the F16s could be based at Boise. That forecast has not come to fruition. At the beginning of the 2015 Study, the A-10 was scheduled to be retired by 2020, so the Study forecasted the most likely aircraft replacement. With the passage of the recent National Defense Authorization Act., retirement of the A10 has been postponed. This could change again based on the needs of the military and federal budget considerations. The Airforce, not the Boise Airport or FAA, will make the decision regarding which aircraft it bases here.
5	John Glerum	6/30/2016	The Study concludes that destruction of homes in the NSFRU is the only effective mitigation for the sound levels in the 65DNL contour.	The plan does not propose to destroy all homes within the 65DNL contour. Contrary to the statement above, the zoning of existing homes within the existing contour is B1, the same as in the 2006 study, and grandfather's residential land use in this area.
5	John Glerum	6/30/2016	No discussion of Boise City funding of condemning 105 homes for purchase of \$25 million.	The Airport does not purchase homes without voluntary sale by the owner and does not pursue this type of acquisition outright. Any acquisition program would be contingent upon the application for and receipt of federal grant funding. Additionally, the approval of a measure in this Part 150 Study by FAA does not automatically trigger an acquisition program to begin. The ability to use federal funding to assist in the voluntary acquisition of residential property is limited to homes within the CURRENT DNL 65 dB. Proposed contours are not eligible. The study recommends potential solutions for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary and subject to the availability of funds. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program.
5	John Glerum	6/30/2016	We need to do a socio-economic justice impact study	The Part 150 is not a specific proposal to bring specific aircraft to Boise. The potential economic impact of future military missions at Boise, in general, and specifically on minorities and individuals with low incomes, is beyond the scope of the FAR Part 150 Study. If a new aircraft flying mission is planned to replace the current A10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport which would include an environmental justice component.

5	John Glerum	6/30/2016	<p>The projected mitigation cost is \$25,000,000 yet only \$6,000,000 is projected to come from FAA. There is reference to 25% acceptance rate. The Airport has indicated it "could" fund additional purchases but there is no discussion in the plan for Boise Airport funding of this measure.</p>	<p>The study recommends potential solutions for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure would be the NCP would be entirely voluntary and subject to the availability of funds. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program.</p>
5	John Glerum	6/30/2016	<p>In addition to the 105 homes in the existing contour there are 312 homes for a total of 417 that will be reclassified as "Not Suitable for Residential Use" due to the projected arrival of the F15s by 2020. If the F35 arrive as the result of just announce ANG F35 basing study, another 733 homes will be reclassified as NSFRU and require purchase and demolition. Mitigation of this magnitude would require a multi-million dollar, multi-year plan. These should not be studied and mitigated after they have already arrived.</p>	<p>Although the Airport is aware that the Air Force is considering new locations for basing F35s, we have not been contacted by an Air Force basing committee. Our understanding, based on information contained in industry publications and informal conversations with local Air Guard leaders is that any F35 basing would not occur until at least 2023, well beyond the planning horizon of this study. Further, the number of aircraft projected would be a one-for-one replacement of existing aircraft. This is significantly different than the basing scenario that was considered in 2012. The numbers you cite for the F35 impact seem to be taken from the Air Force Environmental Impact Statement completed in 2012, which is not current as it does not reflect the Air Force's current basing or operating model.</p>
5	John Glerum	6/30/2016	<p>At an estimated cost of \$235,000 per demolished home, the potential cost for homes to accommodate the F-15s will be \$97,995,000, with the F35s costing another \$172,225,000 for the total of \$270,250,000.</p>	<p>As stated earlier, the study recommends acquisition as a potential solution for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary. Industry experience has shown approximately a 25% participate rate in this type of voluntary acquisition program. Further, the number of potential homes you cite as being impacted by the F35 Operations appear to be based on a previous 2012 EIS which is not current.</p>
5	John Glerum	6/30/2016	<p>The USAF 2012 EIS included the potential development of a third runway to the South which would significantly reduce the noise impact of the F35 at a significantly reduced cost compared to acquisition of homes. The Boise Airport and City of Boise refused to include this potential mitigation option.</p>	<p>As discussed previously, the 14 CFR Part 150 requires the NEMs show exiting noise conditions as well as a projection of potential noise exposure five years into the future. Since it is extremely unlikely the third runway would be available within the five-year planning horizon, this alternative was not included as a mitigation measuring the Noise Compatibility Plan. The third runway development is included in the Airport's Master Plan, a 20 year plan for guiding development of Airport facilities and infrastructure.</p>

5	John Glerum	6/30/2016	Boise City Master Plan is inconsistent with Avigation Easements	The City of Boise has implemented proactive and effective noise land use planning measures, including proper zoning. Areas that would be within the 65 DNL contour have been identified as "Airport Influence Area" and residential building is not permitted. There are areas outside of the 65 DNL contour that could be developed for residential purposes. However, the Boise Airport and the City of Boise recognize that homes, located near the Airport but outside of the 65 DNL, could still hear aircraft noise and therefore will often require an avigation easement for development in these areas.
5	John Glerum	6/30/2016	No attempt was made to use direct mail to contact homeowners.	The public consultation program was developed in accordance with the requirements contained in 14 CFR Part 150 Subpart B, Development of Noise exposure Maps (NEMs) and Noise Compatibility Programs (NCPs). Outreach included email notifications to homeowner groups, advertising via traditional media to include multiple Idaho Statesman newspaper ads, (legal ads and display ads), as well as coverage of open house events by local news organizations, posting on the Airport's website and social media. The Airport also developed an email list and sent notifications to stakeholders and those who opted in.
5	John Glerum	6/30/2016	Believes public notifications were minimal and not effective, wanted direct mailing to all affected homeowners.	The opportunity for comment on the NEMs and NCP was afforded through three open houses at various stages of the study. Each open house was advertised via multiple Idaho Statesman newspaper ads (legal ads and display ads), as well as via email notifications to stakeholders, including those who requested to be on the Airport's mailing list, on the City's web site and social media outlets. In addition, the Boise Airport Director attended two informal community open houses at Whitney Community the request of community members. Finally, the Airport hosted a public hearing in December 2015. As a comparison, 119 individuals provided comments on the study with several individuals commenting multiple times. Only 9 commenters provided input during the previous FAR Part 150 Study which was also conducted by HNTB and had the same project manager.
5	John Glerum	6/30/2016	The Part 150- Study did not include a Citizen Advisory Committee or resident input as recommended.	The 2015 Study focused on updating the Noise Exposure Maps, which is a technical computer modeling process. The areas most conducive to citizen input, Land Use Measures and the Noise Compatibility Program, remained mostly the same as the previous study. Citizens did have an opportunity for input which was taken into account, ads as a result the Airport added a new Compatible Land Use Measure - Part 150 Sound Insulation Program. In addition, the 2015 Study utilized individual meetings and interviews with Community Planning Jurisdictions to review and refine these measures with those that are actually tasked with their implementation.
6	Jeff Hughes	6/30/2016	We love our neighborhood but military operations noise is excessive.	The Part 150 study process does not determine whether or not military jets will be stationed at BOI in the future. There has been no long-term basing decision made by the United States Air Force (USAF) at this time regarding what could come after the A-10 is retired at Gowen Field. If a new aircraft flying mission is planned to replace the current A-10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.
6	Jeff Hughes	6/30/2016	Move the military operations to Mountain Home	The Idaho Air National Guard (IDANG) is a separate reserve component of the USAF with the mission to recruit and properly equip IANG, used primarily for training and preparedness. Mountain Home AFB is an active military installation with a DIFFERENT MISSION than the IDANG based at Gowen Field.
7	Angela Fleishmann	7/1/2016	Against aircraft that will condemn homes	The Part 150 study process does not determine whether or not military jets will be stationed at BOI in the future. There has been no long-term basing decision made by the United States Air Force (USAF) at this time regarding what could come after the A-10 is retired at Gowen Field. If a new aircraft flying mission is planned to replace the current A-10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.

7	Angela Fleishmann	7/1/2016	F-35 should not be located near populated area	The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.
7	Angela Fleishmann	7/1/2016	Boise should not be dependent on military aircraft	The Part 150 study process does not determine whether or not military jets will be stationed at BOI in the future. There has been no long-term basing decision made by the United States Air Force (USAF) at this time regarding what could come after the A-10 is retired at Gowen Field. If a new aircraft flying mission is planned to replace the current A-10 mission at Gowen Field, the USAF must comply with the National Environmental Policy Act of 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.
7	Angela Fleishmann	7/1/2016	Move F-35 to Mountain Home	The Idaho Air National Guard (IDANG) is a separate reserve component of the USAF with the mission to recruit and properly equip IANG, used primarily for training and preparedness. Mountain Home AFB is an active military installation with a DIFFERENT MISSION than the IDANG based at Gowen Field.