



Boise Airport

14 CFR Part 150 Study Update



Updated Noise Exposure Maps and Noise Compatibility Program

VOLUME 2 OF 2

December 2015

Prepared for:
City of Boise, Idaho

Prepared by:
HNTB Corporation



AIP No. 3-16-0003-060-2014
Contract No. DOT-FA14NM-2068

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APPENDIX D – RECORD OF CONSULTATION

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Open House #1

June 3, 2015

Advertisement
(Open House #1)

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SPECIAL SESSION

Otter wastes no time in signing bill approved Monday

Legislative leaders say lawmakers took care of 'unfinished business.'

BY BILL DENTZER
bdentzer@idahostatesman.com
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Gov. Butch Otter on Tuesday praised the rapid and successful outcome of Monday's special legislative session, saying the federal child support bill lawmakers adopted "will keep many thousands of Idaho's single parents and children from potentially losing the court-ordered support of noncustodial parents."

He said in the morning that he would sign the bill as soon as it reached his desk, and did so at 3:24 p.m.

Before lawmakers on Monday was a single measure to accept revised federal rules on child support enforcement. A House committee rejected the bill on the last day of the regular session April 10, a move that threatened to upend the state's child support collection process.

By refusing the change, the state stood to lose \$16 million in direct aid for child support enforcement and \$30 million more in federal family assistance. It would have lost access to federal systems that states rely on to exchange information on child support and monitor compliance, essentially shuttering the state's child support operation. The state processes \$205 million a year in payments affecting 416,000 people, 183,000 of them children.

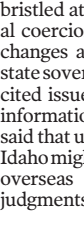
In a nearly 12-hour session Monday, lawmakers approved a slightly amended version of the bill. As a result, there will be no impact on Idaho's child support system, said Richard Armstrong, director of Health and Welfare.

"We did leave some unfinished business at the end of the regular session," House Speaker Scott Bedke



Scott Bedke

said. "We were able to finish that yesterday."



Brent Hill

Reluctant lawmakers and others who opposed the bill bristled at perceived federal coercion to approve the changes at the expense of state sovereignty. They also cited issues of privacy and information security and said that under the new law Idaho might have to enforce overseas child support judgments that did not pass legal muster here.



Rich Wills

Those and other accusations from opponents were "bogus," said Senate President Pro Tem Brent Hill, R-Rexburg. "We did not compromise our state sovereignty. We did not neglect due process," Hill said. "We did not breach confidentiality. We did not abandon our beloved Constitution, either at the state level or the federal level. We did a good thing yesterday."



Bill Dentzer

Rep. Rich Wills, R-Glenns Ferry, the chairman of the House Judiciary Committee who was defacto sponsor of the bill in the House, rejected claims from some lawmakers that legislators had been misled or poorly briefed by the administration. The bill passed the House 49-21 and the Senate 33-2.



Bill Dentzer

Bill Dentzer: 377-6438; Twitter: @IDS_billd

SEE VIDEO OF THE GOVERNOR'S NEWS CONFERENCE AND READ MORE ABOUT THE BILL AND THE BACKGROUND [IdahoStatesman.com](#)

Open House Public Meeting
Noise and Land Use Compatibility Study

June 3
4 - 6 p.m.
Boise Airport, Boise River Room

Boise Airport invites you to attend an Open House on Wednesday, June 3, 2015 as part of the Airport's update to the 14 CFR Part 150 Noise and Land Use Compatibility Study. The meeting will be held in an open house format with presentations at 4:30 and 5:30 p.m.

For more information please contact Kim Hughes at khughes@hntb.com.

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ADA AND CANYON COUNTY ELECTIONS

Voters oust Nampa school board incumbents

Notus proves the third time is the charm for an elementary school bond.

BY BILL ROBERTS
broberts@idahostatesman.com
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All but one incumbent school board trustee candidate on the ballot in West Ada School District and the once financially troubled Nampa district lost their seats in a light turnout of voters Tuesday.

Voters also rejected creation of a Kuna Recreation District that could levy taxes to build and operate an in-

door aquatic and recreation center. The measure barely won in Ada County, but was defeated in Canyon County.

In Nampa School District, Daren Coon and Jocabed Veloz, two trustees who were in office as the district slogged through financial problems largely of its own making in 2012, were defeated. They are the last two trustees in office during the financial crisis to face the voters. A third chose not to run, a fourth was defeated two years ago, and one was re-elected. Mandy Simpson, a math teacher at Capital High School in Boise and

president of the Nampa teachers union at the height of the financial problems, easily defeated Veloz.

In the face of a cash-strapped district, Simpson fought unsuccessfully for more money for teachers.

Janelle Stauffer, a clinical social worker, defeated Coon.

During the campaign, both criticized their opponents for not doing more to listen to the community as trustees made decisions to close a school and to eliminate busing to a dual-language magnet elementary school to save the district

money.

In West Ada School District, Anne Ritter, who was seeking her fifth term, lost to Julie Madsen, a physician.

Mike Vuittonet, also seeking a fifth term on the board, defeated challenger Christine Bitler Whited.

Russell "Russ" Joki, who is involved with a lawsuit that could affect the board on which he will serve, was also elected.

Notus School District, trying for a third time in a year to get a nearly \$5 million bond to replace a nearly 90-year-old elementary school, was successful.

ELECTION '15

* = Leader at press time. Results as of 10:30 p.m.

<p>SCHOOL BOARD TRUSTEES</p> <p>CALDWELL SCHOOL DISTRICT</p> <p>ZONE 2 TRUSTEE 6 of 6 precincts reporting Toni Waters 49% * Thomas Briten 51%</p> <p>ZONE 3 TRUSTEE 5 of 5 precincts reporting Sandra Dodson 49% * Travis Manning 51%</p> <p>ZONE 4 TRUSTEE 5 of 5 precincts reporting Don Atkinson 45% * Charles Stout 55%</p> <p>KUNA SCHOOL DISTRICT</p> <p>ZONE 1 TRUSTEE 4 of 4 precincts reporting * Joy A. Garrison 60% Dan Johnson 40%</p> <p>ZONE 2 TRUSTEE 4 of 4 precincts reporting * James Grant 63% Cory R. Tanner 37%</p> <p>ZONE 5 TRUSTEE 5 of 5 precincts reporting * Carl Ericson 57% Bill Tippetts 43%</p> <p>MIDDLETON SCHOOL DISTRICT</p> <p>ZONE 3 TRUSTEE 3 of 3 precincts reporting John R. Orrison 20% Tammy Nichols 34% * Tim Winkle 46%</p>	<p>NAMPA SCHOOL DISTRICT</p> <p>ZONE 1 TRUSTEE 10 of 10 precincts reporting Jac Webb 29% Jocabed Veloz 23% * Mandy Simpson 48%</p> <p>ZONE 2 TRUSTEE 8 of 8 precincts reporting Daren Coon 26% Isaac B Moffett 30% * Janelle Stauffer 44%</p> <p>WEST ADA SCHOOL DISTRICT</p> <p>ZONE 2 TRUSTEE 15 of 15 precincts reporting Christine Bitler Whited 43% * Mike Vuittonet 57%</p> <p>ZONE 4 TRUSTEE 21 of 21 precincts reporting * Julie Madsen 58% Anne Ritter 42%</p> <p>ZONE 5 TRUSTEE 12 of 12 precincts reporting Gregory M. Deitchler 17% Rosemary R. DeMond 25% * Russell "Russ" Joki 36% Louis Pfifer 19%</p> <p>OTHER BOARDS</p> <p>NAMPA HIGHWAY DISTRICT</p> <p>SUB-DISTRICT 3 36 of 36 precincts reporting Peggy S Paul 39% * Dick Smith 61%</p>	<p>KUNA LIBRARY DISTRICT 14 of 14 precincts reporting Top two * Sharon L. Fisher 51% Barbara Grate 17% * Margy R. Boston 23% Roberta "Bobbie" Sailer 9%</p> <p>LIZARD BUTTE LIBRARY DISTRICT 7 of 7 precincts reporting Top two Neal S. Durham 19% * Dorothy Hutchings 55% WRITE-IN 26%</p> <p>MERIDIAN LIBRARY DISTRICT 34 of 34 precincts reporting Top two * Howard J Little 34% * Dustin D. Barrett 35% Kevin Pflieger 31%</p> <p>WARM SPRINGS WATER DISTRICT BOARD 3 of 3 precincts reporting Top two Elton Graugnard 42% * Peter A. Miranda 43% Bob Sutter 14%</p> <p>WEST BOISE SEWER DISTRICT 11 of 11 precincts reporting Top two Kirk C. Odencrantz 30% * Dan E. Healy 38% * Graham Paterson 32%</p>	<p>BONDS AND LEVIES</p> <p>NOTUS ELEMENTARY SCHOOL BOND 4 of 4 precincts reporting Two-thirds majority required * IN FAVOR OF 71% AGAINST 29%</p> <p>MARSING SCHOOL DISTRICT LEVY 2 Canyon precincts reporting * IN FAVOR OF 65% AGAINST 33%</p> <p>PARMA SCHOOL DISTRICT LEVY 5 of 5 precincts reporting * IN FAVOR OF 79% AGAINST 21%</p> <p>MIDDLETON FIRE SPECIAL LEVY 8 Canyon precincts reporting Two-thirds majority required * IN FAVOR OF 84% AGAINST 16%</p> <p>WILDER RURAL FIRE LEVY 4 of 4 precincts reporting Two-thirds majority required IN FAVOR OF 15% * AGAINST 85%</p> <p>MERIDIAN CEMETERY DISTRICT LEVY 31 of 31 precincts reporting * IN FAVOR OF 59% AGAINST 41%</p> <p>KUNA RECREATION DISTRICT 12 of 12 precincts reporting YES 48% * NO 52%</p>
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CARDBOARD FORT FIGHT

Utah dad feels boxed in by Internet hysteria

BY JOHN M. GLIONNA
LOS ANGELES TIMES

OGDEN, Utah — Jeremy Trentelman recalls the very moment he lost control of his own story, not to mention his privacy and a good measure of his sanity: when he posted the evidence of his misadventure with city officials on social media.

A few weeks ago, the well-meaning father of two toddlers constructed a child's fort in his front yard, using oversize boxes he'd hauled home from his job at a downtown flower shop. There were crenelated walls, two towers tall enough for an adult to stand inside and a kiddie slide protruding from one end.

A day later came a notice from the city: Remove the fort within 15 days. Or pay a

\$125 fine.

"It sounded big and scary and imposing," he said. "I was irritated for about an hour. And then I laughed." He decided to leave the fort up until the last day.

But not before posting a copy of the letter on Facebook, hoping for a few "likes" among friends.

"ARE YOU FREAKING KIDDIN ME!!!!?" he wrote. "We build a completely awesome box castle in our front yard for our kids to play in and we get a notice from code enforcement?!? 'Waste material or junk,' it says ... what about totally awesome fun zone ... what a joke!!!"

Trentelman's post began trending, then went viral. The Internet took his story and ran with it.

Social media are always in

search of the latest buzz. But if you're so unlucky to fall within their sights, Trentelman said, crazy, unpredictable things happen:

Gross inaccuracies. A stolen message. Political pontificating.

He soon fell down a rabbit's hole of insane Internet discourse, with right-wing bloggers using his experience to rail against government overreach. But they'd gotten things wrong. Among the mistaken assertions: Police showed up at his house with guns. The city tore down the fort on its own. A judge demanded it be razed.

"The Internet is so agenda-driven, there's no telling what will go viral," Trentelman said. "People shape them in any way they want."

After the Internet site BuzzFeed picked up the story, reporters began calling — first the local Standard-Examiner, then the Salt Lake Tribune and others. TV cameras invaded his yard. Radio talk-show hosts called to invite the father on as a guest.

The story appeared as far away as Britain and China. He received emails from well-wishers offering to pay the \$125 fine. Columnists opined from Washington, and he was nominated by one

website for "Father of the Year," held up as a poster boy for civil defiance, an angry parent prepared to fight City Hall to the bitter end.

The problem: Little of it was true.

Trentelman fought back, writing a letter to the local paper. There was no front-yard war in Utah, he said. City officials even stopped by his house to voice their support. Mayor Mike Caldwell said he was glad to see that kids these days still wanted to play inside a cardboard box.

Trentelman said he was no longer involved at the code enforcement official, saying the man had a thankless job. But he took offense at the Internet comments that portrayed Ogden and its officials as yahoos.

"I am saddened by some of the vitriolic comments," he wrote. "Please be nice to my city and its inhabitants."

The roller-coaster ride wasn't fun anymore, if it ever was. But there was one more media platform the family hoped would set the record straight. Fox News had called from New York City. They wanted the Trentelmans, with 2-year-old Story and 3½-year-old Max, to build a box fort outside its studios in Manhattan.

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Open House Public Meeting
Noise and Land Use
Compatibility Study**

Boise Airport (BOI) invites you to attend an Open House on Wednesday, June 3rd, 2015 to learn about the Airport's update to the 14 CFR Part 150 Study. The purpose of a Federal Aviation Administration (FAA) 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 Open House will be held at BOI in the Boise River Room from 4:00 to 6:00 p.m. in an open house format with project information to view and the Study Team available to discuss the project. A presentation will be held at 4:30 and 5:30 p.m. Parking will be validated.

Topics will include the Part 150 Study process, the existing (2015) and future (2020) draft noise contours depicting noise exposure from existing and forecast aircraft operations at BOI and a review of the Airport's previous Noise Compatibility Program. For more information please contact Kim Hughes at khughes@hntb.com.

Pub. May 27, 2015


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1 InsertionsBeginning issue of: 05/27/2015Ending issue of: 05/27/2015
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 .SS

COUNTY OF ADA)

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Notary Public FOR Idaho
Residing at: Boise, IdahoMy Commission expires: 2/11/2020

From: Lynda Friesz Public Relations, Inc. <lynda_frieszmartin@lfprinc.com>
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Subject: Boise Airport Public Meeting - June 3



**Open House
PUBLIC MEETING
Boise Airport
Noise and Land Use Compatibility Study
June 3, 2015
4 p.m. - 6 p.m.**

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at khughes@hntb.com.

Boise River Room

Please feel free to forward this to anyone you feel would like to participate.

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Display Boards
(Open House #1)

WELCOME

Boise Airport 14 CFR Part 150 Study Update

What is a Part 150 Study?

✈ Title 14 CFR Part 150 (Part 150) is a **voluntary program**, created in 1984 in accordance with the Aviation Safety and Noise Abatement Act of 1979.

✈ Part 150 describes the specific document submitted to the Federal Aviation Administration (FAA) for acceptance of the Airport's program.

✈ The Part 150 document can include two components:

1 - Noise Exposure Maps (NEM)

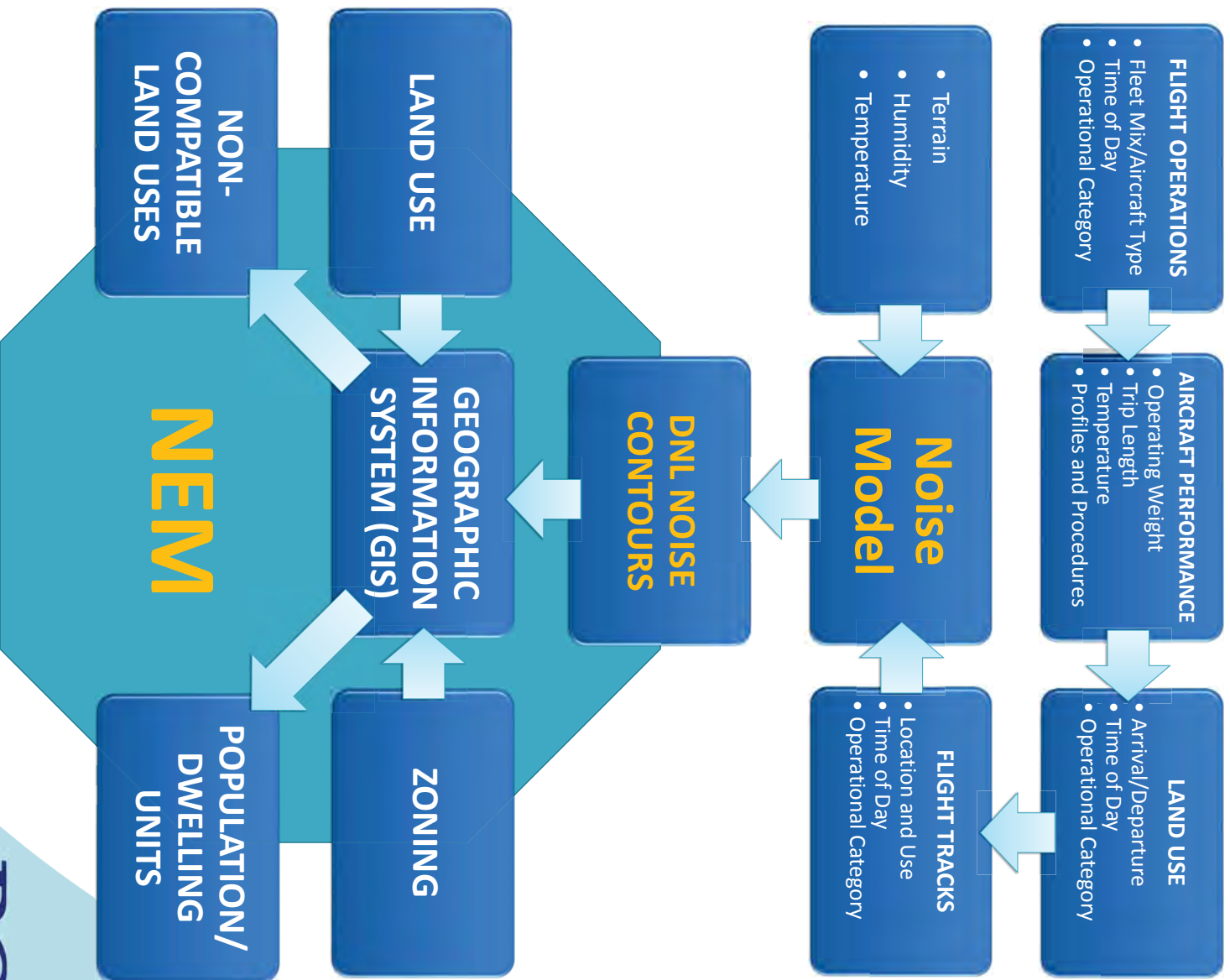
- Existing Condition (2015)
- Future Condition (2020)

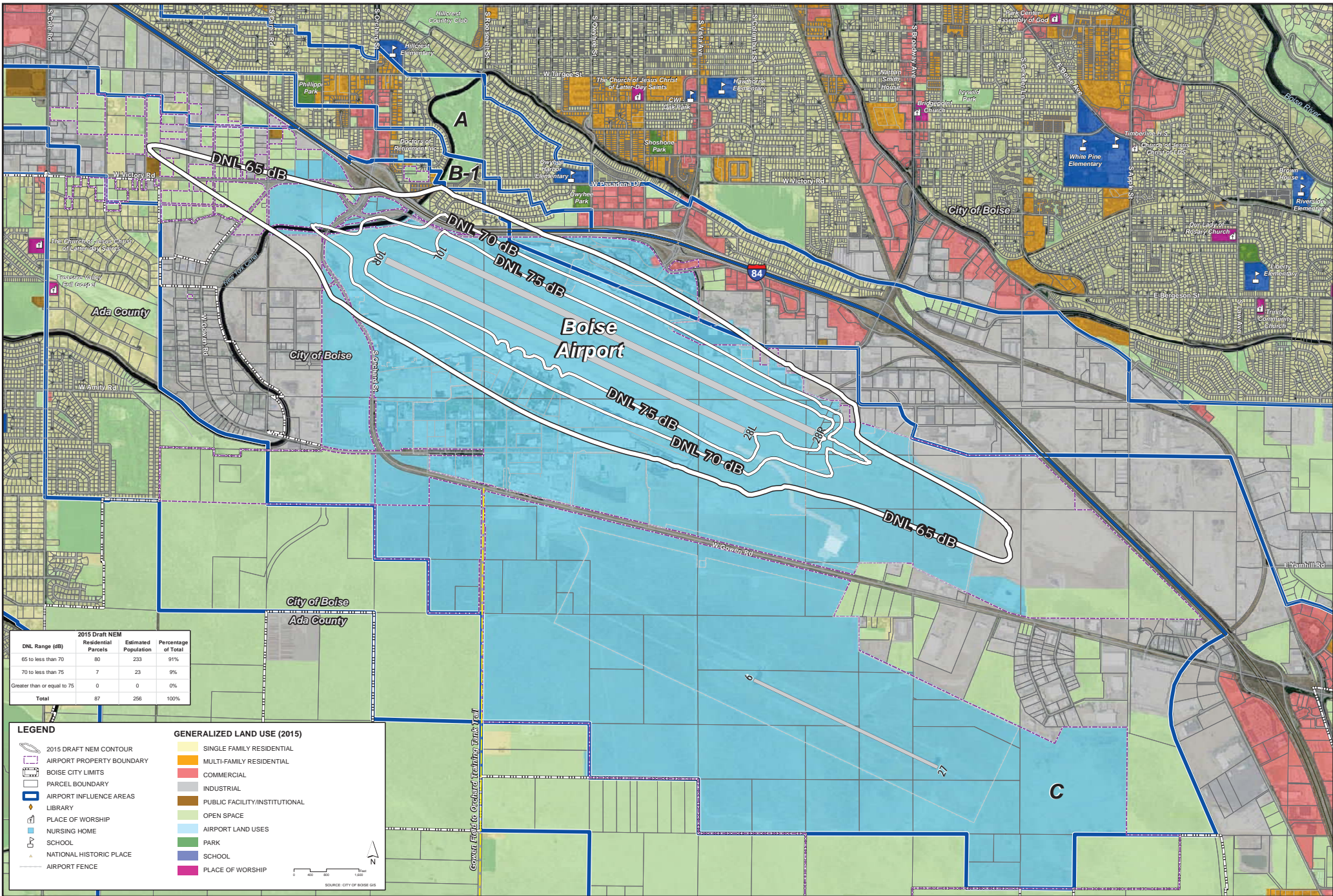
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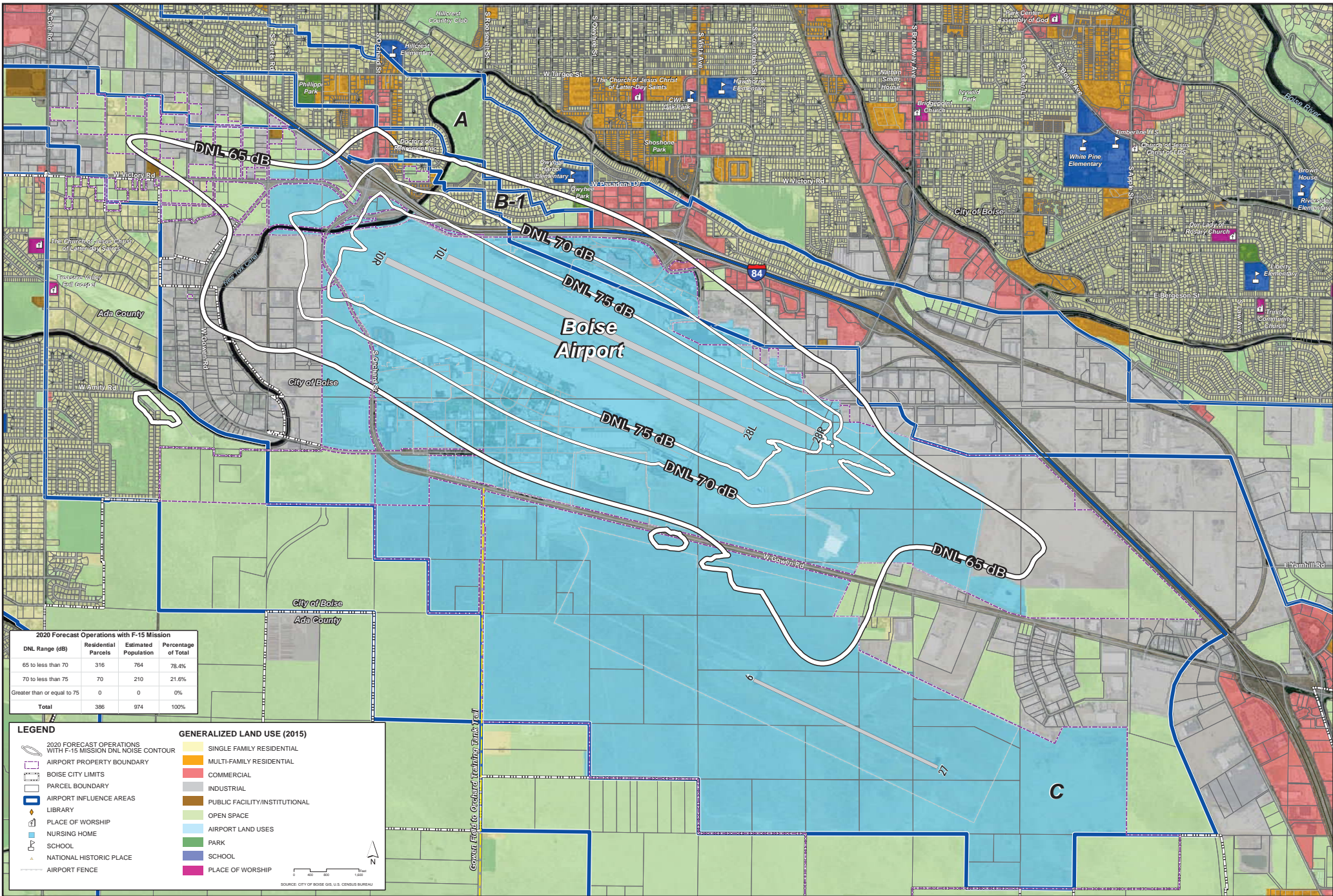
2 - Noise Compatibility Program (NCP)

- Noise Abatement Measures (Not included in this Study)
- Land Use Measures (Included; under review)
- Continuing Program Measures (Included; under review)

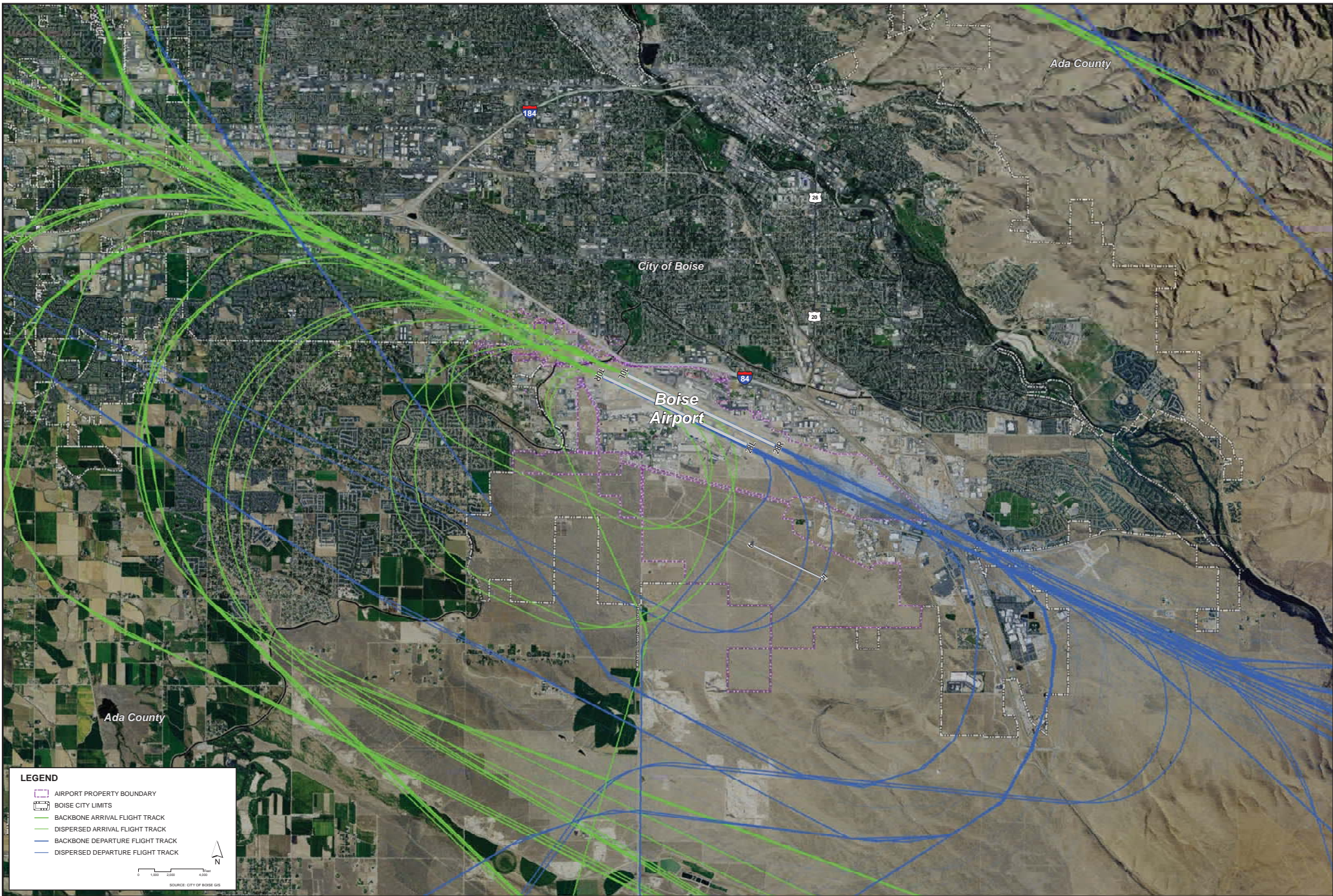
Noise Exposure Map (NEM) Development



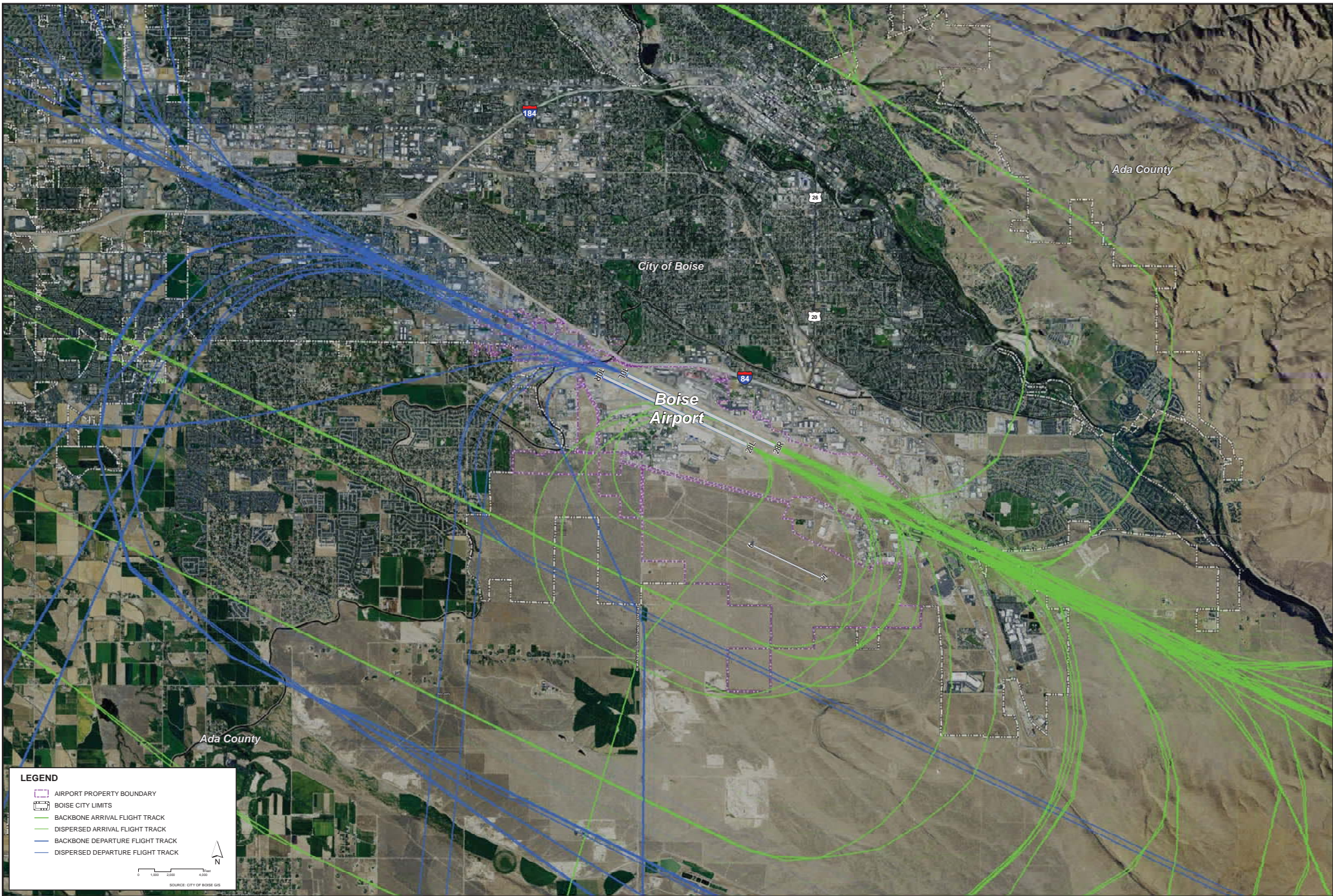




2020 Draft Noise Exposure Map (Forecast Operations with F-15 Mission)



Modeled Flight Tracks for Runways 10L and 10R




Modeled Flight Tracks for Runways 28L and 28R

PowerPoint Presentation
(Open House #1)

Boise Airport Part 150 Study Update


Boise Airport 14 CFR Part 150 Study Update

Open House - June 3, 2015




Agenda

- Part 150 Study Update
 - BOI Noise Studies
 - What is a Part 150 Study?
 - Study Process
- Draft Noise Exposure Maps (NEM)
 - Existing (2015)
 - Future (2020)
- Next Steps



Source: Thomas Hawk, Flickr.



Boise Airport Part 150 Study Update

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Part 150 Study Update

■ What is Part 150?

- A **voluntary program** created in accordance with the Aviation Safety and Noise Abatement Act of 1979.
- Sets standards for documenting **aircraft noise** near airports.
- Identifies nearby **land uses** that may not be compatible with aircraft noise levels.
- Describes the document submitted to the Federal Aviation Administration (**FAA**).



Part 150 Study Update

■ What is a Part 150 Study?

1 Noise Exposure Maps (NEM)



- Describes existing (baseline) and future (5 years) noise conditions at the airport.
- Noise contours are depicted on land use maps to identify areas of non-compatible land use.
- NEMs are accepted by FAA.

2 Noise Compatibility Program (NCP)



- Noise abatement, land use and program measures to address existing and potential aviation noise.
- The NCP requires FAA approval.



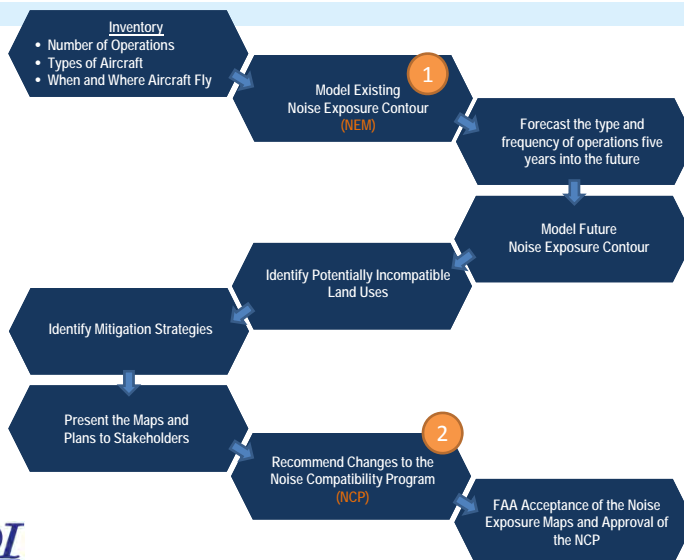
Part 150 Study Update

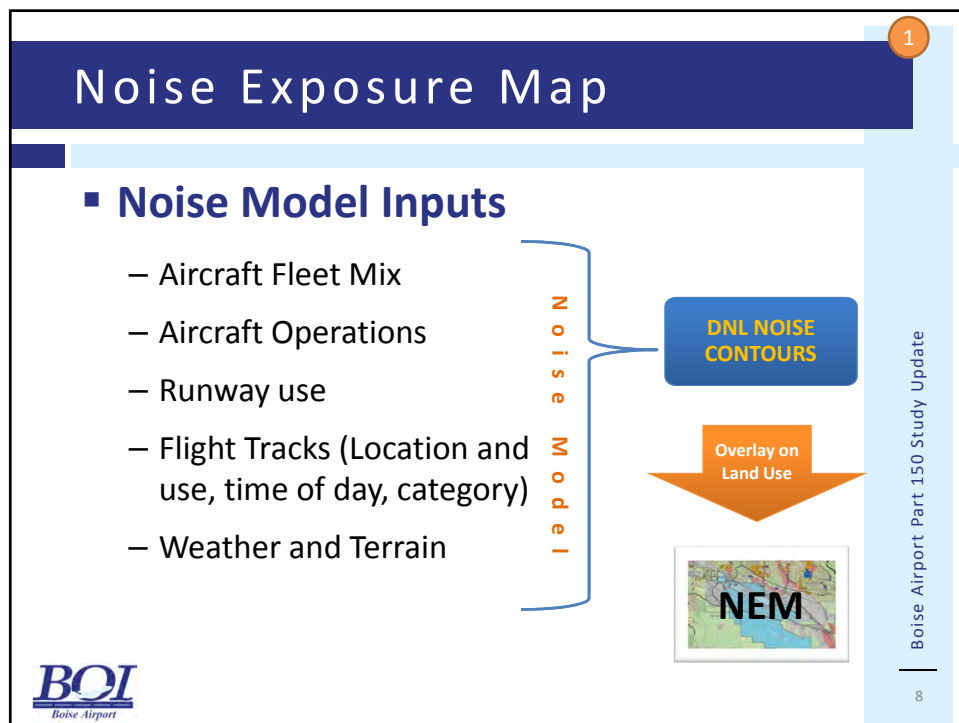
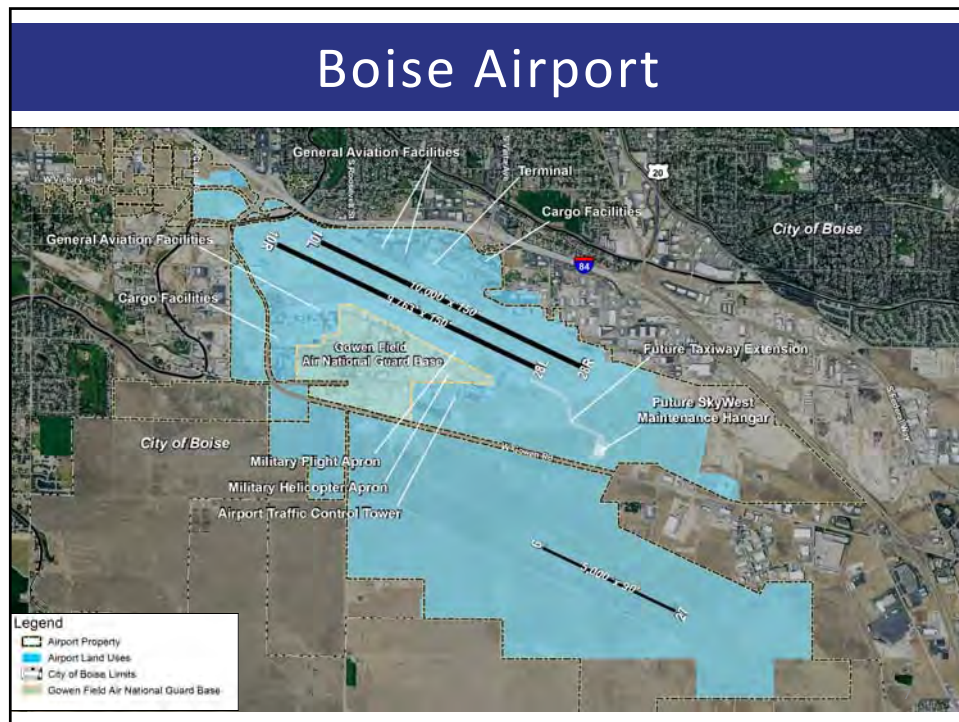
■ Noise Compatibility Planning at BOI

- **1986** BOI's First 14 CFR Part 150 Study
- **1996** Update - 14 CFR Part 150 Study
- **2004** Update - 14 CFR Part 150 Study
- **2010** Idaho Joint Land Use Study (JLUS)
- **2015** **Update - 14 CFR Part 150 Study**



Part 150 Study Process





Noise Exposure Map

Noise Model Input Data

- Existing (**2015**) Operations: **128,546** (or **352** on an Average Annual Day).
- Forecast (**2020**) Operations: **138,204** (or **378.6** on an Average Annual Day).
 - 7% increase in total operations.
 - Most notable change is the potential future Idaho ANG mission.
- Approximately 10.7% of all operations occur during **nighttime** (10:00 p.m. to 6:59 a.m.).
 - These operations are penalized under the DNL metric.

BOI
Boise Airport

Boise Airport Part 150 Study Update

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Noise Exposure Map

Runway Use

- Aircraft at BOI primarily use two runways (Runway 10L/28R and Runway 10R/28L).
- Wind and weather factor into the determination of runway use.
 - BOI operates in either “East Flow” or “West Flow.”
- General runway use patterns:
 - Passenger jet operations primarily use Runway 10L/28R (the north runway).
 - Military operations primarily use Runway 10R/28L (the south runway).
 - The third runway (south of Gowen Road) was constructed for use by C-130 aircraft which no longer fly at BOI; primary use today is by helicopters.

BOI
Boise Airport

Boise Airport Part 150 Study Update

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Noise Exposure Map

Modeling Noise Exposure

Day-Night Average Sound Level (DNL)

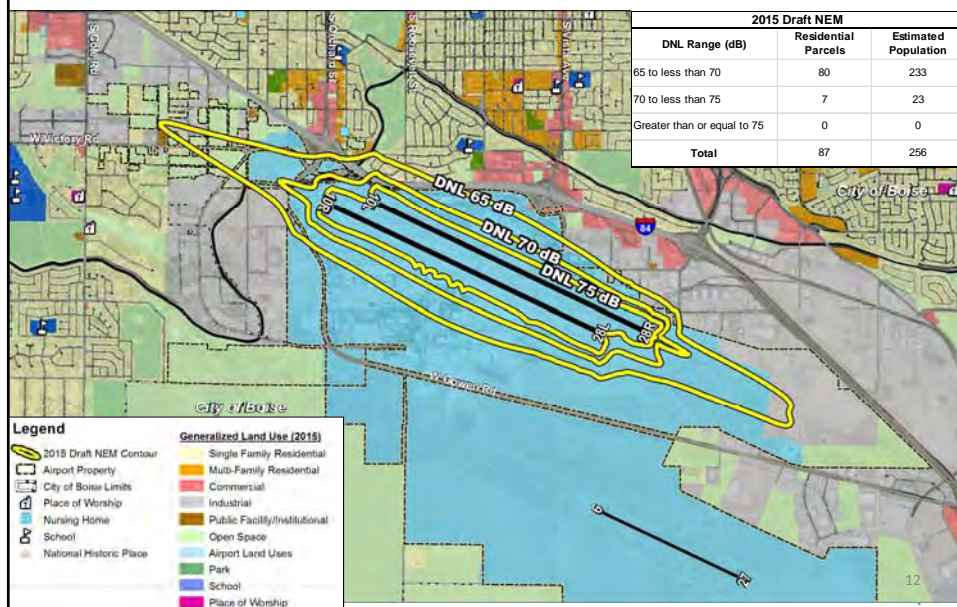
- FAA requirement to use DNL.
- An average measurement over 24 hours.
- Nighttime penalties 10 dB (10:00 PM – 6:59 AM).

DNL Contours

- Contours based on Annual Average Day (AAD) operations.
- Contours produced for existing (2015) and future (2020) forecast aircraft operational levels.
- Noise exposure levels > DNL 65 dB are considered incompatible with noise-sensitive land uses.



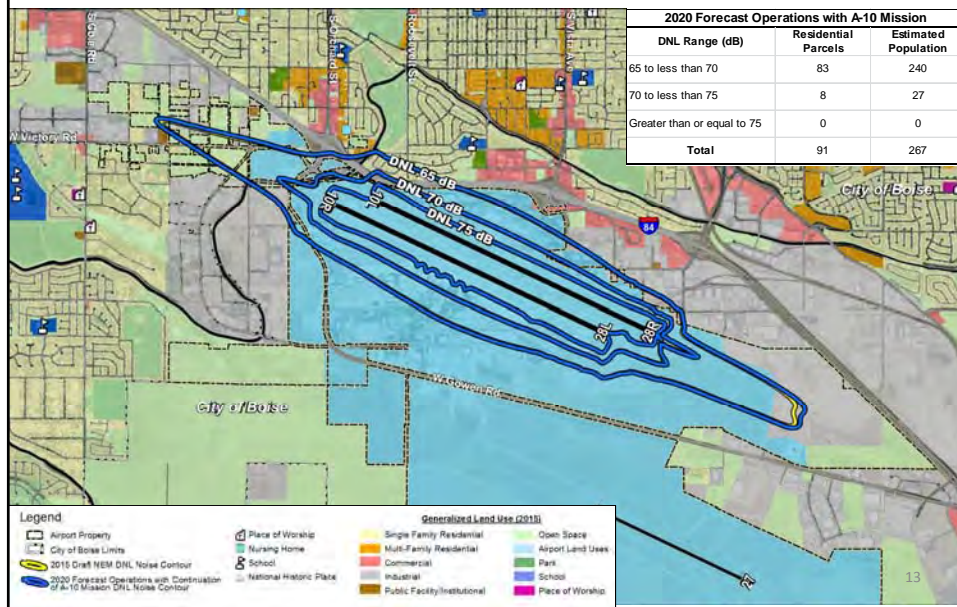
Draft 2015 Noise Exposure Map



Draft 2020 Noise Exposure Map

Continuation of A-10 Mission

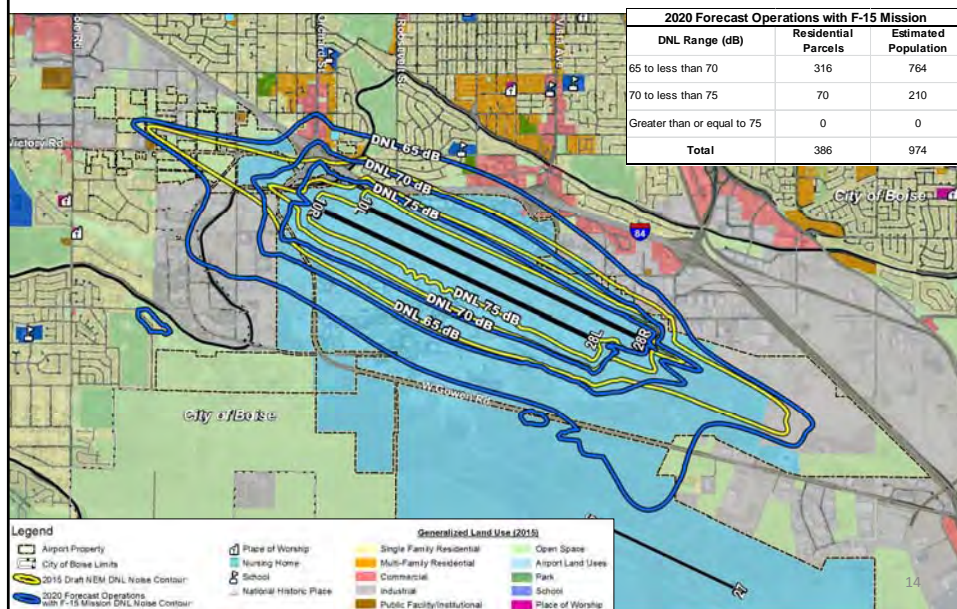
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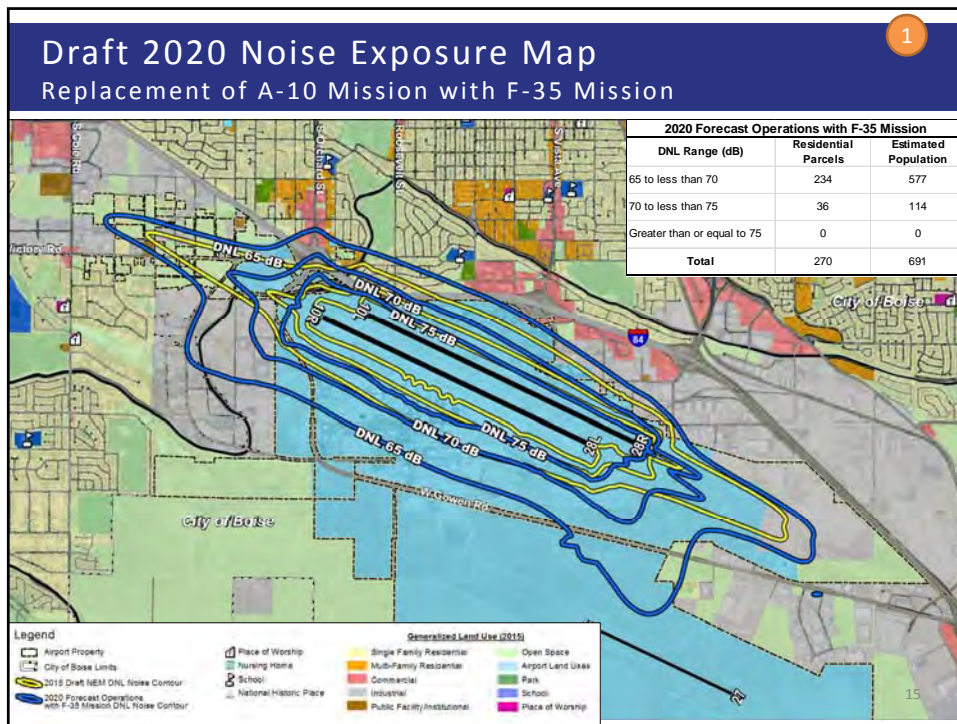


Draft 2020 Noise Exposure Map

Replacement of A-10 Mission with F-15 Mission

1





Next Steps

Milestone	Estimated Date
Open House #1	Today
Refine Noise Compatibility Program (NCP)	Ongoing
Publish Draft NEM/NCP Update	June/July
Open House #2	Late July
Comment Period (Open House #1)	Through July 8, 2015
<ul style="list-style-type: none"> Comment Form Email: khughes@hntb.com 	
Incorporate Comments	July - August
Submit NEM/NCP Update to FAA	August
FAA Review of NEMs and NCP	August - March 2016
FAA Issues Record of Approval on NCP	March 2016

BOI
Boise Airport

Boise Airport Part 150 Study Update

16

Information Handout
(Open House #1)



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

Agenda

4:00 – 6:00 pm	Open House
4:30 – 5:00 pm	Presentation
5:30 – 6:00 pm	Presentation

The **Presentation** (identical content at both times) will provide an overview of the existing (2015) and potential future (2020) Noise Exposure Maps (NEMs) and provide an overview of the Part 150 Study Update process. The presentation will discuss existing and potential future BOI operations and the NEM development process. The **next** Open House (anticipated July 2015) will address the recommended updates to the Noise Compatibility Plan (NCP).

The **Open House** will provide an opportunity to view the study materials, including the NEMs. Attendees will also be able to discuss any questions with the Study Team.

Thank you for attending the Open House for the Boise Airport Part 150 Study Update. The purpose of a Federal Aviation Administration (FAA) 14 CFR 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 purpose of this workshop is to review the Part 150 process, and present the existing (2015) and future (2020) draft noise contours depicting noise exposure from existing and forecast aircraft operations at BOI.

Information is provided on:

- Commonly asked questions about the Part 150 Study;
- Existing and forecast noise model input data; and
- Existing (2015) and Future (2020) Draft Noise Exposure Contours.

Please fill in the Comment Sheet and return it to the sign-in table or mail/email it to the contact listed on the Comment Sheet. If you choose to provide your email address on the sign-in sheet tonight, you will be directly informed of the next Open House.

COMMONLY ASKED QUESTIONS ABOUT THE PART 150 UPDATE STUDY

What is a 14 CFR Part 150 Study?

Title 14 CFR Part 150 (Part 150) was created in 1984 in accordance with the Aviation Safety and Noise Abatement Act of 1979. Its objectives include the following:

- Establishing a nationally uniform system of describing aircraft noise and noise exposure in an attempt to eliminate confusion resulting from the use of different descriptors in different communities;
- Describing land use compatibility criteria for the guidance of local communities, while recognizing that these criteria will be influenced by local values and factors; and
- Providing technical assistance to airport operators and other governmental agencies in preparing and executing noise compatibility planning and implementation programs.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

What is a 14 CFR Part 150 Study? (continued)

Part 150 describes the specific document that is submitted to the FAA for acceptance of the Airport's program. The document can include both Noise Exposure Maps (NEM) and a Noise Compatibility Program (NCP). NEMs have been prepared for the existing condition (2015) and future conditions (2020), and are the subject of today's Open House. You are invited to review the existing and future NEMs and provide comments in writing at today's meeting or by July 8th, 2015.

The NCP is essentially a list of the actions the airport operator, in consultation with aeronautical users, local governments, and the FAA, proposes to undertake to minimize existing and future noise/land use non-compatibility. Components of the NCP will also be updated for this Study. Review of the 2006 NCP is currently underway; discussion of the 2006 NCP and any potential updates to the NCP will be discussed at the next Open House (anticipated in late July 2015).

What is the Day-Night Average Sound Level (DNL)?

DNL is the average noise exposure level over a 24-hour period, with a 10 dB penalty added for aircraft noise occurring during nighttime (defined as 10:00 p.m. through 7:00 a.m.). This weighting reflects the added intrusiveness of nighttime noise events due to the fact that community background noise levels typically decrease by 10 decibels at night. DNL does not represent the noise level heard at any particular time, but rather represents the total noise exposure for the average annual day. DNL is the metric required by the FAA in noise contour development for the assessment of annual average day noise exposure.

What is used to model aircraft noise exposure?

This study uses the Integrated Noise Model (INM) to model civilian aircraft noise and the Department of Defense model (NOISEMAP) to model military operations. On May 29th, 2015, the FAA released the Aviation Environmental Design Tool (AEDT) Version 2b to replace the INM as the FAA-required noise model for use in a Part 150 Study. Because this Study commenced prior to May 29th, INM is approved for use in this Part 150 Study.

Each noise model generates noise exposure levels (e.g., DNL contours) based on input data developed specifically for the airport under consideration. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring.

What is an "annual average day" (AAD)?

Part 150 requires the use of an annual average day (AAD) to assess noise exposure. Annual average daily operations are representative of all aircraft operations that occur over the course of a year. The total annual operations are divided by 365 days to determine the annual average daily operations. Since airports and air traffic are complex systems that vary from day to day due to weather, airline schedules, and other factors, the



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

use of average annual daily operations allows these dynamics to be included in the evaluation of aircraft noise exposure. FAA radar data (which provides information on actual flight operations at Boise Airport including date, time, aircraft type, runway use, flight track, etc.) was used in this study.

How are existing land uses identified?

Determination of land use must be based on professional planning criteria and procedures utilizing as appropriate, comprehensive land use planning, zoning, building design, and/or site planning. Both the City of Boise and Ada County provided data on land use, zoning, and development information around Boise Airport.

What does the Draft 2015 Noise Exposure Map (NEM) represent?

The Draft 2015 NEM represents the existing noise exposure environment at Boise Airport given existing aircraft activity levels and the operational procedures in use today. For the 2015 NEM, over 128,000 annual aircraft operations are represented.

What is forecast to occur in 2020?

The Part 150 Update study included a detailed forecast of operations for the year 2020. The forecast anticipates that BOI will host over 138,000 operations in 2020. In consideration of the uncertain future of the Idaho Air National Guard's current A-10 aircraft mission, the Airport has prepared multiple future forecasts that consider different potential Idaho Air National Guard missions, including a continuation of the existing A-10 mission, a replacement F-15 mission, and a replacement F-35 mission.

What does the Draft 2020 Noise Exposure Map (NEM) represent?

At this time, the Future (2020) Draft NEM represents an increase in passenger jet operations, which follows recent trends at BOI, and presumes that the most likely future scenario for the Idaho Air National Guard is a replacement of the current A-10 mission with F-15 operations, which have notably different noise characteristics from the relatively quiet A-10 aircraft.

How can I participate in the Part 150 Update Study?

Provide your comments on the Study by talking to project team members at this open house and then completing a Comment Sheet. The Comment Sheet may be handed in at the open house or submitted via mail or email. To be considered in the study, comments need to be received or postmarked by July 8th, 2015.

Following this meeting, the Study Team will collect comments received, and evaluate the Airport's existing NCP in consideration of the existing and future NEMs. Potential changes to the NCP will be evaluated and identified as either recommended for inclusion, recommended for inclusion with modifications, or removed from the NCP.

The Draft Part 150 Study Update document will be available for public review and comment in June/July, and a second public open house is scheduled for early July. *If you provide your email address on the sign-in sheet tonight, you will be directly informed of the next Open House.*

Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

WHAT INFORMATION IS INCLUDED IN THE NOISE MODEL?

The noise models used in this study require detailed data to produce realistic results. Essentially, the data gathered is used to define and predict, on average, typical aircraft operations at the Airport. Considerations include:

Airport Location and Layout

- Runway location, orientation, elevation, and gradient.
- Terrain data at 10-foot intervals.
- Weather, including average temperature, humidity and wind direction:
 - Hot temperatures reduce aircraft performance, while cold temperatures increase performance. The annual average temperature at the airport is used to compute typical aircraft performance.
 - The average relative humidity affects how noise is propagated and absorbed by air.
 - Wind data is used in the evaluation of runway use.

Aircraft Flight Operations and Fleet Mix

- The annual average daily flight operations forecast for the airport for 2015 and 2020 is input into the model by aircraft type, number of operations, arrival/departure/touch-and-go, and time of day (daytime or nighttime).

In 2015, the Airport hosted over 128,000 annual aircraft operations, including operations by air carriers, the Idaho Air National Guard, charter operators, general aviation activity, and itinerant (non-local) military aircraft.

By 2020, the Airport is forecast to host over 138,000 annual aircraft operations. This study has prepared multiple potential future scenarios for the potential type of aircraft flown by the Idaho Air National Guard, including a continuation of the existing A-10 mission, a replacement mission of F-15 aircraft, and a replacement mission of F-35 aircraft. The Airport anticipates that the F-15 mission is the most likely scenario at this time.

New Model Aircraft Database and Flight Profiles

- The noise model contains reference noise and performance data for specific aircraft types. Aircraft manufacturers such as Boeing and Airbus provide the data to the FAA, which is used to calculate an aircraft's departure and arrival flight profiles, and resultant noise exposure.
- Flight profiles model the vertical paths of aircraft during departure and arrival to determine the altitude, speed, and engine thrust of an aircraft at any point along a flight track. Typical aircraft operating weights for a given stage length (e.g., trip length) are factored into profile performance.

Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

Operational Categories

- Aircraft types are grouped into operational categories by operator (airline, regional, cargo, military, general aviation, etc.) in order to incorporate unique operational trends into the noise model inputs. For example, the typical runway and flight track use of a jet air carrier aircraft will differ from those of propeller-driven regional aircraft.

Runway Use and Flight Tracks

- Runway use is the proportion of aircraft that use a runway for departure, arrival, or touch-and-goes, expressed as a percentage. Runway use is an average daily value based on typical operations over the course of the entire year.
- Modeled flight tracks depict the approximate paths, or ground tracks, that aircraft use as they travel to and from the airport. Flight tracks are intended to be representative of typical aircraft operations at the airport.
- Runway and flight track use is differentiated by arrival/departure/touch-and-go, operational category and time of day.
- Average daily runway use, and flight track location and use, is derived from a sample of actual radar data obtained for periods of time in 2014. Information gathered from discussions with the Idaho Air National Guard and the Airport Traffic Control Tower (ATCT) also informed runway use.

WHAT HAPPENS NEXT?

Following this meeting, the Study team will collect comments received, and evaluate the Airport's existing NCP in consideration of the existing and future NEMs. Potential changes to the NCP will be evaluated and identified as either recommended for inclusion, recommended for inclusion with modifications, or removed from the NCP.

Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

NOISE EXPOSURE CONTOURS

Existing (2015) Conditions

Figure 1 presents the 2015 Draft NEM. The 2015 Draft NEM was developed using the input data described above for both civilian and military operations. The 2015 Draft NEM considers average runway use and the average location and use of flight tracks.

The DNL 65 dB noise contour (the outermost contour shown on Figure 1) also represents the distinction between land uses that are generally considered compatible with aircraft operations and those that are not. Noise-sensitive land uses, such as residential land, schools, places of worship and nursing homes are identified on the map.

As shown on the figure, the DNL 65 dB noise contour extends beyond the Airport's property line into the surrounding land uses in two areas – to the west of the Airport along the extended centerline of the runways, and to the north of Interstate 84. Approximately 87 residential parcels are within or immediately adjacent to the DNL 65 dB noise contour.

Future (2020) Conditions

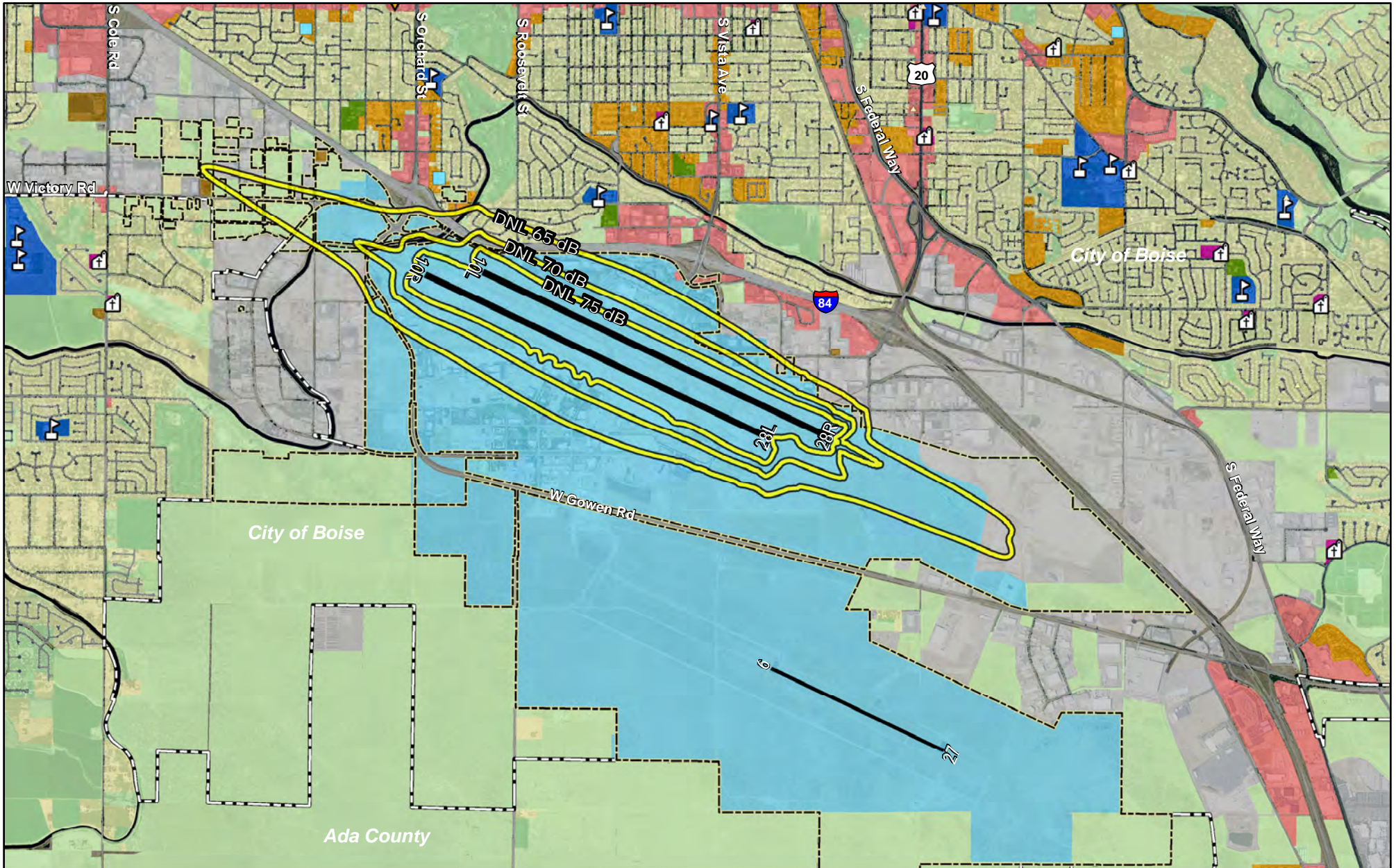
Figures 2 through 4 present the 2020 forecast operations at BOI, with different potential missions of the Idaho Air National Guard.

Figure 2 presents the future forecast with a continuation of the A-10 mission. Under this scenario, the changes to the noise contour are minimal, as the Airport would generally operate as it does today, with an increase in the total number of operations occurring only with civilian operations.

Figure 3 presents the resulting noise contour with the change in mission of the Idaho ANG from A-10 aircraft to F-15 aircraft. Although it is not certain exactly how an F-15 mission would operate at BOI, this study considered similar F-15 missions (including how frequently the aircraft would fly, what types of training activity would occur, and how noise could be minimized) at other facilities and coordination with the Idaho ANG.

Figure 3 is also presented as the Future 2020 NEM as it represents a worst-case scenario for which the City of Boise and Ada County can use to make informed land use and zoning decisions. Under this scenario, the DNL 65 dB noise exposure contour increases in size and includes a larger number of residential parcels (approximately 386 residential parcels within the DNL 65 dB noise contour) and one potentially noise-sensitive facility. The change in noise exposure is due primarily to the different noise characteristics of the F-15 aircraft.

Figure 4 presents another alternative scenario for a future mission without the A-10 aircraft. Although it is not anticipated that the new F-35 would be in place by 2020, this aircraft is anticipated to have an active role in the US Air Force fleet in coming years, and as such, the potential noise impact was modeled as part of this study. Under this scenario, approximately 270 residential parcels and one potentially noise-sensitive facility would fall within the DNL 65 dB noise exposure contour.



Legend

- Airport Property
- City of Boise Limits
- 2015 Draft NEM DNL Noise Contour

- Place of Worship
- Nursing Home
- School
- National Historic Place

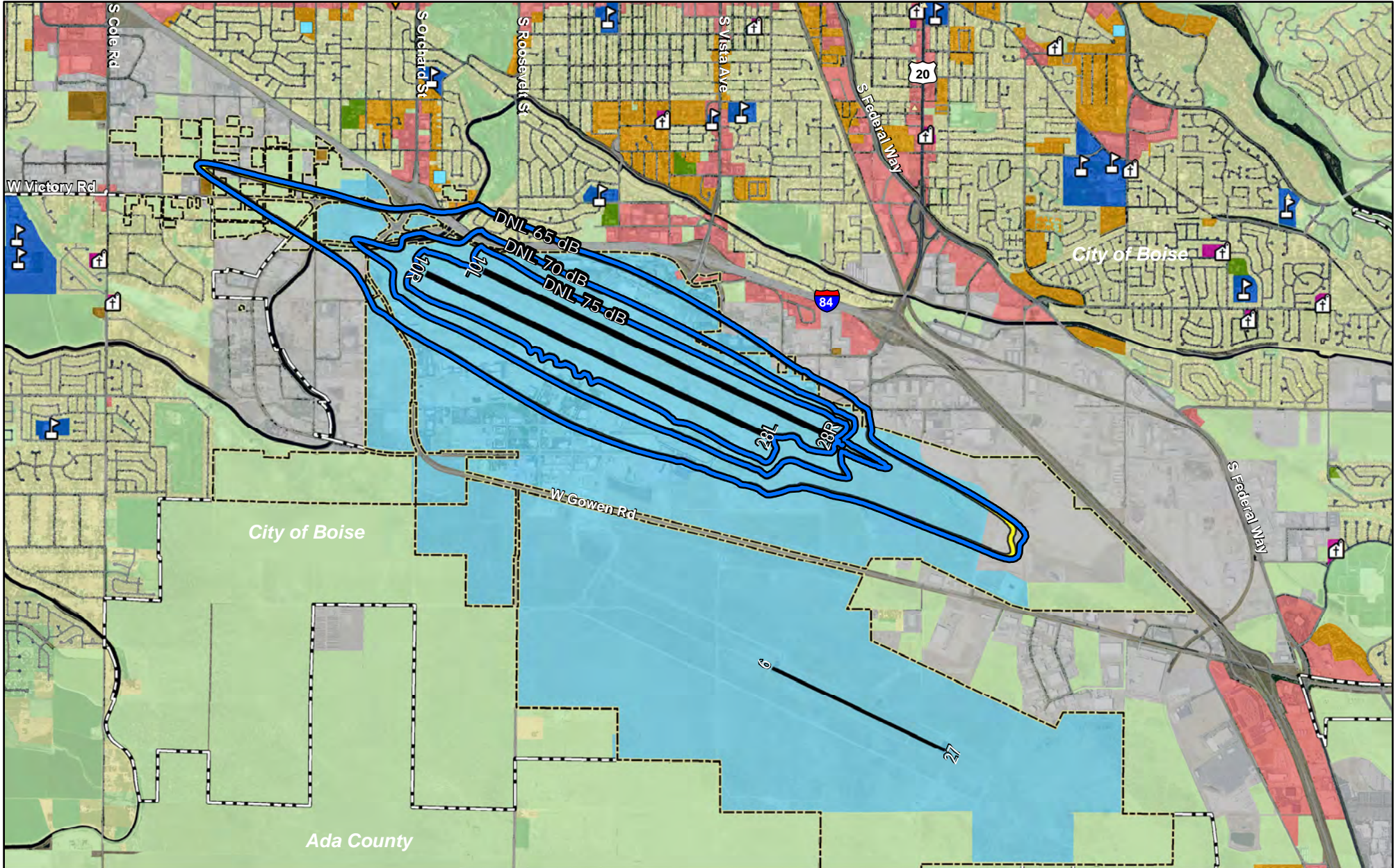
Generalized Land Use (2015)

- | | |
|-------------------------------|-------------------|
| Single Family Residential | Open Space |
| Multi-Family Residential | Airport Land Uses |
| Commercial | Park |
| Industrial | School |
| Public Facility/Institutional | Place of Worship |

Figure 1
2015 Draft NEM



Sources: City of Boise, Ada County, HNTB 2015



Legend

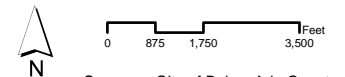
- Airport Property
- City of Boise Limits
- 2015 Draft NEM DNL Noise Contour
- 2020 Forecast Operations with Continuation of A-10 Mission DNL Noise Contour

- Place of Worship
- Nursing Home
- School
- National Historic Place

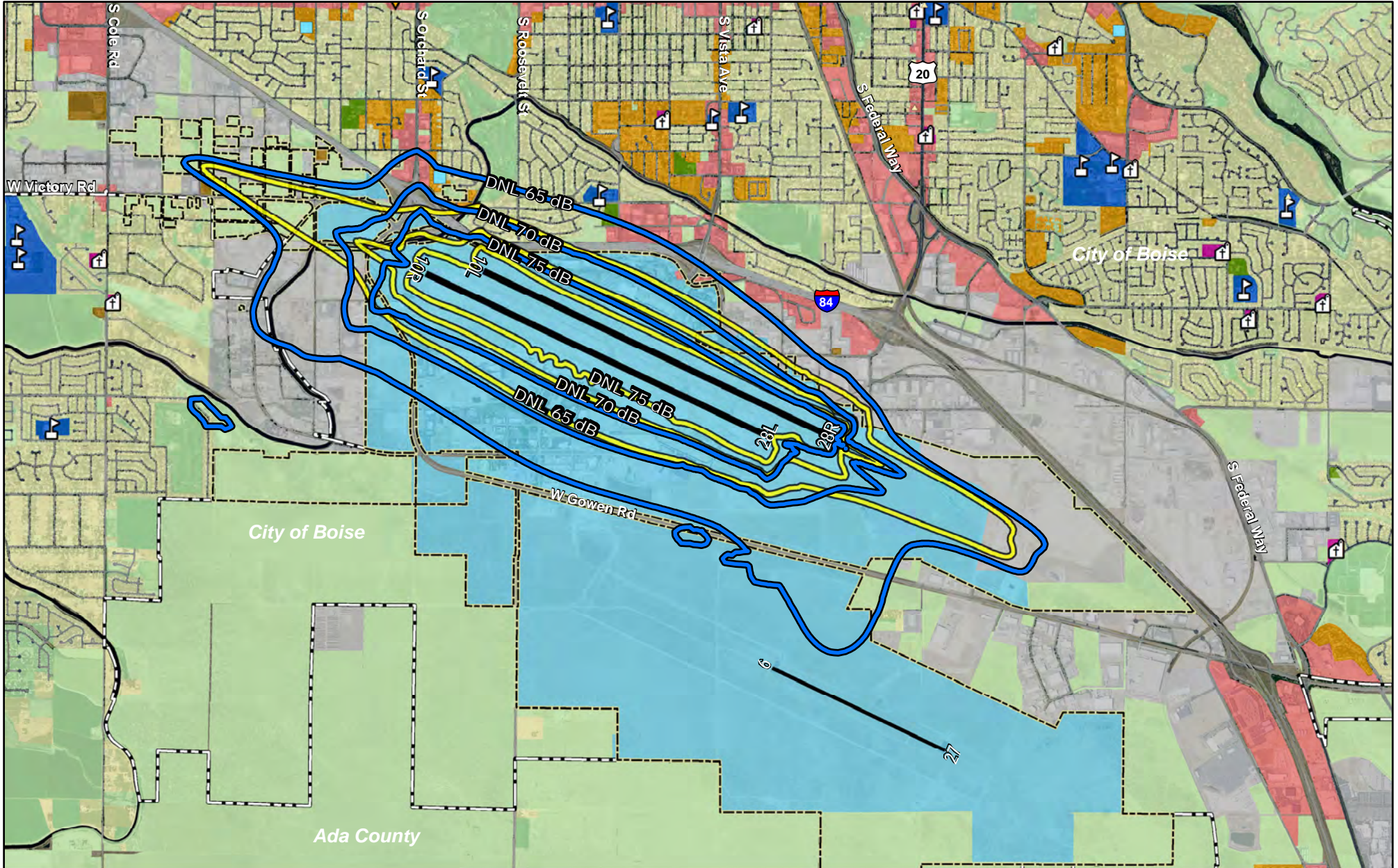
Generalized Land Use (2015)

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public Facility/Institutional
- Open Space
- Airport Land Uses
- Park
- School
- Place of Worship

Figure 2
2020 Forecast Operations with Continuation of A-10 Mission compared to 2015 Draft NEM



Sources: City of Boise, Ada County, HNTB 2015



Legend

- Airport Property
- City of Boise Limits
- 2015 Draft NEM DNL Noise Contour
- 2020 Forecast Operations with F-15 Mission DNL Noise Contour

- Place of Worship
- Nursing Home
- School
- National Historic Place

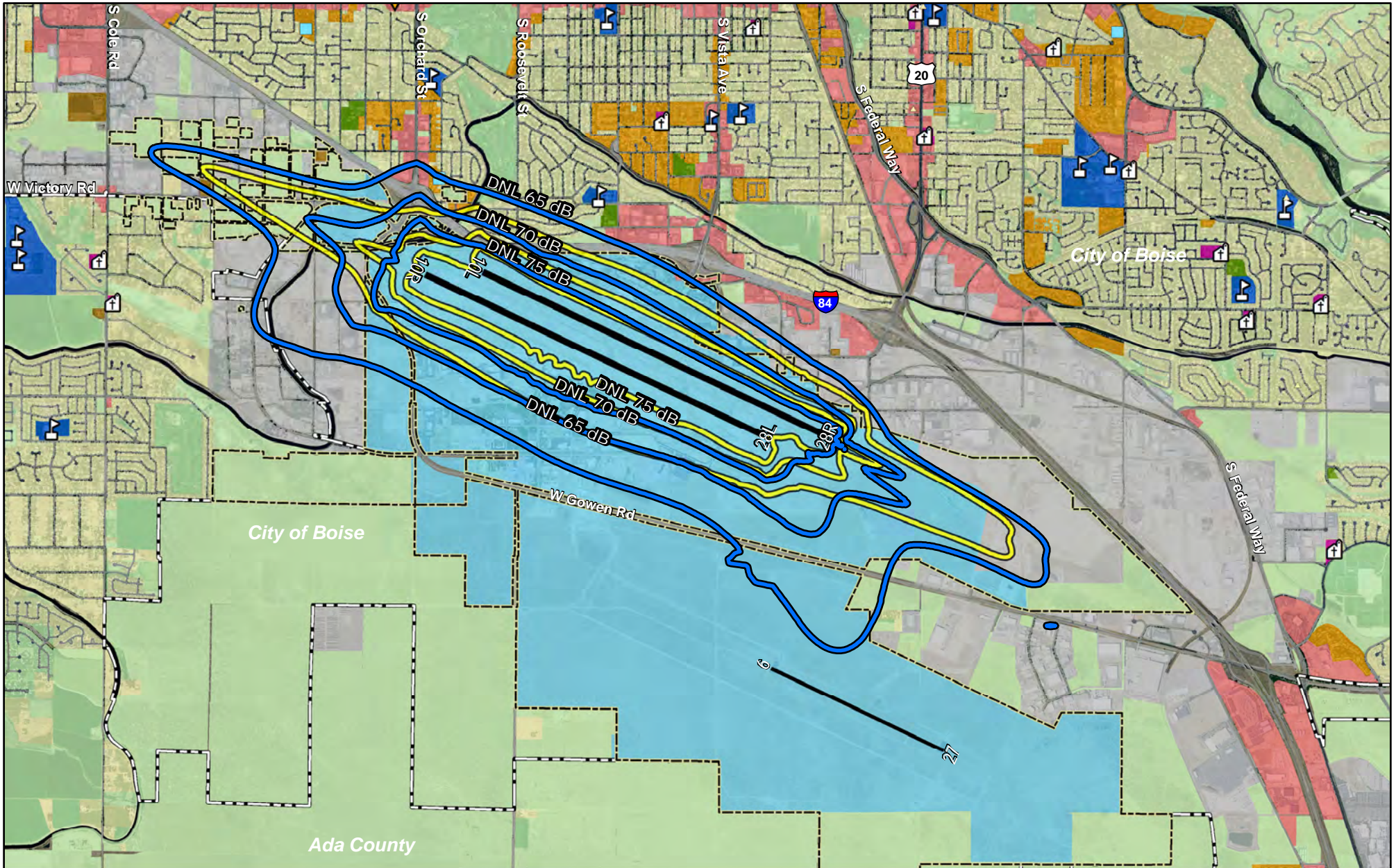
Generalized Land Use (2015)

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public Facility/Institutional
- Open Space
- Airport Land Uses
- Park
- School
- Place of Worship

Figure 3
2020 Forecast Operations with
F-15 Mission compared to 2015 Draft NEM



Sources: City of Boise, Ada County, HNTB 2015



Legend

- Airport Property
- City of Boise Limits
- 2015 Draft NEM DNL Noise Contour
- 2020 Forecast Operations with F-35 Mission DNL Noise Contour

Generalized Land Use (2015)

- | | | |
|-------------------------|-------------------------------|-------------------|
| Place of Worship | Single Family Residential | Open Space |
| Nursing Home | Multi-Family Residential | Airport Land Uses |
| School | Commercial | Park |
| National Historic Place | Industrial | School |
| | Public Facility/Institutional | Place of Worship |

Figure 4
2020 Forecast Operations with F-35 Mission compared to 2015 Draft NEM



Sources: City of Boise, Ada County, HNTB 2015

Comment Form

Sign-In Sheet
(Open House #1)



Boise Airport Part 150 Study Update Open House
June 3, 2015, 4 – 6 P.M.

Sign-In Sheet

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Lee Eyerman	83709	<input checked="" type="checkbox"/>	
PRESTON CREEK	83709	<input checked="" type="checkbox"/>	
Kenise Henth	83705	<input checked="" type="checkbox"/>	
Gary Snyder	83705	<input checked="" type="checkbox"/>	
Garry Fraize	83709	<input checked="" type="checkbox"/>	
Susan Weaver	83706	<input checked="" type="checkbox"/>	
Natalie Martin	83709	<input checked="" type="checkbox"/>	
Richard Martin	83761	<input checked="" type="checkbox"/>	
Leonard Hurd	23205	<input checked="" type="checkbox"/>	
JOHN WILLIAMS	83702	<input checked="" type="checkbox"/>	
Justine Love	83709	<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	

Open House #1 Comments

From: Trinity Hall
Sent: Friday, July 24, 2015 2:32 PM
To: Kim Hughes
Subject: Airport noise study at Boise city airport

Dear Kim,

Hello, I am a home owner in Meridian Idaho that is subject to airplane traffic noise. I was talking with a Meridian city representative and they mentioned a study was currently underway for the Boise city airport. I have lived at my current residence for three years and have noticed an increase in airplane noise during the last five months. The majority in the increase in noise has been happening at night (11p-2a) and loud enough to wake me. I have also noticed during the daytime, planes seem to be flying lower, I can see the emblems and can tell which airline is displayed on the plane. I have also noticed the aircraft seems to be turning once they are passing our subdivision and returning lower to the ground over the subdivision (so we are getting twice the noise). My location is in a subdivision south of interstate 84 and I looked a map on the Boise airport website and it appears our subdivision sits under a turnaround for aircraft to approach the airport for landing. The turnaround seems to have shifted west over our subdivision. Is there anything my subdivision an I can do to participate in the survey or discuss our concerns?

(while writing this, two aircraft have circled. One from United and one from Southwest).

Thank you for your time.

Trinity Hall

Part 150 Study Update
Email Notification List

PART 150 STUDY UPDATE EMAIL NOTIFICATION LIST

City Officials		
Name	Title	Company/Representing
Derick O'Neill	Planning & Development Services Director	City of Boise Planning and Development Services
Jenifer Gilliland	Building Director	City of Boise Planning and Development Services
Hal Simmons	Planning Director	City of Boise Planning and Development Services
AnaMarie Guiles	Housing & Community Development Manager (Interim)	City of Boise Planning and Development Services
Biff Jones	PDS Financial Manager	City of Boise Planning and Development Services
Matt Brookshier	Strategic Real Estate Manager	City of Boise Planning and Development Services
Jason Blais	Building Official	City of Boise Planning and Development Services
Deanna Gutierrez	PDS Communications	City of Boise Planning and Development Services
Meagan Curtis	PDS Admin Supervisor	City of Boise Planning and Development Services
Scott Beecham	Associate Comprehensive Planner	City of Boise Planning and Development Services
Karen Gallagher	Transportation Planner	City of Boise Planning and Development Services
Daren Fluke	Comprehensive Planning Manager	City of Boise Planning and Development Services
David Bieter	Mayor	City of Boise
Jamie Heinzerling	Deputy City Clerk	City of Boise
Elaine Clegg	Council Member	City Council
David Eberle	Council Member	City Council
Maryanne Jordan	Council Member	City Council
TJ Thomson	Council Member	City Council
Lauren McLean	Council Member	City Council
Ben Quintana	Council Member	City Council
County Officials		
Name	Title	Company/Representing
Meg Leatherman	Director	Ada County Development Services
Becky Alcala	Planning & Building Specialist II	Ada County Development Services
Richard Beck	Community & Regional Planner	Ada County Development Services
Alison Crist	Planning & Building Specialist	Ada County Development Services
Brent Danielson	Associated Planner	Ada County Development Services

Mark Ferm	Building Official	Ada County Development Services
Bryan Gilbert	Building Inspector	Ada County Development Services
Angela Gilman	County Engineer	Ada County Development Services
Jerry Hastings	County Surveyor	Ada County Development Services
Megan Johnson	Associate Planner	Ada County Development Services
Non McKinney	Plans Examine II	Ada County Development Services
Dale Meyers	Surveying & Engineering Technician	Ada County Development Services
Brent Moore	Associate Planner	Ada County Development Services
Mark Ottens	Building Inspector	Ada County Development Services
Benjamin Pavelka	Plans Examiner	Ada County Development Services
Mark Perfect	Planning & Zoning Administrator	Ada County Development Services
Chris Ragland	Deputy Director	Ada County Development Services
Diana Sanders	Associate Planner	Ada County Development Services
Glen Smallwood	Surveying Technician	Ada County Development Services
Bob Winterfeld	Building Inspector	Ada County Development Services
Kelly Woodoworth	Administrative Assistant II	Ada County Development Services
Robert H. McQuade	Ada County Assessor	Ada County
Christopher Rick	Clerk	Ada County
Jim Tibbs	District 1 Comissioner	Ada County
Dave Case	District 3 Commissioner	Ada County
Rick Yzaquirre	District 2 Commisioner	Ada County
Trinity Michael		
Regional Agencies		
Name	Title	Company/Representing
Carl Miller, PMP AICP CTP	Principal Planner, Demographics	COMPASS
State Officials		
Name	Title	Company/Representing
Brent Hill	District 34 Senator	State of Idaho
Douglas A Hancey	District 34 Representative	State of Idaho
Dell Raybould	District 34 Representative	State of Idaho
Butch Otter	Governor	State of Idaho
Ben Ysursa	Secretary of State	State of Idaho
Mike Simpson	Idaho Congressman	State of Idaho
Raul Labrador	Idaho Congressman	State of Idaho
Jim Risch	Idaho Senator	State of Idaho
Michael Crapo	Idaho Senator	State of Idaho
Aeronautical Airport Users		
Name	Title	Company/Representing
Heidi Caye, 1stLt,	Environmental Manager	Idaho Air National Guard

IDANG		
James Heuring		
Col. Neal Murphy		Idaho Air National Guard
Tim Donnellan, Lt Col, IDANG	Commander, 124th ASOS	Idaho Air National Guard
Col. Tim Marsano	Public Affairs	Idaho Air National Guard
Col. Kingman		
Col. Trimble	124th Wing Commander	
Maj John Williams		Idaho Air National Guard
Lt Col Anthony Brown	124 OG/CD	Idaho Air National Guard
Shannon D Smith		
Jeffery D. Aebischer		
Ken W. Williams		
		National Interagency Fire Department
Mark Zacher		Jackson Jet Center
Steve Martin		Turbo Air
Dan Milender		Western Aircraft
		Alaska Airlines
		Alaska Airlines
		Allegiant Air
		Allegiant Air
		Delta Air Lines
		Delta Air Lines
		Southwest Airlines
		Southwest Airlines
		United Airlines
		United Airlines
		US Airways
		US Airways
		Air Mail Facility
		Federal Express
		UPS
Steve Sandmeyer	Director of Operations	Aviation Air Service
		McCall Aviation
		Mountain Aviation
Sharlene Stredwick	Chairman/CFO	Western Air Express
Dean Anderson	Chief Pilot	Western Air Express
Aviation		
Name	Title	Company/Representing
Jack Paschal	Helena Airports District Office	Helena Airports District Office
Gary Gates	Airport Engineer (HLN-610)	Helena Airports District Office
Scott Eaton	Airport Planner (HLN-612)	Helena Airports District Office

Kathryn Vernon	Northwest Mountain Region Regional Administrator	Federal Aviation Administration Regional Office
David Suomi	Northwest Mountain Region Deputy Regional Administrator	Federal Aviation Administration Regional Office
Mike Pape	Division Administrator	Idaho Division of Aeronautics
Tammy Schoen	Administrative Assistant	Idaho Division of Aeronautics
		National Air Traffic Controllers Association
Holly Delay	Air Traffic Manager	Air Traffic Operations Western Service Area North
Shannon Swing	Front Line Manager, Boise ATCT	Air Traffic Operations Western Service Area North
Eric Silva	ATC Specialist	Air Traffic Operations Western Service Area North
Michael Pape	Chair	Airport Commission
Bill Connors	Vice Chair	Airport Commission
Meg Carlson		Airport Commission
Paul Cunningham		Airport Commission
Mary Carol "M.C." Niland		Airport Commission
Major Gen. Gary L. Sayler		Airport Commission
Russell Westerberg		Airport Commission
		Boise Airport Administration
Patti Miller	Airport Marketing/Media	Boise Airport
Open House #1 (Received notification of subsequent meetings)		
Name	ZIP Code	
Lee Eyerman	83709	
Preston Creer	83709	
Lenise Heath	83709	
Gary Sayler	83709	
Garry Fraise	83709	
Susan Weaver	83706	
Natalie Martin	83709	
Richard Martin	83709	
Leonard Hurd	83705	
John Williams	83702	
Jutine Love	83709	
Open House #2 (Received notification of subsequent meetings)		
Name	ZIP Code	
Daniel Laughrey	83705	
Charles Payton	83705	

Lenise Heath	83705	
Preston Cveer	83705	
Gayla Whipple	N/A	
Linda Fraise	N/A	
Matt Petaja	N/A	
Mark A Perfect	83702	
Jill Singer	83714	
Kim Hoppie	83704	
Dave Azpitarte	N/A	
Rick Scott	83709	
Trinity & Mike Hall	83642	
Susan Weaver	N/A	
Media		
Name	Title	Company/Representing
Niki Forbing -Orr	Editor	Idaho Statesman
Vicki Growler	Editor and Vice President	Idaho Statesman
Greh Hahn	Editor	Idaho Statesman
Cynthia Sewell	Reporter -Transportation	Idaho Statesman
Dave Staats	Editor	Idaho Statesman
Bob Fick	Correspondent	Associated Press
N/A		Boise Weekly
N/A		Boise Weekly
Anna Wallace Allen	Managing Editor	Idaho Business Review
Scott McIntosh	Managing Editor	Idaho Press Tribune
Marlene Terry	Assistant Community Editor	Idaho Press-Tribune
Robert Truman	General Manager	KBOI Channel 2
Kean Weaver	KBOI News	KBOI-AM-67
Steve Bertel	Assignment Editor	KIVI/ Channel 6
Grendel Levy	News Director	KIVI/ Channel 6
Jim Gilchriest	News Director	KTVB/ Channel 7
Neighborhood Associations		
Name	Title	Company/Representing
Steve Tornga	President	Sunrise Rim Neighborhood Association
Brian McDevitt	President	Southeast Neighborhood Association, Inc.
Dan Loughrey	President	Hillcrest Neighborhood Association
Bob Wood	President	Borah Neighborhood Association
Randy Harkelroade	President	Central Bench Neighborhood Association
Bryan DuFosse	Development Notices	Central Bench Neighborhood Association

Kim Bentley	Vice President	Vista Neighborhood Association, Inc.
Dr. Don Coberly	Superintendent	Boise School District
Ron Martin	President	Maple Grove Franklin Area Neighbors
Terry Alber	President	Pioneer Neighborhood Association, Inc.
Betty Bermensolo	President	Southwest Ada County Alliance, Inc.
Annette DeAngelis	Development Applications	Southwest Ada County Alliance, Inc.

Additional Coordination

From: Royce Bassarab
Sent: Thursday, August 06, 2015 2:39 PM
To: 'Don.coberly@boiseschools.org'
Cc: JSinger@cityofboise.org; Kim Hughes; Caroline Pinegar; Amy Snyder (ASnyder@cityofboise.org); MPetaja@cityofboise.org
Subject: Boise Airport Noise Study Information - Boise Independent School District
Attachments: School_Scoping_Letter_20150806_BoiseISD.pdf; Boise_W.Ada_Schools_2015&2020_Contours.pdf; 20150603_BOI_OpenHouse_Handout_Ir.pdf

Good afternoon Dr. Coberly,

On behalf of the Boise Airport, HNTB Corporation is preparing an update to the Boise Airport (BOI) Noise Compatibility Planning Study. The purpose of the study is to define the existing and forecast aircraft noise exposure levels around Boise Airport, and to identify potential noise abatement and mitigation measures to help alleviate noise impacts to the surrounding areas and communities.

The City of Boise (the owner and operator of Boise Airport) would like to notify the local school districts of the ongoing study and to request any feedback that you may wish to provide. Please see the attached information regarding the Airport's noise study (a hard copy of the letter and attachments is being mailed). The information includes an introduction letter, the Draft 2015 and 2020 Noise Exposure Contours, and a copy of a handout from our first public meeting, held in June 2015.

On behalf of the City of Boise, we welcome your feedback. We anticipate holding our second public meeting on September 2nd, 2015 at the Airport. If you have any questions or comments, or to request further information, please contact the HNTB Project Manager by phone at 703-253-5856 or via e-mail at khughes@hntb.com.

Thank you,

Royce Bassarab,
on behalf of Kim Hughes, HNTB

HNTB Corporation
2900 South Quincy Street, Suite 200
Arlington, Virginia 22206
Direct Phone: 703.253.5803
www.hntb.com

 **100 YEARS OF INFRASTRUCTURE SOLUTIONS**



August 6, 2015

Dr. Don Coberly
Superintendent of Schools
Boise Independent School District
8169 W. Victory Road
Boise, ID 83709

SUBJECT: Boise Airport Part 150 Airport Noise Compatibility Planning Study Update

Dear Dr. Coberly,

The City of Boise is currently preparing an update to the Boise Airport (BOI) Part 150 Study. The purpose of a Federal Aviation Administration (FAA) 14 CFR Part 150 Airport Noise Compatibility Planning Study is to define the aircraft noise exposure levels in and around the Airport and identify potential noise abatement and mitigation measures to help alleviate noise impacts to the surrounding areas and communities, including nearby schools. The purpose of this letter is to notify the local school districts of the ongoing study and to request any feedback that you may wish to provide.

The Part 150 Study requires that the Airport show existing noise conditions (2015), as well as a projection of noise exposure five years into the future (2020). The study describes the data collection and analysis undertaken in the development of both existing and future noise exposure maps. Upon acceptance by the FAA, the Noise Exposure Maps (NEMs) will replace previously accepted maps from Boise Airport's 2006 Part 150 Update Study.

A public Open House was held on June 3rd, 2015 to review the Part 150 process and present the existing and future draft NEMs depicting noise exposure contours from existing and forecast aircraft operations at BOI. The Open House materials can be found at <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/>. The handout from the Open House, which provides background information on the Study, as well as the 2015 and 2020 draft NEMs, is included with this letter. Also included are two exhibits showing the 2015 and 2020 draft noise exposure contours in relation to the locations of nearby schools.

As shown on the attached figures, the DNL 65 dB noise contour (the outermost contour shown) represents the distinction between land uses that are generally considered compatible with aircraft operations (i.e., outside of this contour) and those that are not (i.e., inside this contour). Noise-sensitive land uses, such as residential land, schools, places of worship and nursing homes are identified on the NEMs in the attached handout. As shown on the figures, the DNL

65 dB noise contour extends beyond the Airport's property line into the surrounding land uses in two areas – to the west of the Airport along the extended centerline of the runways, and to the north of Interstate 84. There are currently no schools that fall within the DNL 65+ dB noise contour for existing or future scenarios.

The City of Boise values any comments provided during the Part 150 Study Update process. The Draft Part 150 Study Update document is expected to be available for public review in late August. A second public meeting will be held in September after the release of the draft document. Notice of the document publication and the public meeting will be provided via the *Idaho Statesman*, on the BOI website and via email to interested stakeholders. The City of Boise hopes you will join us at the next public meeting. If you have any questions or comments, or to request further information, please contact me by phone at 703-253-5856 or via e-mail at khughes@hntb.com.

Sincerely,

A handwritten signature in blue ink that reads "Kimberly C. Hughes". The signature is fluid and cursive, with the first name "Kimberly" and last name "Hughes" clearly legible.

Kimberly C. Hughes, PE
HNTB Corporation

Enclosures: BOI Part 150 Study Update Open House Handout (June 3, 2015)
2015 Noise Exposure Contours (schools highlighted)
2020 Noise Exposure Contours (schools highlighted)

From: Royce Bassarab
Sent: Thursday, August 06, 2015 2:41 PM
To: 'eric@westada.org'; 'clark.linda@westada.org'
Cc: MPetaja@cityofboise.org; JSinger@cityofboise.org; Amy Snyder (ASnyder@cityofboise.org); Kim Hughes; Caroline Pinegar
Subject: Boise Airport Noise Study Information - West Ada School District
Attachments: School_Scoping_Letter_20150806_WestAdaSD.pdf; Boise_W.Ada_Schools_2015&2020_Contours.pdf; 20150603_BOI_OpenHouse_Handout_Ir.pdf

Good afternoon,

On behalf of the Boise Airport, HNTB Corporation is preparing an update to the Boise Airport (BOI) Noise Compatibility Planning Study. The purpose of the study is to define the existing and forecast aircraft noise exposure levels around Boise Airport, and to identify potential noise abatement and mitigation measures to help alleviate noise impacts to the surrounding areas and communities.

The City of Boise (the owner and operator of Boise Airport) would like to notify the local school districts of the ongoing study and to request any feedback that you may wish to provide. Please see the attached information regarding the Airport's noise study (a hard copy of the letter and attachments is being mailed). The information includes an introduction letter, the Draft 2015 and 2020 Noise Exposure Contours, and a copy of a handout from our first public meeting, held in June 2015.

On behalf of the City of Boise, we welcome your feedback. We anticipate holding our second public meeting on September 2nd, 2015 at the Airport. If you have any questions or comments, or to request further information, please contact the HNTB Project Manager by phone at 703-253-5856 or via e-mail at khughes@hntb.com.

Thank you,

Royce Bassarab,
on behalf of Kim Hughes, HNTB

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Arlington, Virginia 22206
Direct Phone: 703.253.5803
www.hntb.com

 **100 YEARS OF INFRASTRUCTURE SOLUTIONS**



August 6, 2015

Dr. Linda Clark
District Superintendent
West Ada School District
1303 E. Central Drive
Meridian, ID 83642

SUBJECT: Boise Airport Part 150 Airport Noise Compatibility Planning Study Update

Dear Dr. Clark,

The City of Boise is currently preparing an update to the Boise Airport (BOI) Part 150 Study. The purpose of a Federal Aviation Administration (FAA) 14 CFR Part 150 Airport Noise Compatibility Planning Study is to define the aircraft noise exposure levels in and around the Airport and identify potential noise abatement and mitigation measures to help alleviate noise impacts to the surrounding areas and communities, including nearby schools. The purpose of this letter is to notify the local school districts of the ongoing study and to request any feedback that you may wish to provide.

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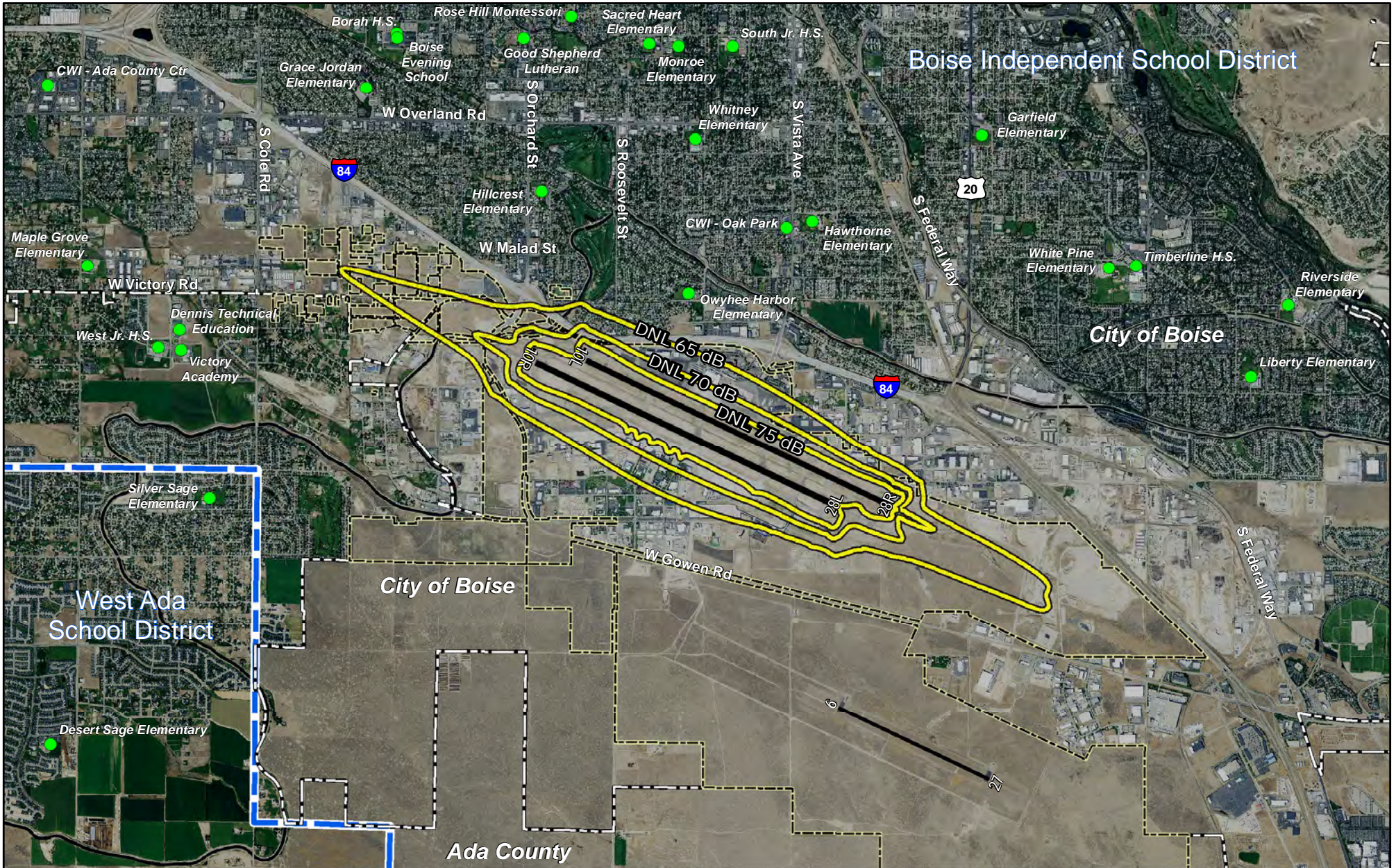
The City of Boise values any comments provided during the Part 150 Study Update process. The Draft Part 150 Study Update document is expected to be available for public review in late August. A second public meeting will be held in September after the release of the draft document. Notice of the document publication and the public meeting will be provided via the *Idaho Statesman*, on the BOI website and via email to interested stakeholders. The City of Boise hopes you will join us at the next public meeting. If you have any questions or comments, or to request further information, please contact me by phone at 703-253-5856 or via e-mail at khughes@hntb.com.

Sincerely,

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Kimberly C. Hughes, PE
HNTB Corporation

Enclosures: BOI Part 150 Study Update Open House Handout (June 3, 2015)
2015 Noise Exposure Contours (schools highlighted)
2020 Noise Exposure Contours (schools highlighted)

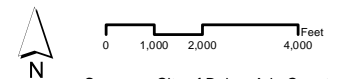


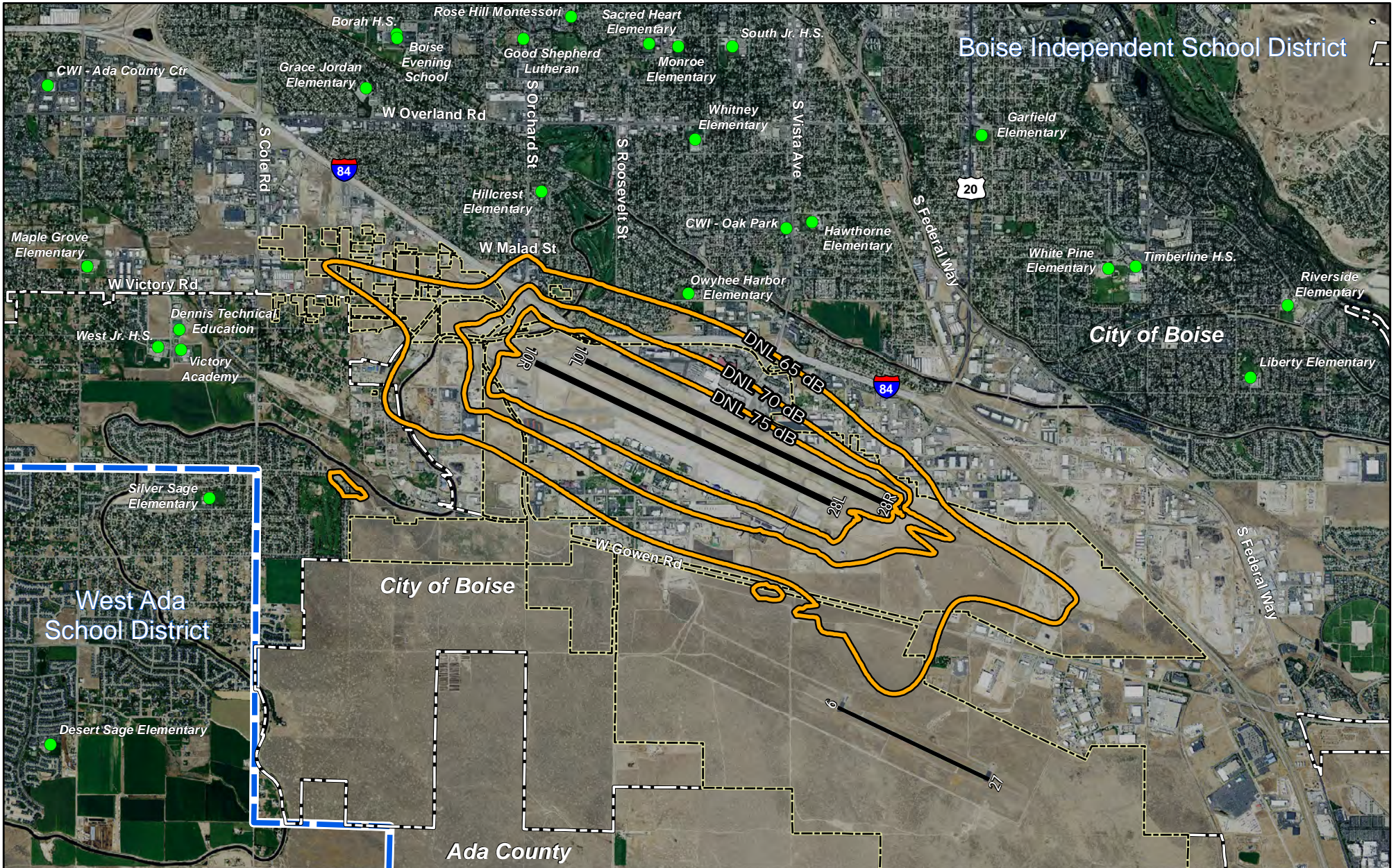
Legend

- Airport Property
- City of Boise Limits
- School District
- School

2015 DNL Noise Contour

2015 Noise Exposure Contours



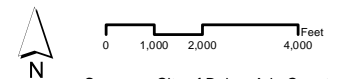


Legend

- Airport Property
- City of Boise Limits
- School District
- School

2020 DNL Noise Contour

2020 Noise Exposure Contours



Sources: City of Boise, Ada County, HNTB 2015

Open House #2

September 2, 2015

Advertisement
(Open House #2 and Draft Part 150 Availability)

SILICON VALLEY

Startups poaching talent from tech giants

The companies are offering 6-figure salaries and stock options for the best and brightest.

BY MIKE ISAAC
NEW YORK TIMES NEWS SERVICE
For the last year, Google's workforce has increasingly been under attack from a herd of unicorns.

The unicorns, a class of hot startups valued at \$1 billion or more, are all aggressively pursuing the best and brightest minds in Silicon Valley with promises of talked-about workplaces and eye-popping payouts. Amid a general scramble for talent, Google, the Internet search company, has undergone specific raids from unicorns for engineers who specialize in crucial technologies like mapping.

In particular, Uber — the largest unicorn, with a valuation of more than \$50 billion — has plundered Google's mapping unit over the last 12 months, aiming to bolster its own map research. Airbnb, the popular short-term rental startup, has gone on a more general hiring spree, poaching more than 100 workers.

The recruiting is not confined to the best engineers; sometimes it spills over to nontechnical employees, too. Two of the chefs who prepared meals for Googlers, Alvin San and Rafael Monfort, have been hired away by Uber and Airbnb in the last 18 months.

"It's an employee's market right now," said Rodrigo

Ipince, 28, a software engineer who recently left Google and was pursued by unicorns, but chose to join a mobile gaming video startup, Kamcord. Ipince, who worked at Google for five years, said he received at least one to two emails from recruiters daily, asking if he was eager for a new job.

"It was fairly easy to get my foot in the door of whatever company I want," he added.

Recruiting battles are a perennial tale in Silicon Valley, where tech companies wage war on one another for top prospects by doling out six-figure salaries and generous stock packages as if they were Halloween candy. The difference now is the scale of the talent clashes, with a large and growing number of young companies jumping into the fight, boasting fat war chests and claiming \$1 billion-plus valuations.

There are now more than 124 unicorn companies, according to CB Insights, a research firm that tracks startups.

SIPHONING OFF THE SKILLED

The competition is recognized at the very top. Amazon's chief executive, Jeff Bezos, in a memo written over the weekend in response to a New York Times article about the company's workplace, referred to a "highly competitive tech hiring market" and how his employees "are recruited every day by other world-class companies." He wasn't specific



JASON HENRY / The New York Times
Mike Curtis, vice president of engineering at Airbnb, said new hires are drawn to the youth of the San Francisco company. Healthy salaries and benefit packages don't hurt, either.

about which companies were after Amazon workers.

While the unicorns typically pick off small groups of engineers at a time, making little impression on a large company's employee numbers, the poaching attacks are often aimed at siphoning off the best talent in strategic technologies. That can sting the likes of a Google, where executives have said one skilled engineer can be worth many times the average.

To snag employees from large rivals, unicorns have a simple recruiting pitch: They are on a path to success, as illustrated by their rising valuations. Many offer generous equity packages of restricted stock units that can later translate to big paydays for employees if the unicorn goes public

or is sold — a lure that neither Google nor any other public tech company can dangle. Also, the unicorns say they are far more fleet-footed and cutting-edge than large organizations.

"The things that excite young tech workers are high growth and fast execution," said Dave Carvajal, founder of Dave Partners, a tech recruiting company. "It's not that tough for the new unicorns to swing by these big, older tech companies and pick up busloads of talent."

Apart from Google, the onetime Internet darlings Yelp and Twitter have become prime poaching targets, especially as their share prices have plummeted, reducing their employees' potential for big gains from equity com-

pensation. Over the last 18 months, Yelp's stock price has fallen 73 percent from its peak, while Twitter shares are trading near a low.

Yelp's chief operating officer, Geoff Donaker, acknowledged the unicorn poaching phenomenon in a conference call with analysts last month after the company reported disappointing earnings. About what he called "the unicorn bubble question," Donaker said, "We are certainly feeling those impacts."

UBER ON THE HUNT

Among the most aggressive unicorn recruiters is Uber, the ride-hailing company based in San Francisco, which has expanded operations to 59 countries. Uber promises a fast-paced work environ-

ment and "world changing" ambitions, according to multiple people who have been approached by the company or work for it. Uber has more than 3,500 employees, up from roughly 1,300 a year ago, not counting its so-called driver partners, who are contract workers.

Uber does not shy away from dangling generous compensation packages to important hires, especially in engineering. In the case of some highly sought-after engineers from Yelp last year, Uber offered millions of dollars in restricted stock units, according to two people with knowledge of the recruiting practices, who spoke on the condition of anonymity.

One of Uber's prime picking grounds is Google. Uber has systematically hired Google's experts in mapping technology, a crucial component of Uber's plans to reduce its reliance on outside companies for mapping. In June, Uber hired Brian McClendon, a Google vice president for engineering who now leads Uber's driverless car and robotics research center. Uber has also raided Google's Geo unit, according to people close to the company, hiring at least a dozen mapping specialists over the last year.

Google is not letting its employees go without a fight. Offers from a short list of companies — including Uber, Airbnb, Pinterest and Palantir — will often produce counteroffers, according to two people with direct knowledge of the matter.

ECONOMY

Inflation robs buying power across Russia

The decline is driven by the plunging price of oil and bans placed on imported food.

BY SABRINA TAVERNISE
NEW YORK TIMES NEWS SERVICE
RAMENSKOYE, Russia — A basic barometer of economic activity in this tidy town south of Moscow is the pirozhok, a small pie filled with cabbage and meat that is a staple of the Russian diet.

In good times they sell briskly, snapped up by hungry commuters at Arina's Hangout, a tiny shop near the train station. But sales are down by almost half, a gloomy reflection of Russia's economic slump.

"There were just physically fewer people," said Irina Safonova, the owner of the shop, which on a recent weekday was serving pies to a slow trickle of customers. "We used to have lines. Now look at it."

Russians are experiencing the first sustained decline in living standards in the 15 years since President Vladi-



SERGEY PONOMAREV / The New York Times
Patrons at Arina's Hangout, a cafe where business has slowed, near the train station in Ramenskoye, Russia.

mir Putin came to power. The ruble has fallen by half against the dollar, driven by the plunging price of oil, the lifeblood of Russia's economy. As a result, prices of imported goods have shot up, making tea, instant coffee, children's clothes and back-to-school backpacks suddenly, jarringly expensive.

Making matters worse are the retaliatory bans that Russia placed on food imports after the United States and the

European Union imposed sanctions for its actions in Ukraine, a policy that took a turn for the weird this month when the government destroyed thousands of tons of what it said were illegally imported foodstuffs including cheese and peaches.

The reduced supply means that what remains costs more, even if it is locally produced. Russians are paying a third more for sunflower oil, a fifth more for yogurt and three-quarters more for carrots compared with a year ago, according to government statistics. (The Western sanctions have driven up the cost of borrowing for Russian companies, but they have not had a direct role in the inflation that is raising Russian pocketbooks.)

Inflation has reduced the purchasing power of Russian wages by more than 8 percent in the second quarter, compared with the same per-

iod last year, according to figures published by Russia's Central Bank at the end of July. And in a sign that the worst is far from over, the economy contracted by a steep 4.6 percent in the second quarter, compared with last year, and officially entered its first recession since 2009.

"It's horrible," said Elena Shcherbakova, a 47-year-old shoe saleswoman whose income, based in part on commissions, has fallen nearly a third since last year. She says she now shops at discount supermarkets, buys the cheapest kind of sausage and carefully counts containers of yogurt instead of throwing them into her cart by the handful the way she used to.

PUTIN'S POPULARITY

It is not clear what, if anything, this means for Putin. The trouble pales in comparison with the turbulent 1990s, when people's wages went down by nearly half. Russians have an immense capacity for stoicism, and ubiquitous home gardens make budgets more flexible. Putin's popularity ratings have remained high since last year's annexation of Crimea, which was wildly popular among Russians.

Still, the math is proving tricky. In a new draft budget released in July, the Ministry of Finance proposed halting the practice of raising pensions to keep up with inflation, a politically controversial move that would deliver a blow to Putin's most loyal base. Investment, food for a

hungry economy, has collapsed since the Western sanctions, which also blocked Russia's ability to borrow on global markets.

"They have no way out," said Sergei Guriev, a professor of economics at Sciences Po in Paris. "Unless oil prices go up, they are really looking at a dead end." Without further spending cuts and if oil prices remain around current levels, the government will use up its reserve fund, created when the price of oil was high, in about a year, he added.

Putin's opponents argue that the nationalist talk washing over Russia is being projected by his government to distract attention from the fragile economic situation. They describe it as a battle in every Russian home between the television (the source of government propaganda) and the refrigerator (whose shrinking contents could eventually prompt discontent).

Across Russia, the crisis has prompted a collapse in consumption. International airline travel has fallen almost a fifth since last year, and car sales are down 36 percent in the first half of this year. The production of train cars fell by a third, said Natalia Zubarevich, a researcher at the Higher School of Economics, because fewer goods needed to be transported.

In another measure of economic distress, household ruble debt in arrears is up 43 percent since July 2014, according to the Central Bank.

NATION/WORLD HEADLINES

AN ALASKA LANDSLIDE described by one witness as a sea of logs, mud and debris is believed to have trapped three people who were missing Tuesday from a neighborhood in the coastal town of Sitka. City officials earlier said four people were missing.

SEN. ROBERT MENENDEZ, D-N.J., said Tuesday that he would vote against the nuclear accord with Iran. "At the end of the day, what we appear to have is a rollback of sanctions and Iran only limiting its capability, but not dismantling it or rolling it back," Menendez said.

INDONESIAN SEARCH TEAMS Tuesday found the so-called black boxes from a commercial aircraft that went down in the remote eastern province of Papua, killing all 54 people aboard.


AN OHIO MOM calmly called 911 to report her baby son wasn't breathing on Tuesday and then hours later confessed to killing him and her two other young sons over the past several months, police said. Brittany Pilkington was charged with three counts of murder and was jailed Tuesday, said police in Bellefontaine, about 60 miles northwest of Columbus.

BUSINESS HEADLINES

FORD IS RECALLING just over 26,000 trucks in the U.S. and Canada because some front seat belts may not be anchored in the right position. The recall covers F-650 and F-750 trucks from the 2011, 2013 and 2015 model years that were built in Mexico from Feb. 14, 2011, through April 28, 2015.

U.S. BUILDERS started work on single-family houses last month at the fastest pace since the Great Recession began in late 2007. Housing starts in July rose 0.2 percent to a seasonally adjusted annual rate of 1.21 million homes, the Commerce Department said Tuesday. Construction of single-family houses accounted for all of the gains, shooting up 12.8 percent last month.

U.S. STOCKS CLOSED LOWER on Tuesday after Wal-Mart cut its profit forecast and China's market slumped on renewed concerns about its economy.

**Open House Public Meeting**
Noise and Land Use Compatibility Study

Boise Airport, Boise River Conference Room
Wednesday, September 2, 2015
4:00 – 6:00 p.m.

Boise Airport invites you to attend an open house on Wednesday, September 2 as part of the Airport's update to the 14 CFR Part 150 Noise and Land Use Compatibility Study. The meeting will be held in an open house format with project information to view, and the study team will be available to discuss the project. The same presentation will be held at 4:30 and 5:30 p.m. Parking will be validated.

See <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/> for more information about the study. If you have questions, please contact Kim Hughes at khughes@hntb.com.

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Attention: CAROLYN PINEGARHNTB CORPORATION
2900 S QUINCY ST
ARLINGTON, VA 22206**LEGAL NOTICE
Notice of Open House Public Meeting and
Draft Document Availability
Boise Airport 14 CFR Part 150 Airport Noise Compatibility
Planning Study Update**

Notice is hereby given that the City of Boise will hold an open house to review the Draft Federal Aviation Administration (FAA) 14 Code of Federal Regulations (CFR) Part 150 Airport Noise Compatibility Planning Study Update for the Boise Airport in the Boise River Conference Room at Boise Airport (BOL) from 4:00 - 6:00 p.m. on Wednesday, September 2, 2015. The meeting will be held in an open house format with project information to view, and the study team will be available to discuss the project. The same presentation will be held at 4:30 and 5:30 p.m. Parking will be validated. The study defines existing and forecast aircraft noise exposure levels around BOL, and identifies previously approved noise abatement measures and updated land use and continuing program measures necessary to maintain or enhance compatible land use in the areas and communities surrounding BOL.


The draft study is available online at <http://www.flyboise.com/airport-guide/about-the-airport/noise-compatibility-program/>. Hard copies are available during normal business hours until September 28, 2015 at the BOL Offices (3201 Airport Way, Suite 1000) and the Boise Downtown Library (715 S. Capitol Blvd.). Written comments on the draft study are requested and will be accepted if postmarked or received by Monday, September 28, 2015. Comments should be submitted in writing via email to khughes@hntb.com or to:

Kim Hughes, P.E.
HNTB
2900 S. Quincy Street, Suite 200
Arlington, VA 22206

Pub. Aug. 26, 2015

0001919276-01

JANICE HILDRETH, being duly sworn, deposes and says: That she is the Principal Clerk of The Idaho Statesman, a daily newspaper printed and published at Boise, Ada County, State of Idaho, and having a general circulation therein, and which said newspaper has been continuously and uninterruptedly published in said County during a period of twelve consecutive months prior to the first publication of the notice, a copy of which is attached hereto: that said notice was published in The Idaho Statesman, in conformity with Section 60-108, Idaho Code, as amended, for:

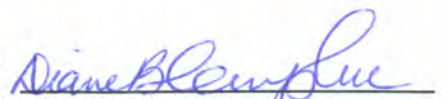
1 InsertionsBeginning issue of: 08/26/2015Ending issue of: 08/26/2015
(Legals Clerk)

STATE OF IDAHO)

.SS

COUNTY OF ADA)

On this 27th day of August in the year of 2015 before me, a Notary Public, personally appeared before me Janice Hildreth known or identified to me to be the person whose name subscribed to the within instrument, and being by first duly sworn, declared that the statements therein are true, and acknowledged to me that she executed the same.


Notary Public FOR Idaho
Residing at: Boise, IdahoMy Commission expires: 7/23/2021



Lynda Friesz-Martin <lynda_frieszmartin@lfprinc.com>

Your campaign Boise Airport Public Meeting - Sept. 2 has been sent

1 message

Constant Contact <support@constantcontact.com>

To: lynda_frieszmartin@lfprinc.com

Wed, Aug 19, 2015 at 3:28 PM



Dear Lynda Friesz-Martin,

Your campaign '**Boise Airport Public Meeting - Sept. 2**' was sent on 08/19/2015 around 17:28 PM EDT.

Below is a copy of the message your subscribers received. See how your campaign is doing by visiting Reports [in your account](#) to get real-time results and stats.

Subject: Boise Airport Public Meeting - Sept. 2



**Open House
PUBLIC MEETING
Boise Airport
Noise and Land Use Compatibility Study
September 2, 2015
4 p.m. - 6 p.m.**

Boise Airport invites you to attend an open house on Wednesday, September 2 as part of the Airport's update to the 14 CFR Part 150 Noise and Land Use Compatibility Study.

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See <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/> for more information about the study. If you have questions, please contact Kim Hughes at khughes@hntb.com

Boise River Room

Please feel free to forward this to anyone you feel would like to participate.

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Boise River Room

Please feel free to forward this to anyone you feel would like to participate.

From: [Lynda Friesz Public Relations, Inc.](#)
Subject: Boise Airport Public Meeting - Sept. 2
Date: Wednesday, August 26, 2015 10:06:58 AM



**Public Meeting Open House and
Draft Document Availability
Boise Airport 14 CFR Part 150 Airport Noise
Compatibility Planning Study Update**

The City of Boise will hold an **open house** to review the Draft Federal Aviation Administration (FAA) 14 Code of Federal Regulations (CFR) Part 150 Airport Noise Compatibility Planning Study Update for the Boise Airport in the Boise River Conference Room at Boise Airport (BOI) from **4:00 - 6:00 p.m. on Wednesday, September 2, 2015**. The meeting will be held in an open house format with project information to view, and the study team will be available to discuss the project. The same presentation will be held at 4:30 and 5:30 p.m. Parking will be validated.

The study defines existing and forecast aircraft noise exposure levels around BOI, and identifies previously approved noise abatement measures and updated land use and continuing program measures necessary to maintain or enhance compatible land use in the areas and communities surrounding BOI.

The draft study is available online at <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/>. Hard copies are available during normal business hours until September 28, 2015 at the BOI Offices (3201 Airport Way, Suite 1000) and the Boise Downtown Library (715 S. Capitol Blvd.). Written comments on the draft study are requested and will be

accepted if postmarked or received by Monday, September 28, 2015.

Comments should be submitted in writing via email to khughes@hntb.com or to:

Kim Hughes, P.E.

HNTB

2900 S. Quincy Street, Suite 200

Arlington, VA 22206

Please feel free to forward this to anyone you feel would like to participate.



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Boise Airport | 3201 Airport Way #1000 | Boise | ID | 83705

From: [Lynda Friesz Public Relations, Inc.](#)
Subject: Reminder Boise Airport Public Meeting - Sept. 2
Date: Monday, August 31, 2015 4:49:01 PM



**Public Meeting Open House and
Draft Document Availability
Boise Airport 14 CFR Part 150 Airport Noise
Compatibility Planning Study Update**

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Boise Airport | 3201 Airport Way #1000 | Boise | ID | 83705

Display Boards
(Open House #2)

WELCOME

Boise Airport 14 CFR Part 150 Study Update

What is a Part 150 Study?

✈ Title 14 CFR Part 150 (Part 150) is a **voluntary program**, created in 1984 in accordance with the Aviation Safety and Noise Abatement Act of 1979.

✈ Part 150 describes the specific document submitted to the Federal Aviation Administration (FAA) for acceptance of the Airport's noise contours and approval of the Airport's program.

✈ The Part 150 document can include two components:

1 - Noise Exposure Maps (NEM)

- Existing Condition (2015)
- Future Condition (2020)

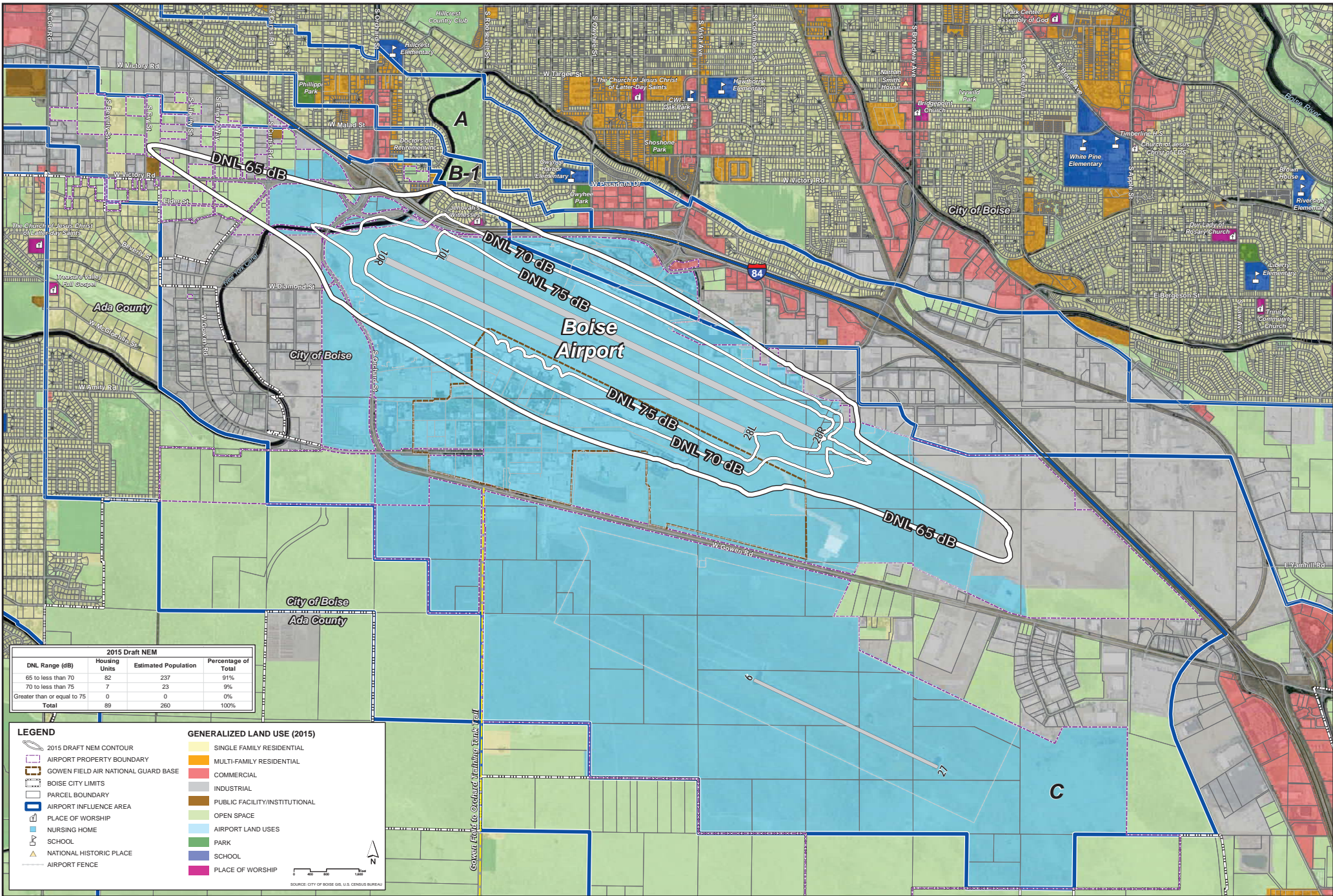
2 - Noise Compatibility Program (NCP)

- Noise Abatement Measures
- Land Use Measures
- Continuing Program Measures

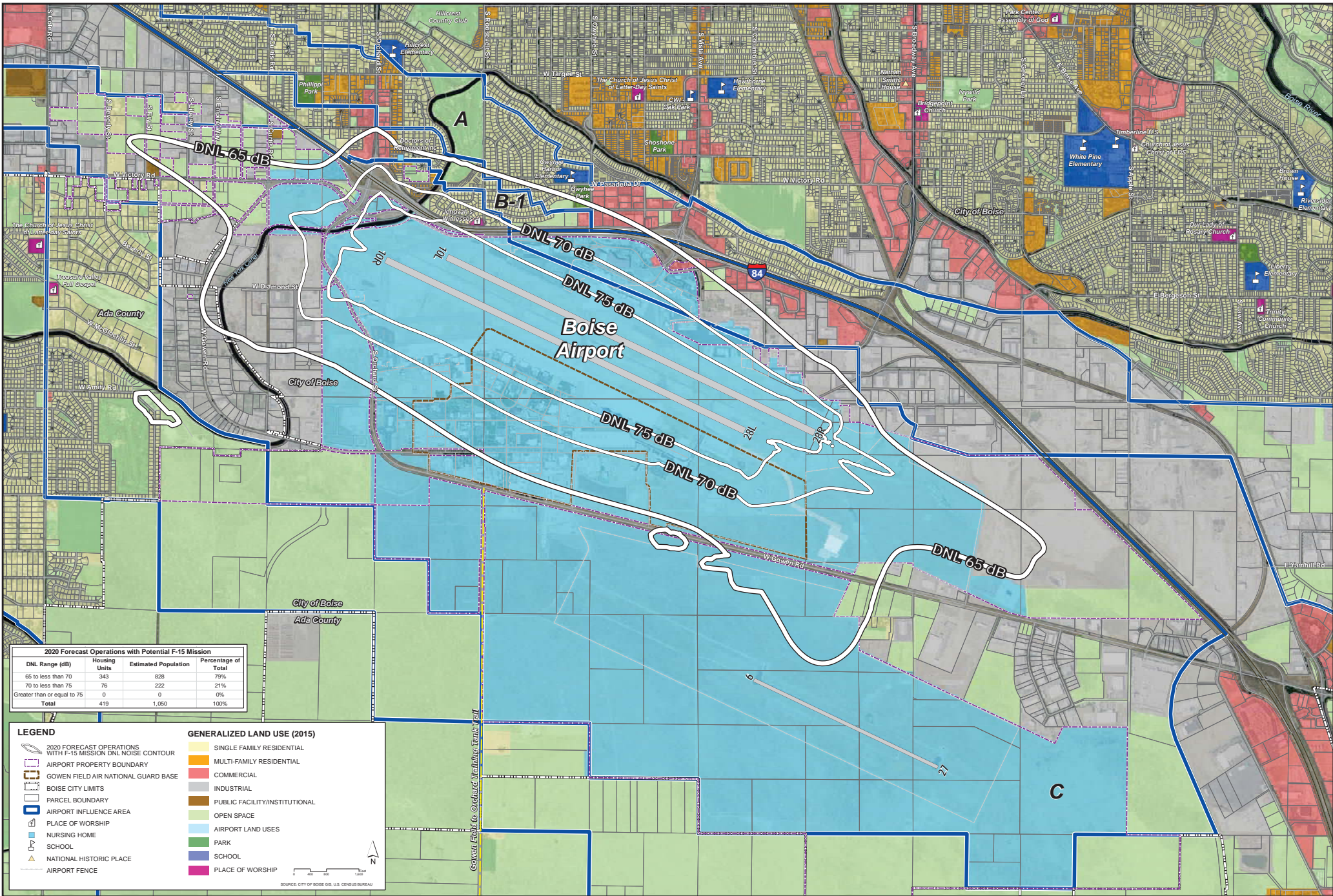
Subject
of this
meeting!

Part 150 Study Process

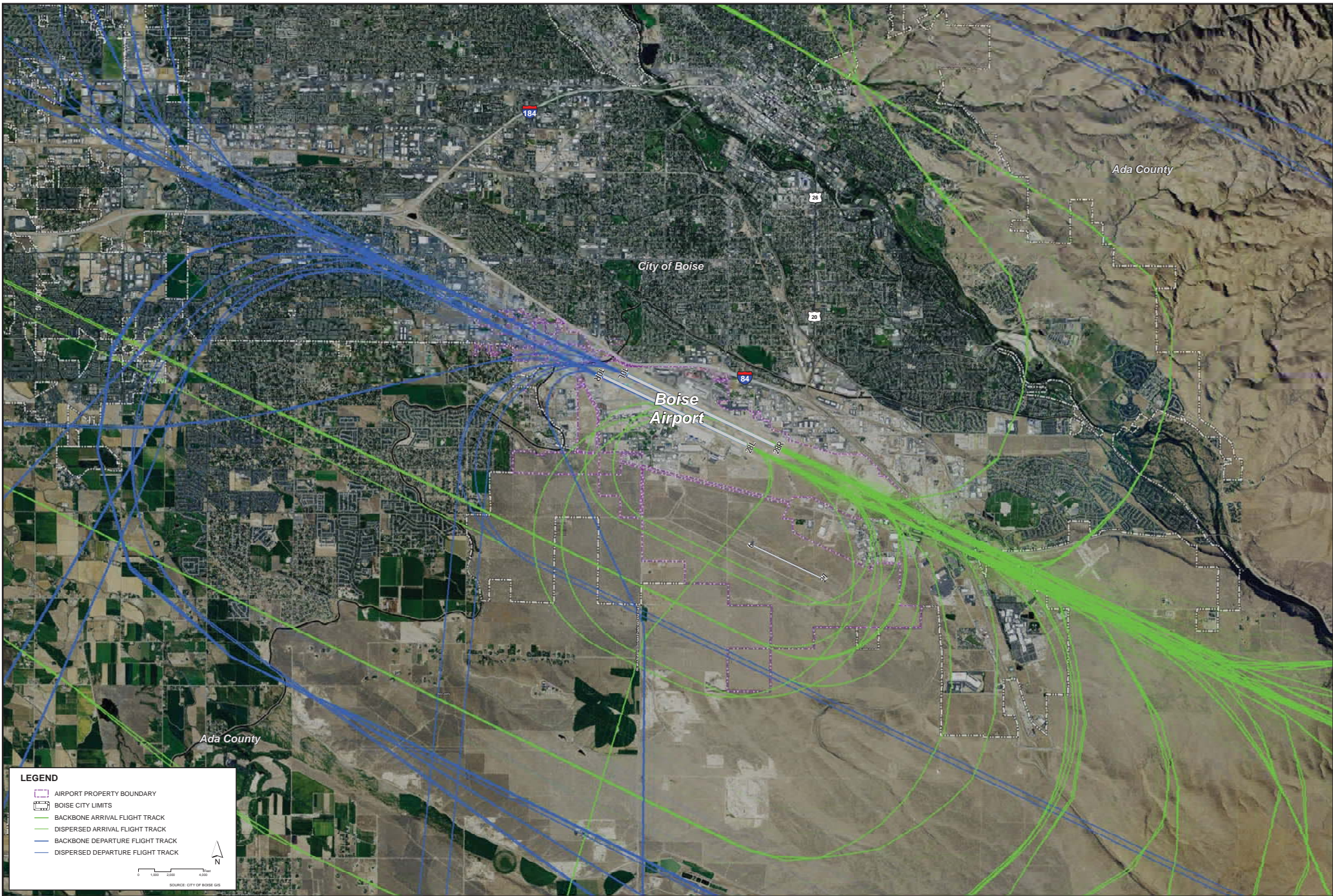




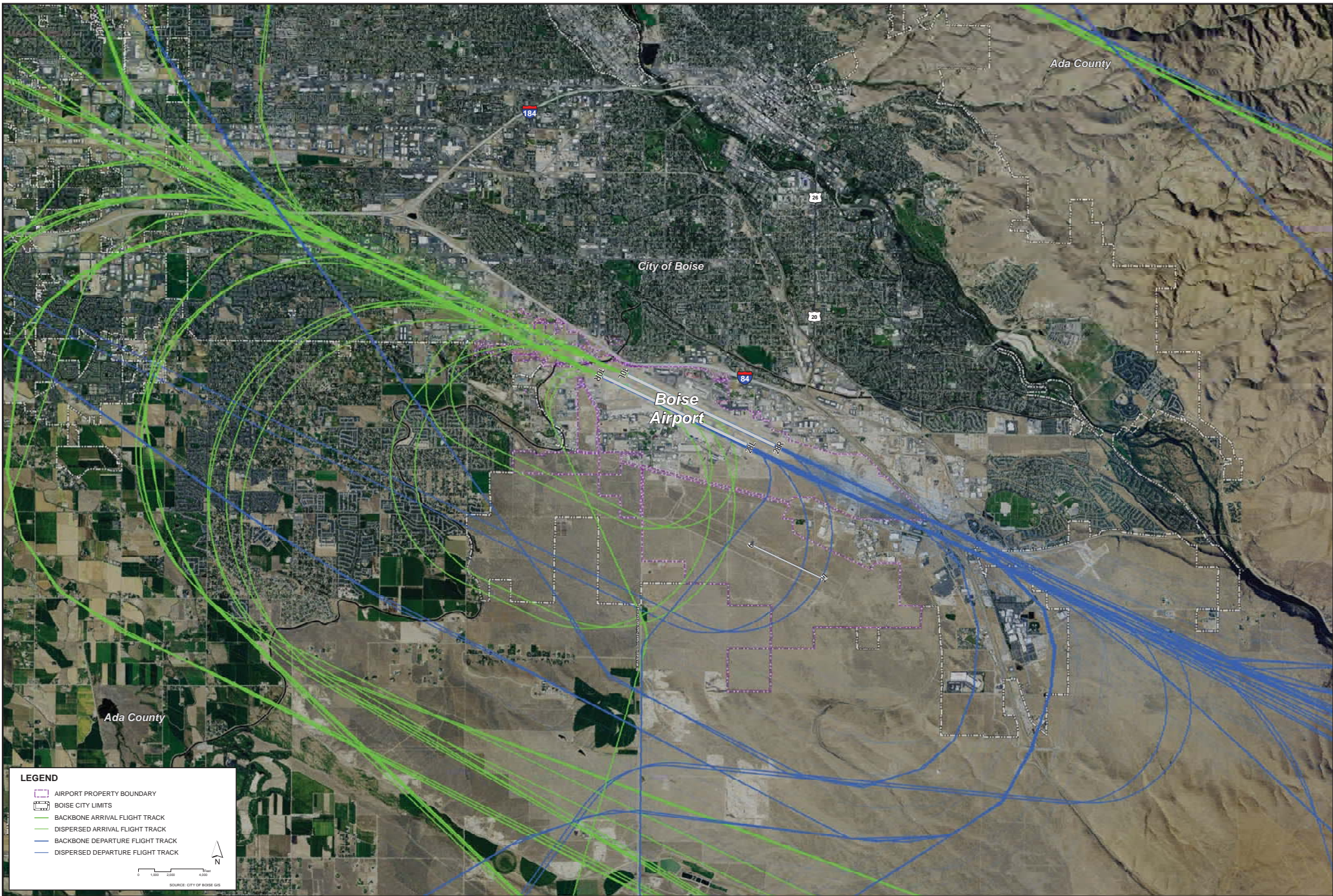
2015 Draft Noise Exposure Map



2020 Draft Noise Exposure Map (Forecast Operations with Potential F-15 Mission)



Modeled Flight Tracks for Runways 28L and 28R



Modeled Flight Tracks for Runways 10L and 10R

RECOMMENDED NOISE COMPATIBILITY PROGRAM

NOISE ABATEMENT (NA) MEASURES

#	Description
NA-1	Preferential Runway Use This measure would designate Runways 10L and 10R as the preferential flow for departing aircraft and Runways 28L and 28R for arriving aircraft, per the discretion of the Boise ATCT. Measure also designates north parallel runway (Runway 10R/28L) as the primary arrival runway, and the south parallel (Runway 10L/28R) as the primary departure runway.
NA-2	Departure Turn Altitudes This measure would continue directing jet departures from Runways 28L and 28R to maintain runway heading until reaching 5,000 feet MSL before turning north or south.
NA-3	Departure Turn Altitudes This measure would continue directing non-jet aircraft over 12,500 pounds with destination headings to the north to fly runway heading to 4,500 feet MSL before turning.
NA-4	Departure Turn Altitudes This measure would continue directing VFR departures with destination headings to the north to fly runway heading to the end of the runway before turning.
NA-5	Departure Turn Altitudes This measure would continue to direct north and northwest bound turbojet departures from Runways 10L and 10R to fly runway heading to 5,000 feet MSL before turning north.
NA-6	Distant Noise Abatement Departure Profile (NADP) BOI would establish the Distant NADP as the recommended NADP for all runway ends. This measure would apply to jet aircraft with a maximum takeoff weight greater than 75,000 pounds. For lighter jet aircraft, the continued use of the National Business Aviation Association noise abatement departure procedures would be encouraged.
NA-7	Visual Approach Arrival Altitudes This measure would encourage ATCT to voluntarily route aircraft on the visual approach to runways 28L and 28R at 5,000 feet MSL until the aircraft begins final approach.

Notes:

- No additional noise mitigation measures identified.
- All depicted noise abatement measures were “approved as voluntary” by the FAA in the 2006 NCP. Measures 6-7 were disapproved by the FAA in the 2006 NCP and are not shown.

RECOMMENDED NOISE COMPATIBILITY PROGRAM

LAND USE (LU) MEASURES	
Category	Measure
AIA and Comprehensive Planning	LU-1: Maintain current Airport Influence Area (AIA) boundaries.
	LU-2: Task force to determine if refinement of land use compatibility standards in the AIA is needed.
Zoning Measures	LU-3: Industrial and commercial zoning in AIA.
	LU-4: Rezone Apple Street area.
	LU-5 (previous): Rezone Gowen Road area.
	LU-6 (previous): Encourage clustered residential development.
	LU-7 (previous): Maintain large lot residential zoning.
	LU-5: Maintain rural preservation zoning.
	LU-7: Adoption of project review guidelines for the City of Boise and Ada County.
Avigation Easements	LU-6: Amend building permit applications to require avigation easements. LU-11: Purchase of avigation easements.
Building Codes/ NLR Construction Standards	LU-10 (previous): Adopt local building code amendments for noise level reduction (NLR) construction in the AIA.
	LU-16 (previous): Amend building permit applications to document/require NLR compliance.
Disclosure	LU-8: Fair disclosure of noise impacts in the AIA. LU-12: Continue to promote early recognition of AIA within al application processes.
Land Acquisition and Relocation	LU-9: Voluntary residential property acquisition within or adjacent to DNL 65+ dB noise exposure contour.
	LU-10: Undeveloped property acquisition within the DNL 65+ dB noise exposure contour.
Potential New Measures	LU-14: Amend City of Boise Zoning Ordinance to include AIA Overlay Zoning District.

RECOMMENDED NOISE COMPATIBILITY PROGRAM

CONTINUING PROGRAM (CP) MEASURES	
#	Description
CP-1	Noise Complaint System Boise Airport would maintain a system for recording and disseminating information on noise complaints.
CP-2	Public Information Program This measure would establish a program to enhance public awareness of aircraft noise issues and the Noise Compatibility Program.
CP-3	Airport Noise Committee This measure would establish a standing committee to encourage dialogue between community representatives, aeronautical users, and the Boise Airport.
CP-4	Airport Noise Relations Staff Boise Airport would continue to designate at least one staff position with responsibility for implementation of the NCP measures, coordination with the City of Boise and Ada County, and neighboring communities.
CP-5	Periodic Evaluation of Noise Exposure This evaluation would serve to update the NEMs. Note: The previous NCP committed the airport sponsor to updating the NCP as necessary.

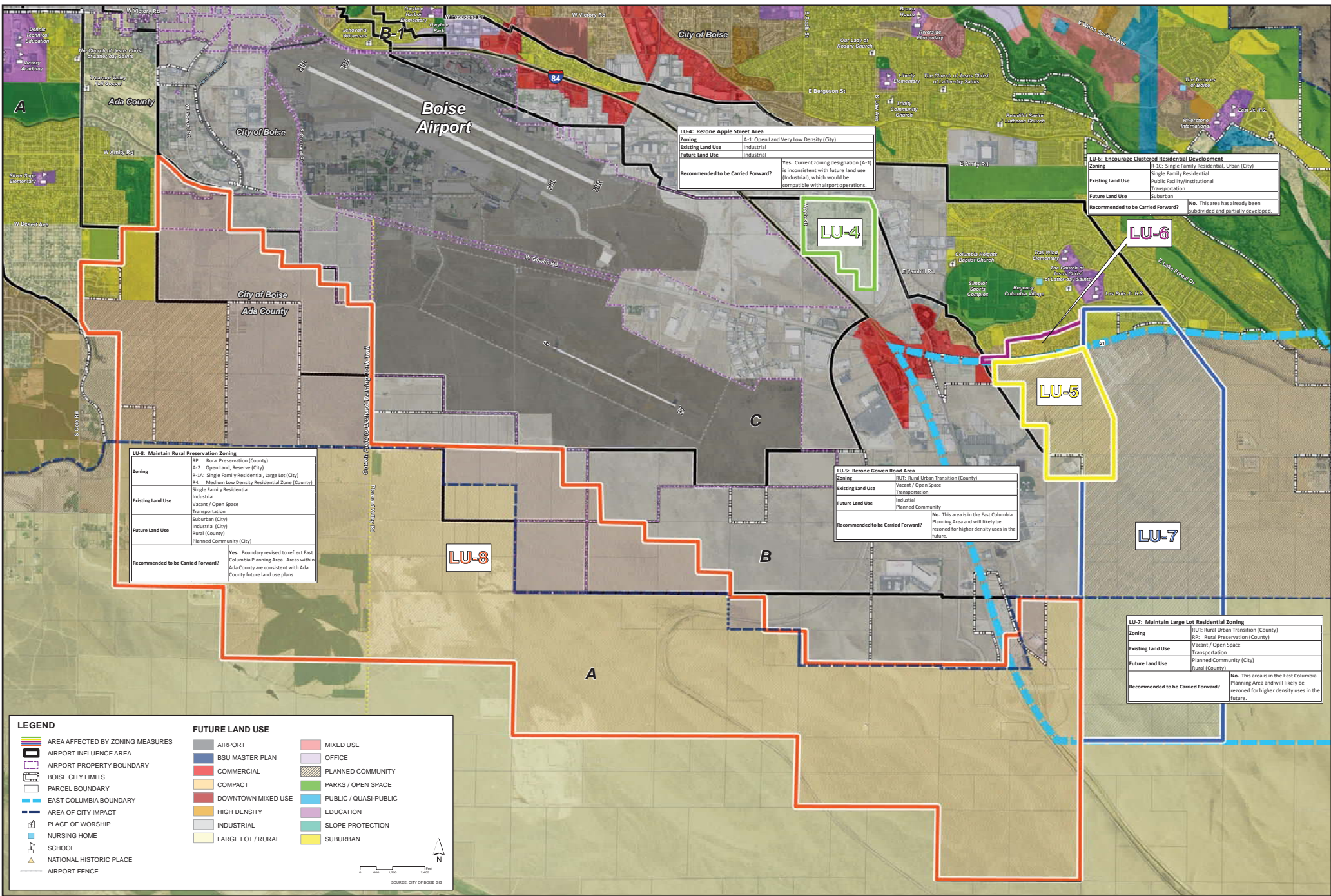
Boise Airport Part 150 Study Update

Recommended,
same as 2006.

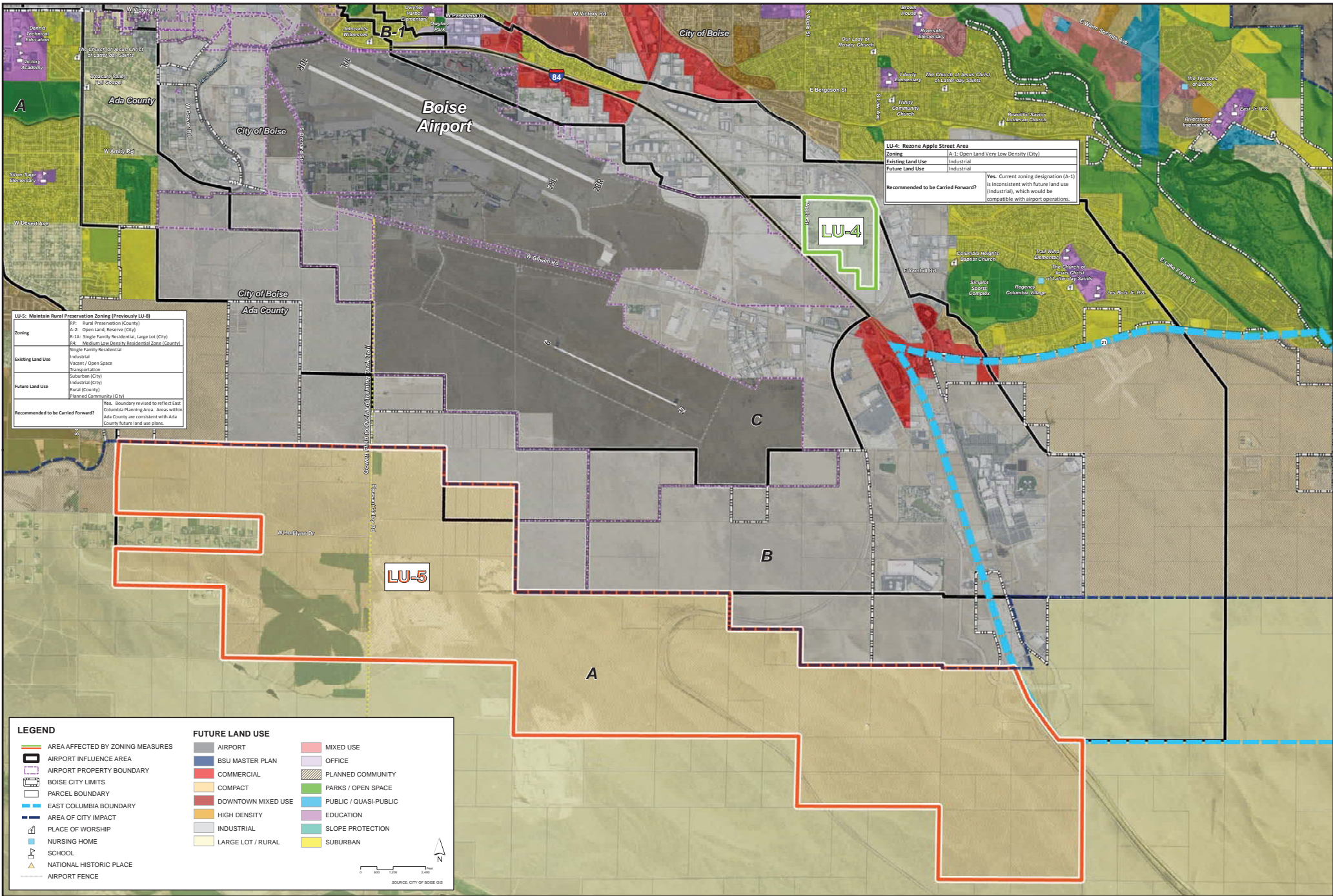
Recommended, as
revised.

New measure,
recommended.

Remove from
consideration.



Review of 2006 NCP Zoning Measures



Recommended Zoning Measures

PowerPoint Presentation
(Open House #2)

Boise Airport 14 CFR Part 150 Study Update

Open House #2 – September 2, 2015



Agenda

- Part 150 Study Update
 - What is a Part 150 Study?
 - Study Process – Where are we now?
- Draft Noise Exposure Maps (NEM)
 - Existing (2015)
 - Future (2020)
- Noise Compatibility Program
 - Noise Abatement
 - Land Use
 - Continuing Program
- Next Steps



*Boise Airport Draft Part 150
Study Update published
August 26, 2015.*



Part 150 Study Update

■ What is Part 150?

- A **voluntary program** created in accordance with the Aviation Safety and Noise Abatement Act of 1979.
- Sets standards for documenting **aircraft noise** near airports.
- Identifies nearby **land uses** that may not be compatible with aircraft noise levels, and identifies **strategies** to mitigate and prevent them.
- Describes the document submitted to the Federal Aviation Administration (**FAA**).



Part 150 Study Update

■ What is a Part 150 Study?

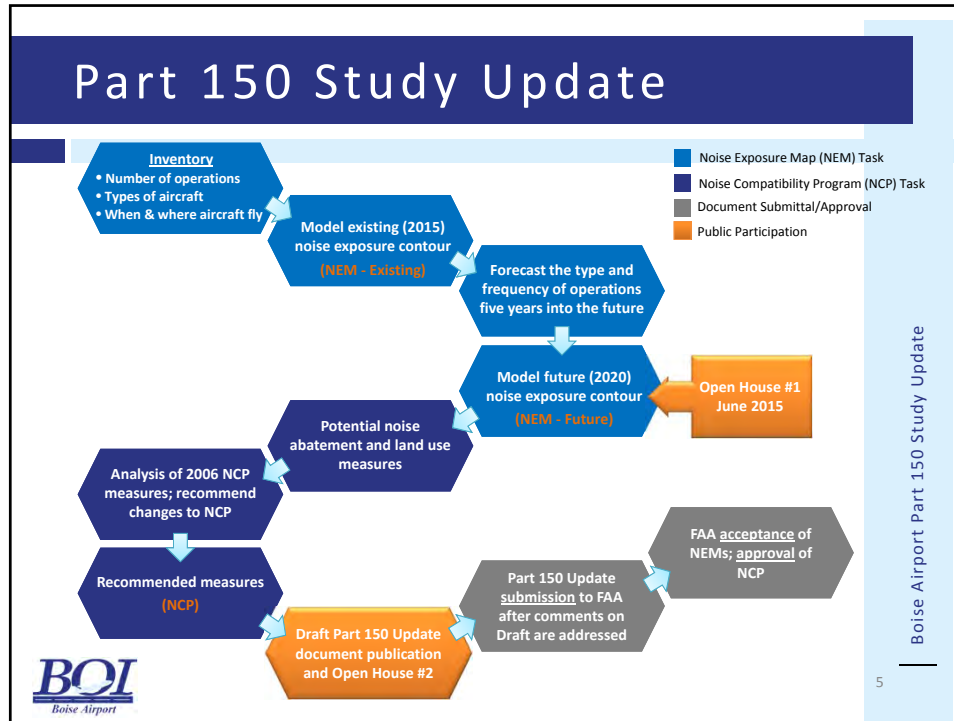
1 Noise Exposure Maps (NEM)

- Describes existing (baseline) and future (5 years) noise conditions at the airport.
- Noise contours are depicted on land use maps to identify areas of non-compatible land use.
- NEMs are accepted by FAA.

2 Noise Compatibility Program (NCP)

- Noise abatement, land use and program measures to address existing and potential aviation noise.
- The NCP requires FAA approval.





Noise Exposure Map

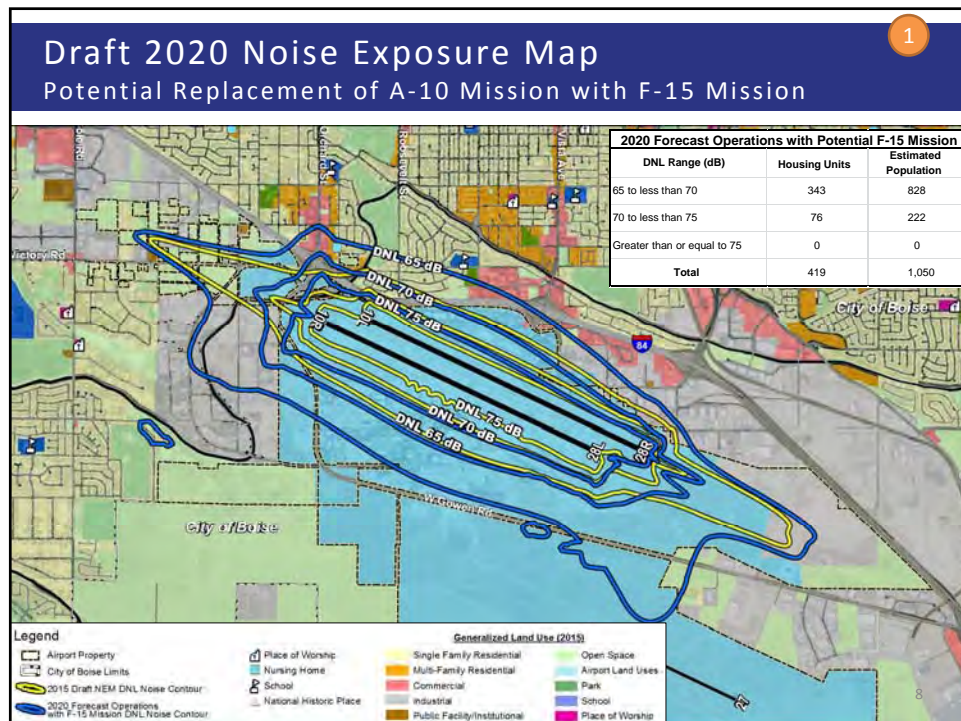
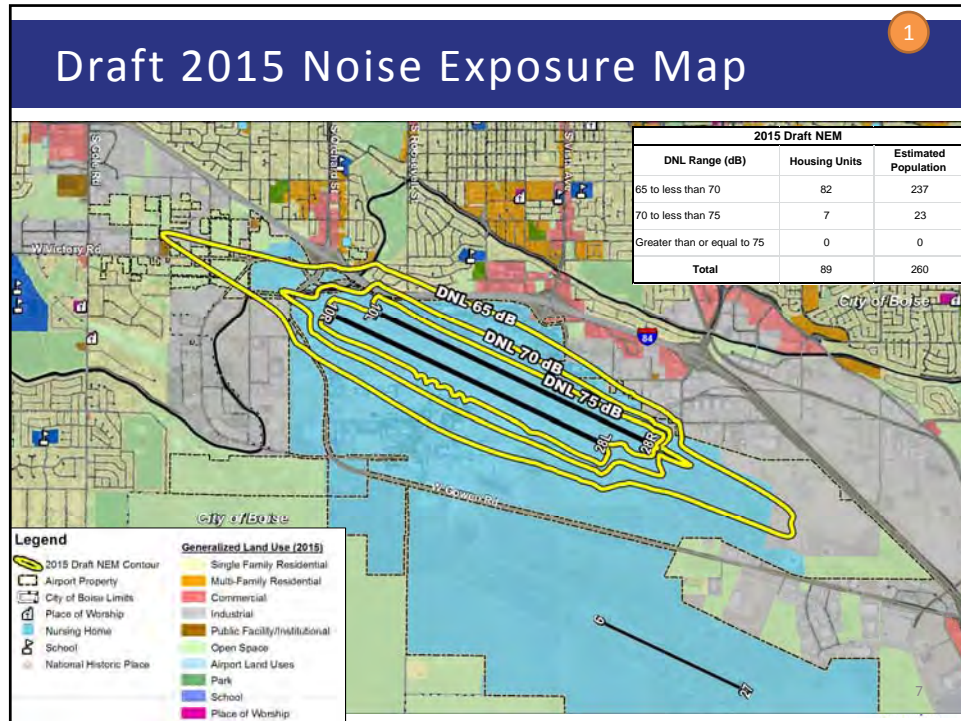
■ Modeling Noise Exposure

- **Day-Night Average Sound Level (DNL)***
 - FAA requirement to use DNL.
 - An average measurement over 24 hours.
 - Nighttime penalties 10 dB (10:00 PM – 6:59 AM).
- **DNL Contours***
 - Contours based on Annual Average Day (AAD) operations.
 - Contours produced for existing (2015) and future (2020) forecast aircraft operational levels.
 - Noise exposure levels > DNL 65 dB are considered incompatible with noise-sensitive land uses.

BOI
Boise Airport

Boise Airport Part 150 Study Update


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2

Noise Compatibility Program (NCP)

- **What is included in an NCP?**
 - List of actions proposed to **minimize existing and future** aircraft **noise** and **land use** incompatibility.
 - Evaluation of measures considered that could **reduce potential incompatibilities** identified in NEM.
 - ✓ Noise Abatement Measures
 - ✓ Land Use Measures
 - ✓ Continuing Program Measures
 - Measures recommended for approval in NCP reflect **Airport operator's recommendations**; do not represent opinions or decisions of FAA.



Boise Airport Part 150 Study Update

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Noise Compatibility Program (NCP)

- **Implementation of Recommended NCP**
 - **Contingent upon:**
 - FAA approval of NCP (where applicable).
 - ATCT continued promotion of voluntary noise abatement measures.
 - Airport, City of Boise and Ada County adherence to NCP; codifying the applicable measures into land use planning documents.
 - Availability of Federal and local funding for voluntary acquisition of vacant and residential land uses.
 - Homeowner or landowner's desire to participate in voluntary acquisition and relocation programs (if applicable).






Boise Airport Part 150 Study Update

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Noise Abatement Measures

Purpose	
Identify potential methods for reducing noise within the DNL 65 dB noise contour.	
Evaluation of Measures	
Considers safety, impacts to ATC, economic costs, legal constraints, and feasibility. Must provide a benefit within the DNL 65 dB noise contour.	
Recommended Measures	
NA-1	Preferential Runway Use (approved and partially implemented)
NA-2 to NA-5	Departure Turn Altitudes (approved and partially implemented)
NA-6	Downwind Arrival Flight Tracks (disapproved, remove)
NA-7	FMS/GPS Procedure for the I-84 Corridor (disapproved, remove)
NA-8	Distant Noise Abatement Departure Profile (approved and partially implemented)
NA-9	Visual Approach Arrival Altitudes (approved and partially implemented)




Boise Airport Part 150 Study Update
 11

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Land Use Measures

Purpose	
Seek to reduce non-compatible land uses by preventing future non-compatible development, changing existing land uses, or reducing the effect of noise through corrective means.	
Evaluation of Measures	
Evaluation criteria considers compatibility, benefits, costs, legal feasibility, and property values.	
Recommended Measures	
Current NCP recommends 14 measures.	
<ul style="list-style-type: none"> ❖ Corrective – Address existing non-compatible land uses within the DNL 65 dB contour of the NEM. ❖ Preventive – Seek to prevent the introduction of new non-compatible land uses within the AIA. 	



Boise Airport Part 150 Study Update
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Land Use Measures

Recommended Land Use (LU) Measures

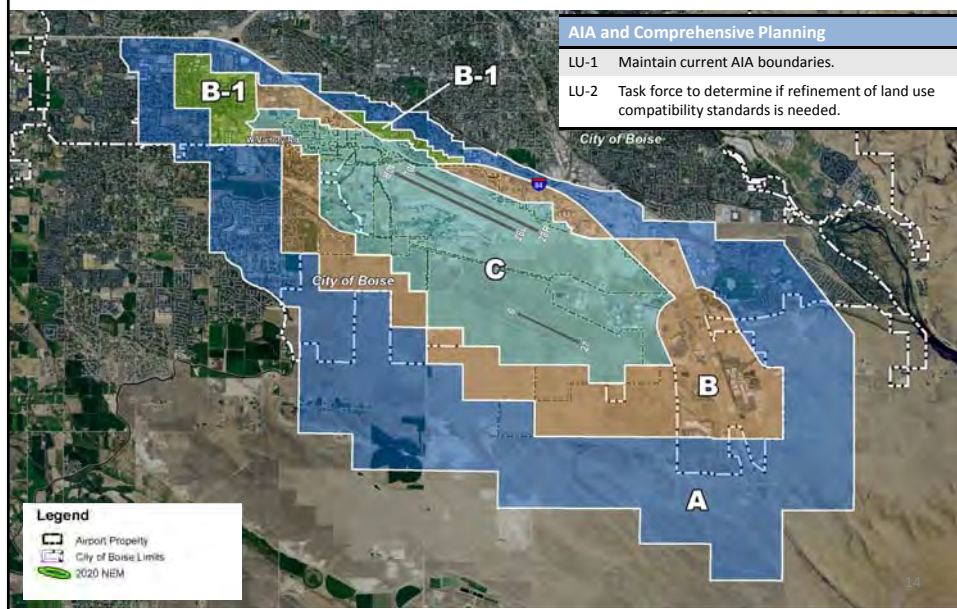
Categories

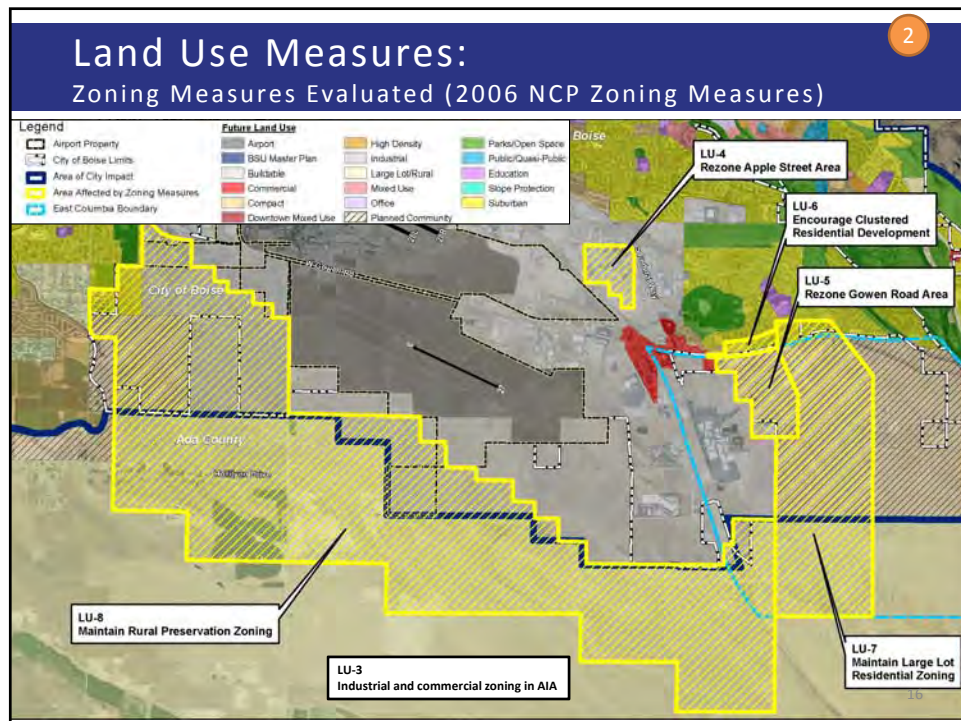
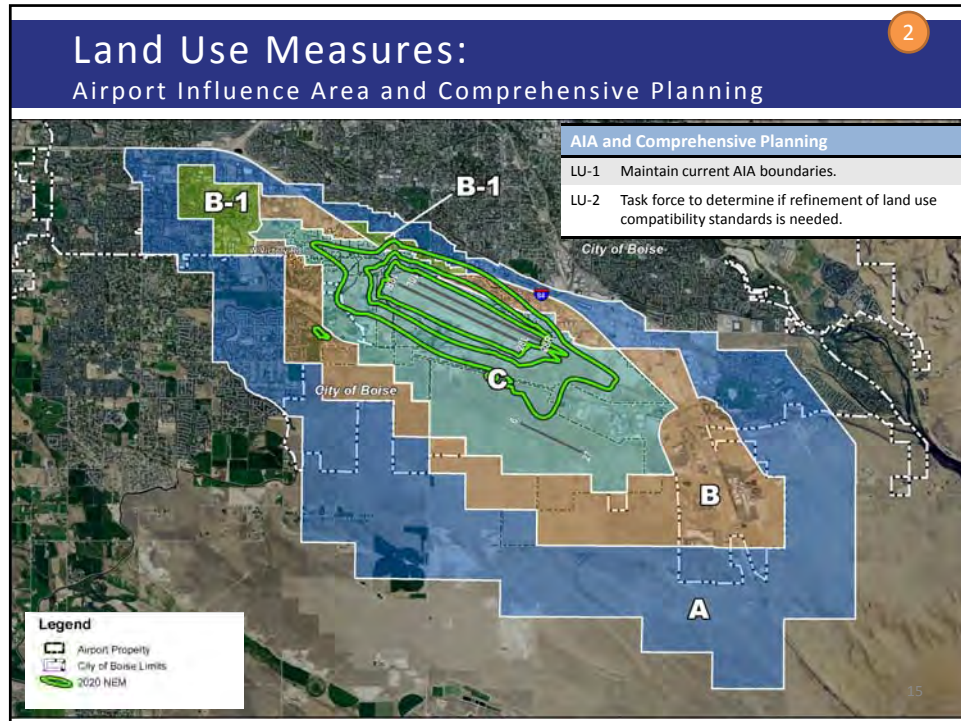
- Airport Influence Area and Comprehensive Planning (2)
- Zoning Measures (6)
- Aviation Easements (2)
- Disclosure (2)
- Voluntary Land Acquisition and Relocation (2)

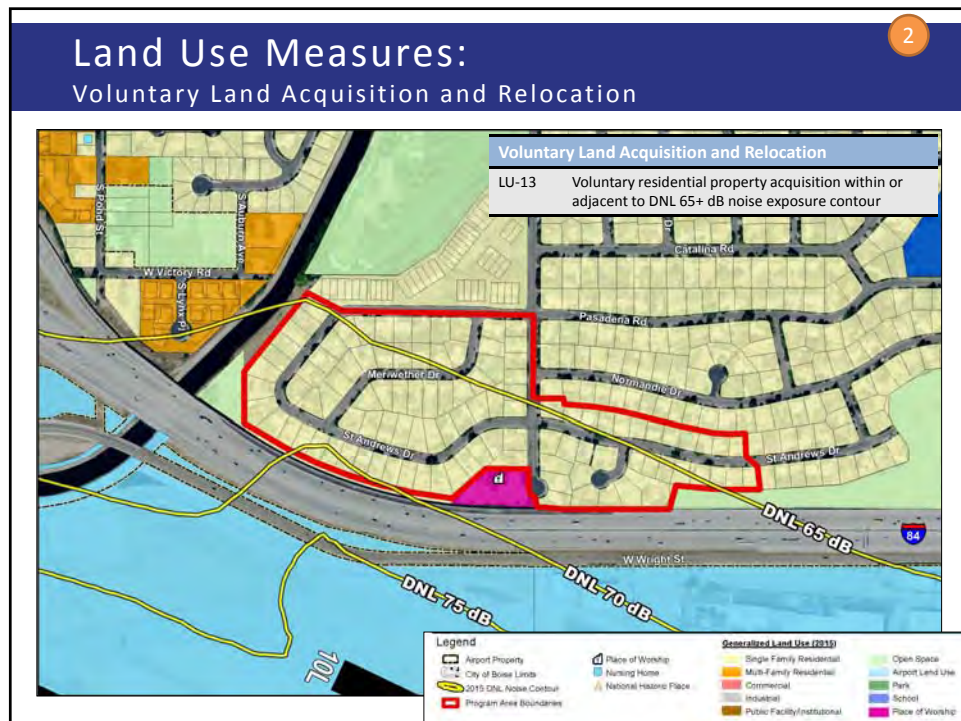
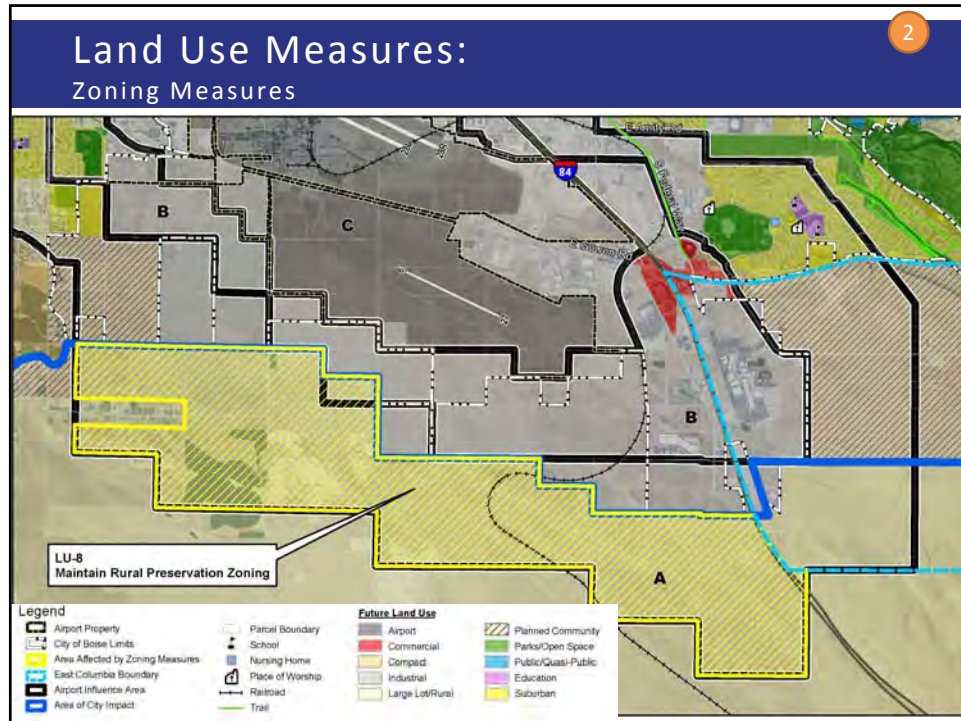


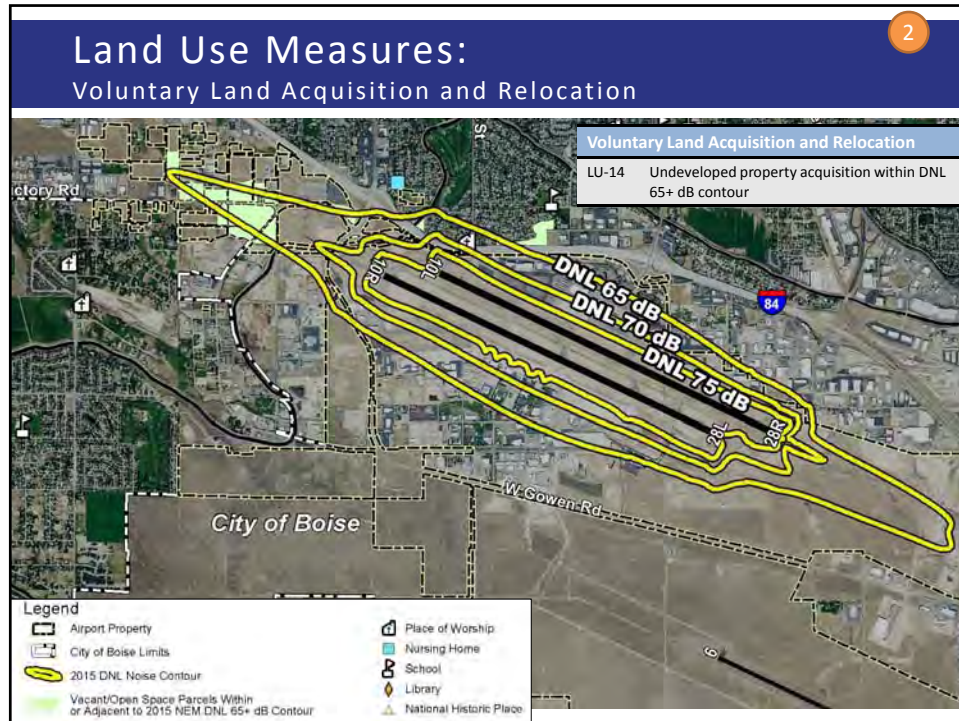
Land Use Measures:

Airport Influence Area and Comprehensive Planning









Land Use Measures

New Potential Land Use Measure (Zoning)

New LU-14	Amend City of Boise Zoning Ordinance to Include Airport Influence Area Overlay Zoning District
Description	The City of Boise should amend its zoning ordinance to include an overlay zoning district that would enforce the guidelines in each of the subareas of the AIA.
Area to which measure would be applied	Current land within the AIA boundary zones in the City of Boise.
Anticipated Benefits	When established as an overlay district, the AIA standards will be legally enforceable.
Implementation Factors	The City of Boise would establish this policy by amending its zoning ordinance. The AIA, NCP or relevant parts could be adopted as part of the ordinance.
Responsible parties	City of Boise
Conclusion	This measure is recommended for inclusion in the NCP. This measure provides a viable mechanism for ensuring the legal enforcement of the AIA guidelines.

Boise Airport Part 150 Study Update

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Continuing Program Measures

Purpose

Ongoing measures to enhance implementation of the NCP.

Evaluation of Measures

Ability to enhance the Airport's noise and land use program implementation.

Recommended Measures

CP-1	Noise Complaint System
CP-2	Public Information Program
CP-3	Airport Noise Committee
CP-4	Aircraft Noise Relations Staff
CP-5	Periodic Evaluation of Noise Exposure



2

Boise Airport Part 150 Study Update

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Recommended NCP

Noise Abatement Measures : 7

No additions to 2006 NCP.

Land Use Measures: 14

Five (5) measures continued without change from 2006 NCP.

Five (5) measures removed.

Eight (8) measures revised.

One (1) new measure added.

Continuing Program Measures: 5

No additions to 2006 NCP.



2

Boise Airport Part 150 Study Update

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Next Steps

Milestone	Estimated Date
Publish Draft Part 150 Study	August 26, 2015
Open House #2	Today
Comment Period	Through September 28, 2015
<ul style="list-style-type: none"> • Comment Form • Email: khughes@hntb.com 	
Incorporate Comments	September/October
Submit NEM/NCP Update to FAA	October
FAA Review of NEMs and NCP	October 2015 - March 2016
FAA Issues Record of Approval on NCP	March 2016

Locations to review Draft Study:

- Online: www.iflyboise.com
- Airport offices
- Boise Downtown Library (715 South Capitol Blvd.)



Information Handout
(Open House #2)



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Agenda

4:00 – 6:00 pm	Open House
4:30 – 5:00 pm	Presentation
5:30 – 6:00 pm	Presentation

The **Presentation** (identical content at both times) will provide an overview of the existing (2015) and potential future (2020) Noise Exposure Maps (NEMs) and provide an overview of the Part 150 Study Update process. The presentation will discuss the status of the 2006 NCP and identify those measures that remain applicable for inclusion in the 2015 NCP.

The **Open House** will provide an opportunity to view the study materials. Attendees will also be able to discuss any questions with the Study Team.

Thank you for attending the second Open House for the Boise Airport Part 150 Study Update. The purpose of a Federal Aviation Administration (FAA) 14 CFR 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 purpose of this workshop is to provide the status of the 2006 Noise Compatibility Program (NCP) and identify those measures that remain applicable for inclusion in the 2015 NCP.

Information is provided on:

- Commonly asked questions about the Part 150 Study;
- Existing (2015) and Future (2020) Draft Noise Exposure Contours; and
- Recommended NCP Measures.

Please fill in the Comment Sheet and return it to the sign-in table or mail/email it to the contact listed on the Comment Sheet.

COMMONLY ASKED QUESTIONS ABOUT THE PART 150 UPDATE STUDY

What is a 14 CFR Part 150 Study?

Title 14 CFR Part 150 (Part 150) was created in 1984 in accordance with the Aviation Safety and Noise Abatement Act of 1979. Its objectives include the following:

- Establishing a nationally uniform system of describing aircraft noise and noise exposure in an attempt to eliminate confusion resulting from the use of different descriptors in different communities;
- Describing land use compatibility criteria for the guidance of local communities, while recognizing that these criteria will be influenced by local values and factors; and
- Providing technical assistance to airport operators and other governmental agencies in preparing and executing noise compatibility planning and implementation programs.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

What is a 14 CFR Part 150 Study? ([continued](#))

Part 150 describes the specific document that is submitted to the FAA for acceptance of the Airport's program. The document can include both Noise Exposure Maps (NEM) and a Noise Compatibility Program (NCP). NEMs have been prepared for the existing condition (2015) and future conditions (2020).

The NCP (subject of tonight's Open House) is essentially a list of the actions the airport operator, in consultation with aeronautical users, local governments, and the FAA, proposes to undertake to correct existing noise/land use incompatibilities and to prevent or minimize future noise/land use incompatibility. The NCP includes noise abatement measures, land use measures and continuing program measures. No additions were made to the **noise abatement measures** from the previous (2006) Study. The **land use measures** were evaluated for their continued benefit and potential new land use measures were identified to further reduce and prevent incompatibilities. The **continuing program measures** are all carried forward from the 2006 NCP.

What is the Day-Night Average Sound Level (DNL)?

DNL is the average noise exposure level over a 24-hour period, with a 10 dB penalty added for aircraft noise occurring during nighttime (defined as 10:00 p.m. through 7:00 a.m.). This weighting reflects the added intrusiveness of nighttime noise events due to the fact that community background noise levels typically decrease by 10 decibels at night. DNL does not represent the noise level heard at any particular time, but rather represents the total noise exposure for the average annual day. DNL is the metric required by the FAA in noise contour development for the assessment of annual average day noise exposure.

What is used to model aircraft noise exposure?

This study uses the Integrated Noise Model (INM) to model civilian aircraft noise and the Department of Defense model (NOISEMAP) to model military operations. On May 29th, 2015, the FAA released the Aviation Environmental Design Tool (AEDT) Version 2b to replace the INM as the FAA-required noise model for use in a Part 150 Study. Because this Study commenced prior to May 29th, INM is approved for use in this Part 150 Study.

Each noise model generates noise exposure levels (e.g., DNL contours) based on input data developed specifically for the airport under consideration. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring.

What is an "annual average day" (AAD)?

Part 150 requires the use of an annual average day (AAD) to assess noise exposure. Annual average daily operations are representative of all aircraft operations that occur over the course of a year. The total annual operations are divided by 365 days to determine the annual average daily operations. Since airports and air traffic are complex systems that vary from day to day due to weather, airline schedules, and other factors, the



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

use of average annual daily operations allows these dynamics to be included in the evaluation of aircraft noise exposure. FAA radar data (which provides information on actual flight operations at Boise Airport including date, time, aircraft type, runway use, flight track, etc.) was used in this study.

How are existing land uses identified?

Determination of land use must be based on professional planning criteria and procedures utilizing as appropriate, comprehensive land use planning, zoning, building design, and/or site planning. Both the City of Boise and Ada County provided data on land use, zoning, and development information around Boise Airport.

What does the Draft 2015 Noise Exposure Map (NEM) represent?

The Draft 2015 NEM represents the existing noise exposure environment at Boise Airport given existing aircraft activity levels and the operational procedures in use today. For the 2015 NEM, over 128,000 annual aircraft operations are represented.

What is forecast to occur in 2020?

The Part 150 Study Update included a detailed forecast of operations for the year 2020. The forecast anticipates that BOI will host over 138,000 operations in 2020. In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a continuation of the existing A-10 mission, a replacement F-15 mission, and a replacement F-35 mission.

What does the Draft 2020 NEM represent?

The Future (2020) Draft NEM represents an increase in passenger jet operations, which follows recent trends at BOI, and presumes that the most likely future scenario for the Idaho ANG is a replacement of the current A-10 mission with F-15 operations, which have notably different noise characteristics from the relatively quiet A-10 aircraft.

Common Land Use Terms Defined for the Part 150 Study

Airport Influence Area (AIA)	The AIA can assist the City of Boise and Ada County in determining if a land use is potentially incompatible with existing and future aircraft operations. The AIA includes four sub-districts: A, B, B-1 and C, each with varying land use guidelines based on proximity to potential airport noise.
Blueprint Boise (2011), Boise's Comprehensive Plan	The City of Boise's comprehensive plan for managing growth for the next 20 years. It includes a land use map depicting the expected type and location of future development in the City. The land use map works in conjunction with zoning to direct development.
East Columbia Planning Area	An area east of I-84 and south of Gowen Road being planned by the City of Boise, intended to have a mix of uses, including housing and planned community (PC) development.
Avigation Easement	An avigation easement is the right to the use of real property for the purpose of aircraft overflights and related noise, vibrations, and other effects caused by aircraft operations. Although the use of navigable airspace by aircraft is a federal prerogative, an avigation easement provides an additional form of right-of-way and disclosure.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

What contour will be used to develop the noise compatibility program? (continued)

Due to the uncertain nature of the future Idaho ANG operations, which greatly influences the NEM contours, BOI is recommending the use of the 2015 NEM as the basis for corrective land use measures, rather than the 2020 NEM for this NCP.

How can I participate in the Part 150 Update Study?

The Draft Part 150 Study Update document is currently available for public review and comment on the Airport website (<http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/>), or in hard copy at the Airport offices and the Boise Downtown Library. You are invited to review the Draft Part 150 Study Update and provide comments in writing at today's meeting or by email or mail at the address on the comment form. Please submit comments on the Draft Study by September 28th, 2015.

NOISE EXPOSURE CONTOURS

Existing (2015) Conditions

Figure 1 presents the 2015 Draft NEM. The 2015 Draft NEM was developed using the input data described above for both civilian and military operations. The 2015 Draft NEM considers average runway use and the average location and use of flight tracks.

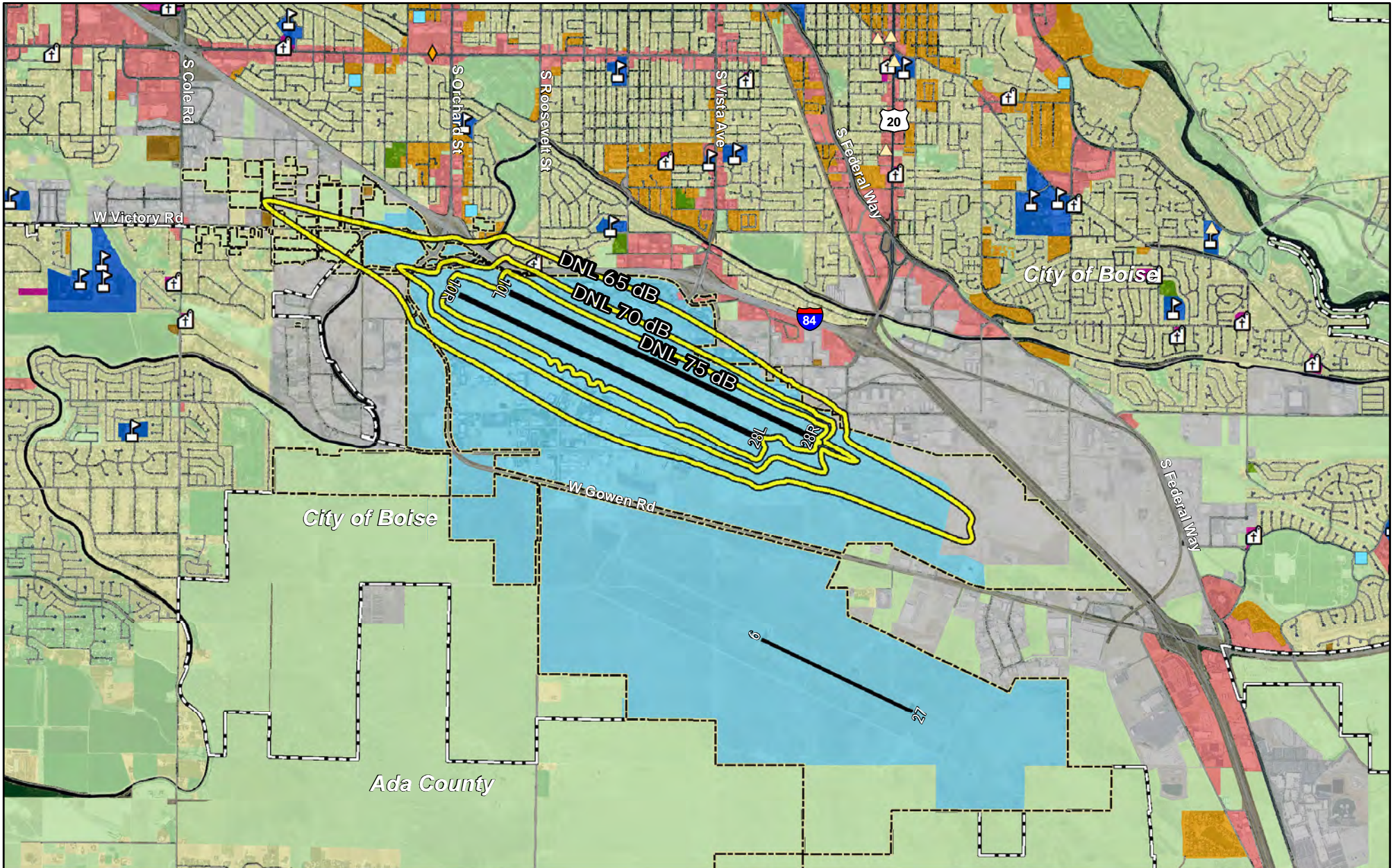
The DNL 65 dB noise contour (the outermost contour shown on Figure 1) also represents the distinction between land uses that are generally considered compatible with aircraft operations and those that are not. Noise-sensitive land uses, such as residential land, schools, places of worship and nursing homes are identified on the map.

As shown on the figure, the DNL 65 dB noise contour extends beyond the Airport's property line into the surrounding land uses in two areas – to the west of the Airport along the extended centerline of the runways, and to the north of Interstate 84. Approximately 89 housing units are within or immediately adjacent to the DNL 65+ dB noise contour.

Future (2020) Conditions

Figure 2 presents the resulting noise contour with a potential change in mission of the Idaho ANG from A-10 aircraft to F-15 aircraft. Although it is not certain exactly how a potential F-15 mission would operate at BOI, this study considered similar F-15 missions (including how frequently the aircraft would fly, what types of training activity would occur, and how noise could be minimized) at other facilities and coordination with the Idaho ANG.

Figure 2 is also presented as the Future 2020 NEM as it represents a worst-case scenario for which the City of Boise and Ada County can use to make informed land use and zoning decisions. Under this scenario, the DNL 65 dB noise exposure contour increases in size and includes a larger number of housing units (approximately 419 housing units within the DNL 65+ dB noise contour) and one potentially noise-sensitive facility. The change in noise exposure is due primarily to the different noise characteristics of the F-15 aircraft.



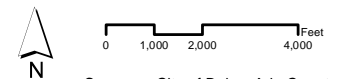
Legend

- Airport Property
- City of Boise Limits
- 2015 DNL Noise Contour
- Place of Worship
- Nursing Home
- School
- Library
- National Historic Place

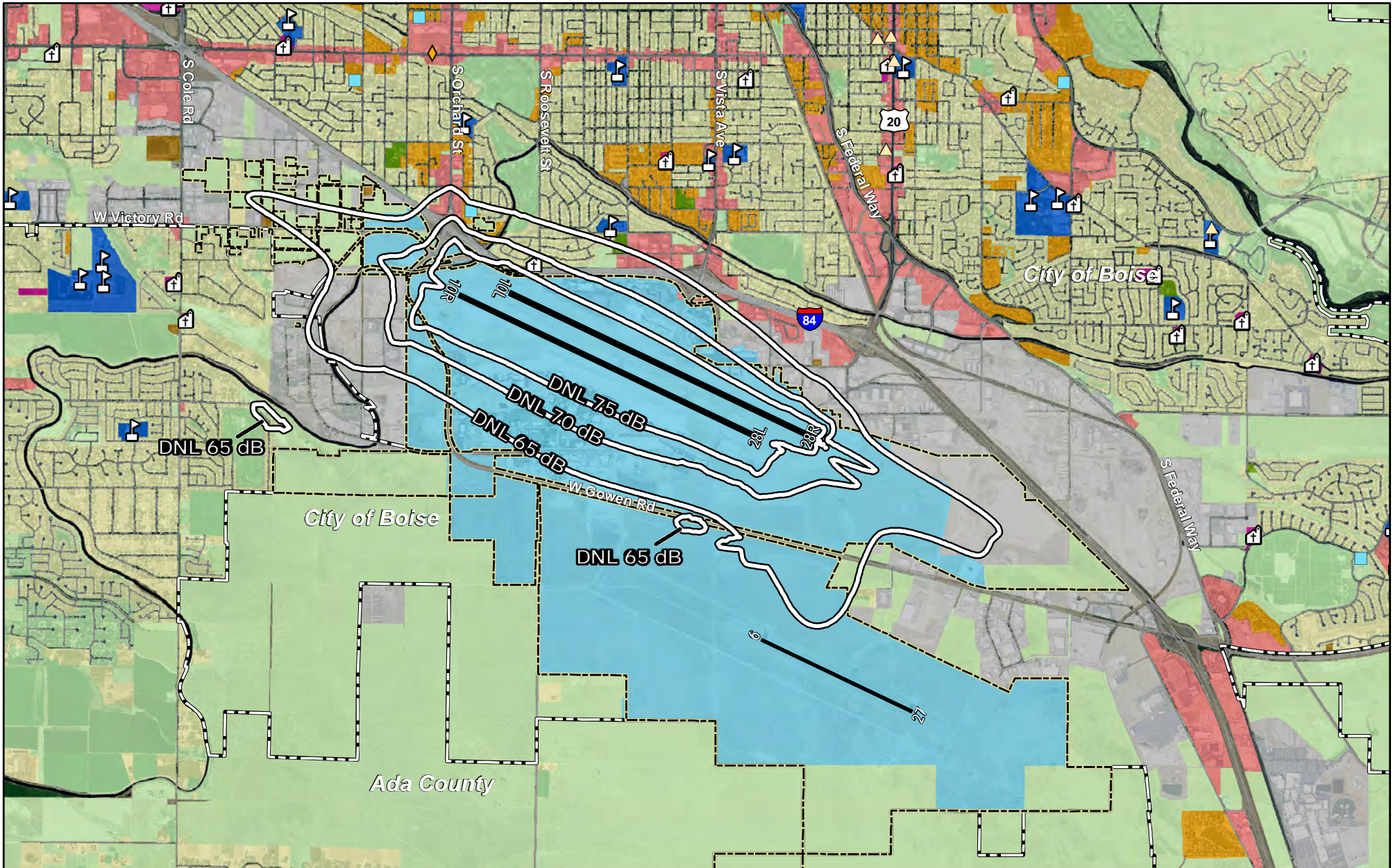
Generalized Land Use (2015)

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public Facility/Institutional
- Open Space
- Airport Land Use
- Park
- School
- Place of Worship

Figure 1
2015 Noise Exposure Map on Existing Land Use



Sources: City of Boise, Ada County, HNTB 2015



Legend

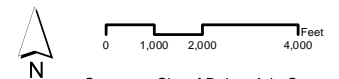
- Airport Property
- City of Boise Limits
- 2020 DNL Noise Contour

- Place of Worship
- Nursing Home
- School
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- National Historic Place

Generalized Land Use (2015)

- Single Family Residential
- Multi-Family Residential
- Commercial
- Industrial
- Public Facility/Institutional
- Open Space
- Airport Land Use
- Park
- School
- Place of Worship

Figure 2
2020 Noise Exposure Map on Existing Land Use



Sources: City of Boise, Ada County, HNTB 2015

Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

RECOMMENDED NOISE ABATEMENT MEASURES

Noise abatement (NA) measures reduce areas of non-compatible land use by decreasing or moving aircraft noise through aircraft procedural changes, such as modifications to runway use, flight track geometry and use, and departure profiles. The measures presented in this handout are the previously recommended measures in the 2006 NCP, for which the FAA approved, and their anticipated schedule. The noise abatement measures of the NCP are recommended to remain unchanged from the 2006 NCP, with exception of removal of the two measures that were disapproved by the FAA in the 2006 NCP.

Proposed Measure	Implementation Actions and Responsible Parties	Anticipated Costs and Funding Sources	Anticipated Schedule
NA-1: Preferential Runway Use	BOI would request amendment of ATCT standard operating procedures to include alternative flight procedures. FAA reviews, approves, and implements.	BOI and FAA administrative costs.	Currently in place.
NA-2: Departure Turn Altitudes	BOI would request amendment of ATCT standard operating procedures to include alternative flight procedures. FAA reviews, approves, and implements.	BOI and FAA administrative costs.	Currently in place.
NA-3: Departure Turn Altitudes	BOI to coordinate with ATCT on the continued use of the measure.	BOI and FAA administrative costs.	Currently in place.
NA-4: Departure Turn Altitudes	BOI to coordinate with ATCT on the continued use of the measure.	BOI and FAA administrative costs.	Currently in place.
NA-5: Departure Turn Altitudes	BOI to coordinate with ATCT on the continued use of the measure.	BOI and FAA administrative costs.	Currently in place.
NA-6: Distant Noise Abatement Departure Profile	BOI coordinates with airlines to ensure implementation of the Distant NADP.	BOI administrative costs.	Distant NADP already in use at BOI.
NA-7: Visual Approach Arrival Altitudes	BOI would request amendment of ATCT standard operating procedures to include alternative flight procedures. FAA reviews, approves, and implements.	BOI and FAA administrative costs.	Promote use when conditions allow.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

RECOMMENDED LAND USE MEASURES – PAGE 1

Land use (LU) measures reduce areas of non-compatible land uses by preventing future non-compatible development, changing land uses, or reducing the effect of noise through corrective means. The measures presented in this handout are the recommended land use measures in the Draft Part 150 Study/ NCP.

Proposed Measure	Implementation Actions and Responsible Parties	Anticipated Costs and Funding Sources	Anticipated Schedule
LU-1: Airport Influence Area	The City of Boise and Ada County would be responsible for maintaining the current Airport Influence Area boundaries, with support from the BOI Commission.	Jurisdiction administrative costs.	Currently in place.
LU-2: Land Use Compatibility Standards in Airport Influence Area (AIA)	The City of Boise and Ada County would be responsible for determining if task force is needed and establishing the task force, with BOI support.	Jurisdiction administrative costs.	Upon local approval.
LU-3: Commercial & Industrial Zoning in AIA	The City of Boise and Ada County would be responsible for maintaining existing zoning.	Jurisdiction administrative costs.	Upon local approval.
LU-4: Zone for Compatible Use in Apple Street Area	The City of Boise would be responsible for the zoning amendments.	Jurisdiction administrative costs.	Upon local approval.
LU-5: Maintain Rural Preservation Zoning	Ada County would be responsible for maintaining existing RP zoning in the County (excluding area in East Columbia planning boundary).	Jurisdiction administrative costs.	Upon local approval.
LU-6: Amend Building Permit Application Process to Require Avigation Easements	Ada County already has measure in place. The City of Boise would need to formalize the building permit process to include dedication of avigation easements.	Jurisdiction administrative costs.	Upon local approval.
LU-7: Adoption of Project Review Guidelines for the City of Boise and Ada County	The City of Boise and Ada County would be responsible for ensuring use of project review guidelines and enhancing processes where possible, and coordinating with BOI.	Jurisdiction administrative costs.	Upon local approval.

Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

RECOMMENDED LAND USE MEASURES – PAGE 2

Proposed Measure	Implementation Actions and Responsible Parties	Anticipated Costs and Funding Sources	Anticipated Schedule
LU-8: Fair Disclosure of Noise Impacts in the AIA	Ada County and the City of Boise, with coordination from the BOI and the local Board of Realtors.	Jurisdiction administrative costs.	Upon local approval.
LU-9: Voluntary Residential Property Acquisition Within and Adjacent to DNL 65+ dB Noise Exposure Contour	BOI in consultation with local jurisdictions.	FAA AIP and BOI funds.	Process initiated after NCP approval.
LU-10: Undeveloped Property Acquisition within 65+ DNL Contour	BOI in consultation with local jurisdictions.	FAA AIP and BOI funds.	Process initiated after NCP approval
LU-11: Purchase of Avigation Easements	BOI in consultation with local jurisdictions.	FAA AIP and BOI funds.	Process initiated after NCP approval.
LU-12: Continue to Promote Early Recognition of AIA within All Application Processes	The City of Boise would be responsible for amending project application process.	Jurisdiction administrative costs.	Upon local approval.
LU-13: Maintain Airport Staff Liaison for Planning and Zoning Building Departments of both City of Boise and Ada County	BOI would be responsible for maintaining a staff liaison.	Boise administrative costs.	Currently in place.
LU-14: Amend City of Boise Zoning Ordinance to Include Airport Influence Area Overlay District	The City of Boise and Ada County would be responsible for amending their zoning ordinance.	Jurisdiction administrative costs.	Upon local approval.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015


RECOMMENDED CONTINUING PROGRAM MEASURES

Continuing Program (CP) measures may be useful for implementing and evaluating the recommended noise abatement and land use measures. The measures can also serve to enhance community and Airport dialogue regarding aviation noise, improve public understanding of aviation noise, and provide of ongoing evaluation of noise generated from aircraft flight operations. The measures presented in this handout are the recommended measures developed for the 2006, which are all recommended for inclusion in the updated NCP.

Proposed Measure	Implementation Actions and Responsible Parties	Anticipated Costs and Funding Sources	Anticipated Schedule
CP-1: Noise Complaint System	BOI would implement measure.	BOI administrative costs.	Currently in place.
CP-2: Public Information Program	BOI would implement measure.	BOI administrative costs.	Initiate following NCP approval.
CP-3: Airport Noise Committee	BOI would implement measure.	BOI administrative costs.	Initiate following NCP approval.
CP-4: Aircraft Noise Relations Staff	BOI would implement measure.	BOI administrative costs.	Currently in place.
CP-5: Periodic Evaluation of Noise Exposure	BOI would implement measure.	FAA grant and BOI funds.	Initiate process following NCP approval at such time that operations or procedures significantly change at BOI.

Comment Form

Sign-In Sheet
(Open House #2)

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
James Langley H&A	Boise, ID 83705	<input checked="" type="checkbox"/>	
Charles Payton	Boise, ID 83705	<input checked="" type="checkbox"/>	
LENISE HEATH	Boise, ID 83709	<input checked="" type="checkbox"/>	
Preston Cree	Boise ID 83709	<input checked="" type="checkbox"/>	
Gayla Whipple	Boise ID	<input checked="" type="checkbox"/>	
Sandra Trause	Boise ID	<input type="checkbox"/>	
Matt Petaja	Boise ID 83713	<input type="checkbox"/>	
Mark A. Perfect / Ada County	Boise, ID 83702	<input checked="" type="checkbox"/>	
JILL SINGER	Boise 83714	<input type="checkbox"/>	
Kim Heppie	Boise 83704	<input checked="" type="checkbox"/>	
David Anzures	Boise ID	<input checked="" type="checkbox"/>	
Rick Scott	Boise 83709	<input checked="" type="checkbox"/>	
Trinity & Mike Hall	Meridian 83642	<input checked="" type="checkbox"/>	

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Susan Mauer	Boise	<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
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		<input type="checkbox"/>	

Airport Commission Meeting PowerPoint

September 3, 2015

Boise Airport 14 CFR Part 150 Study Update

Open House #2 – September 2, 2015



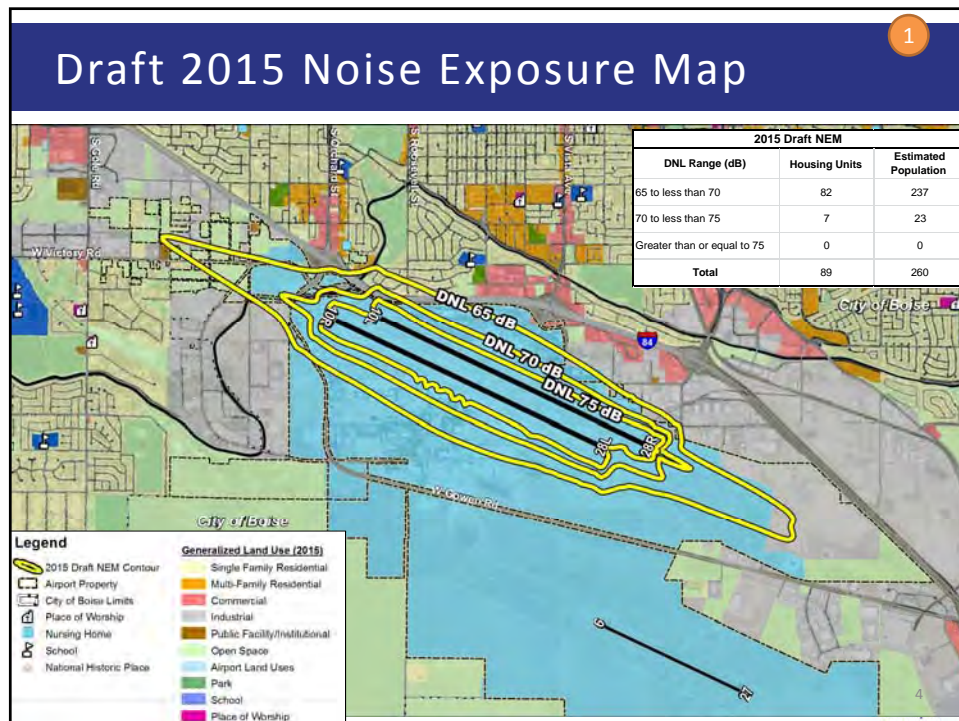
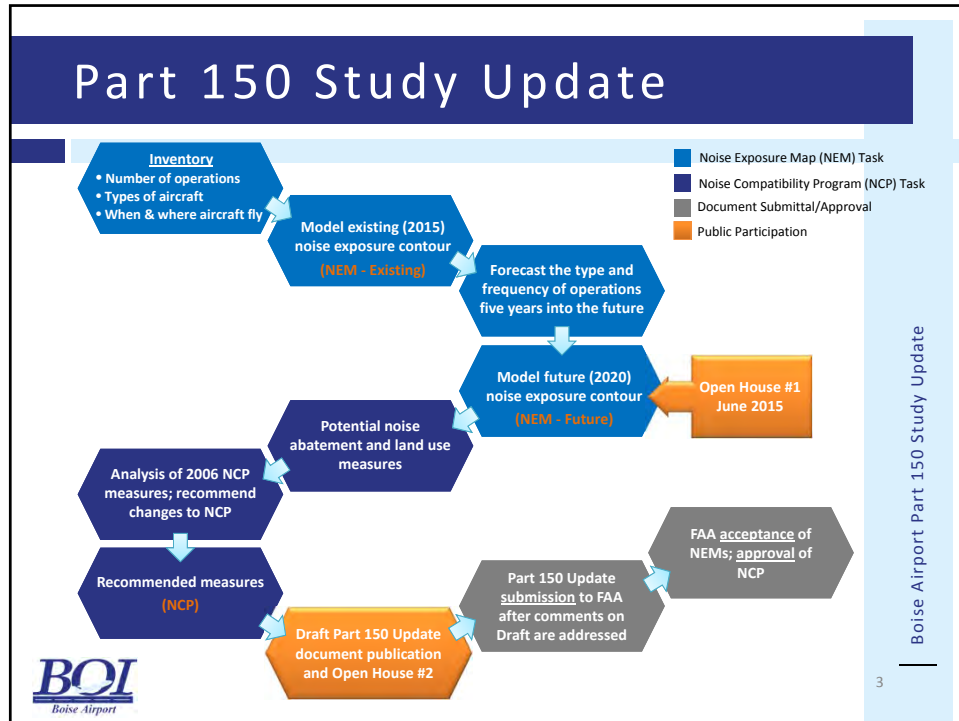
Public Meeting Agenda

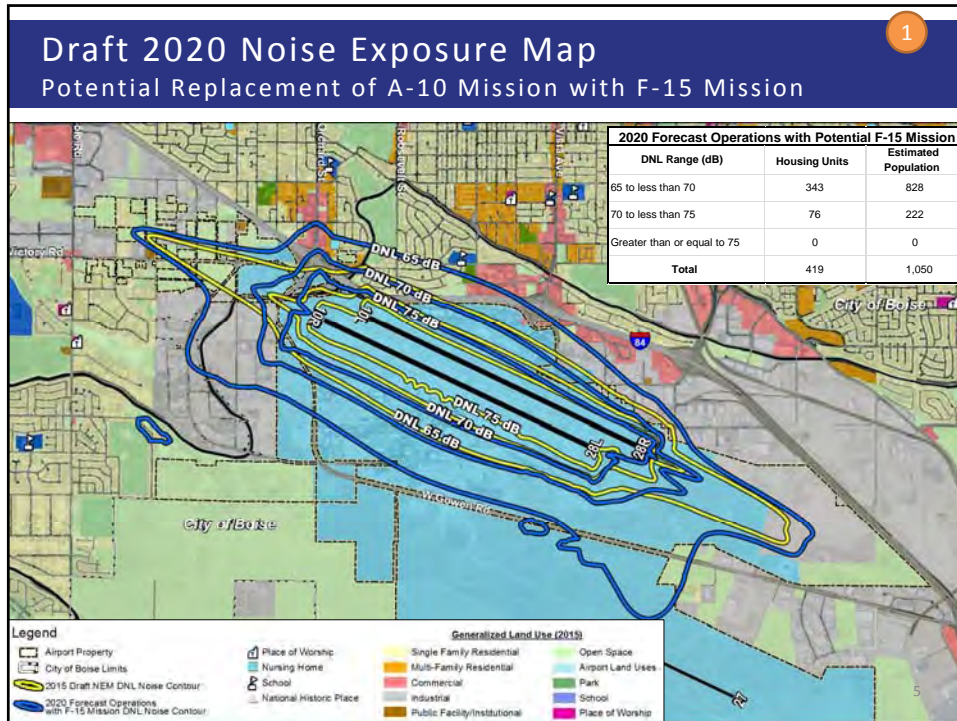
- Part 150 Study Update
 - What is a Part 150 Study?
 - Study Process – Where are we now?
- Draft Noise Exposure Maps (NEM)
 - Existing (2015)
 - Future (2020)
- Noise Compatibility Program
 - Noise Abatement
 - Land Use
 - Continuing Program
- Next Steps



*Boise Airport Draft Part 150
Study Update published
August 26, 2015.*







Noise Compatibility Program (NCP)

What is included in an NCP?

- List of actions proposed to **minimize existing and future** aircraft **noise** and **land use** incompatibility.
- Evaluation of measures considered that could **reduce potential incompatibilities** identified in NEM.
 - ✓ Noise Abatement Measures
 - ✓ Land Use Measures
 - ✓ Continuing Program Measures
- Measures recommended for approval in NCP reflect **Airport operator's recommendations**; do not represent opinions or decisions of FAA.

Boise Airport Part 150 Study Update

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BOI
Boise Airport

Noise Compatibility Program (NCP)

Implementation of Recommended NCP

Contingent upon:

- FAA approval of NCP (where applicable).
- ATCT continued promotion of voluntary noise abatement measures.
- Airport, City of Boise and Ada County adherence to NCP; codifying the applicable measures into land use planning documents.
- Availability of Federal and local funding for voluntary acquisition of vacant and residential land uses.
- Homeowner or landowner's desire to participate in voluntary acquisition and relocation programs (if applicable).



Noise Abatement Measures

Purpose

Identify potential methods for reducing noise within the DNL 65 dB noise contour.

Evaluation of Measures

Considers safety, impacts to ATC, economic costs, legal constraints, and feasibility. Must provide a benefit within the DNL 65 dB noise contour.

Recommended Measures

NA-1	Preferential Runway Use (approved and partially implemented)
NA-2 to NA-5	Departure Turn Altitudes (approved and partially implemented)
NA-6	Downwind Arrival Flight Tracks (disapproved, remove)
NA-7	FMS/GPS Procedure for the I-84 Corridor (disapproved, remove)
NA-8	Distant Noise Abatement Departure Profile (approved and partially implemented)
NA-9	Visual Approach Arrival Altitudes (approved and partially implemented)



2

Land Use Measures

Purpose

Seek to reduce non-compatible land uses by preventing future non-compatible development, changing existing land uses, or reducing the effect of noise through corrective means.

Evaluation of Measures


Evaluation criteria considers compatibility, benefits, costs, legal feasibility, and property values.

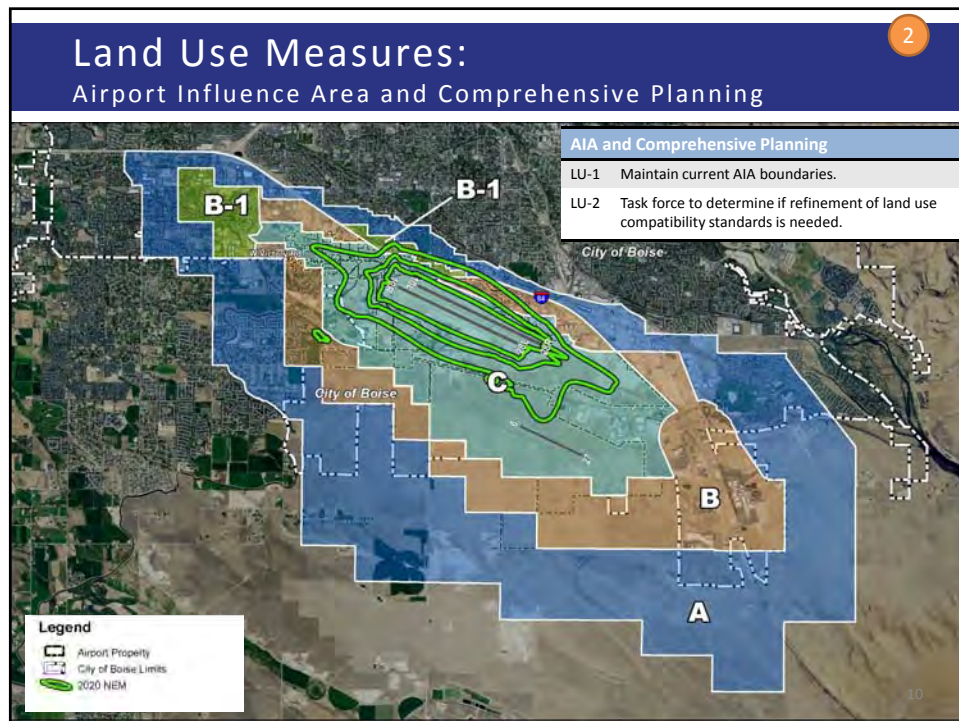
Recommended Measures

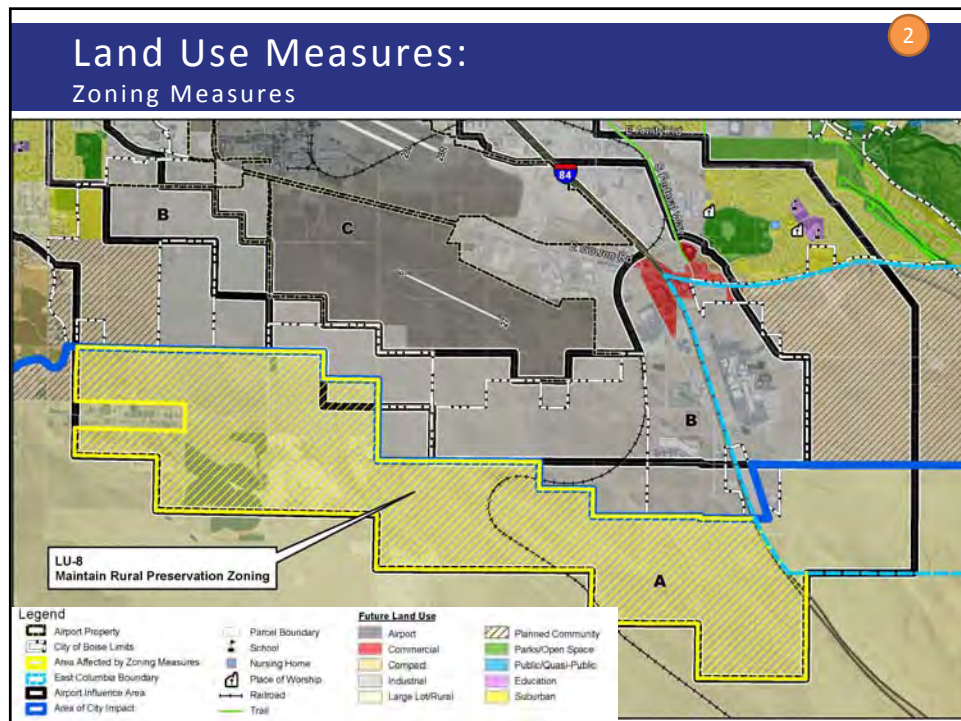
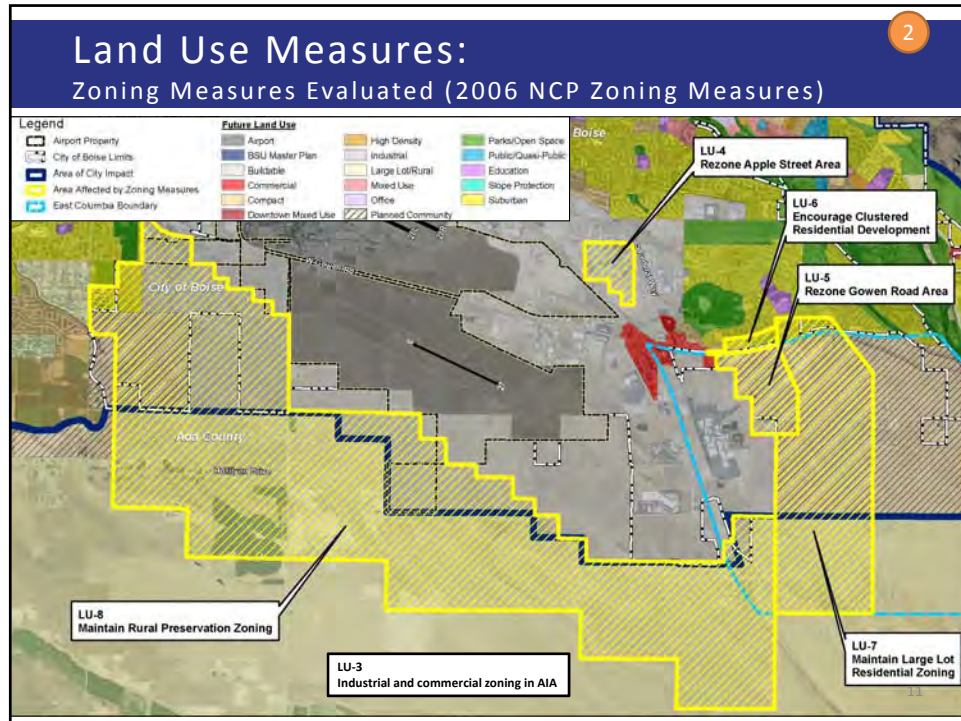
Current NCP recommends 14 measures.

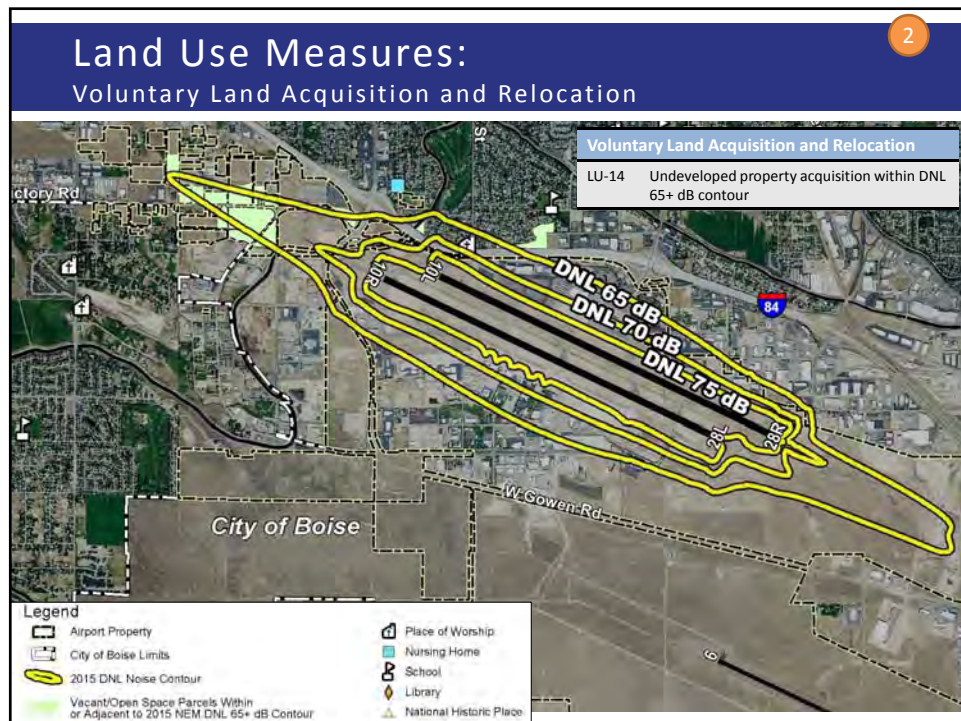
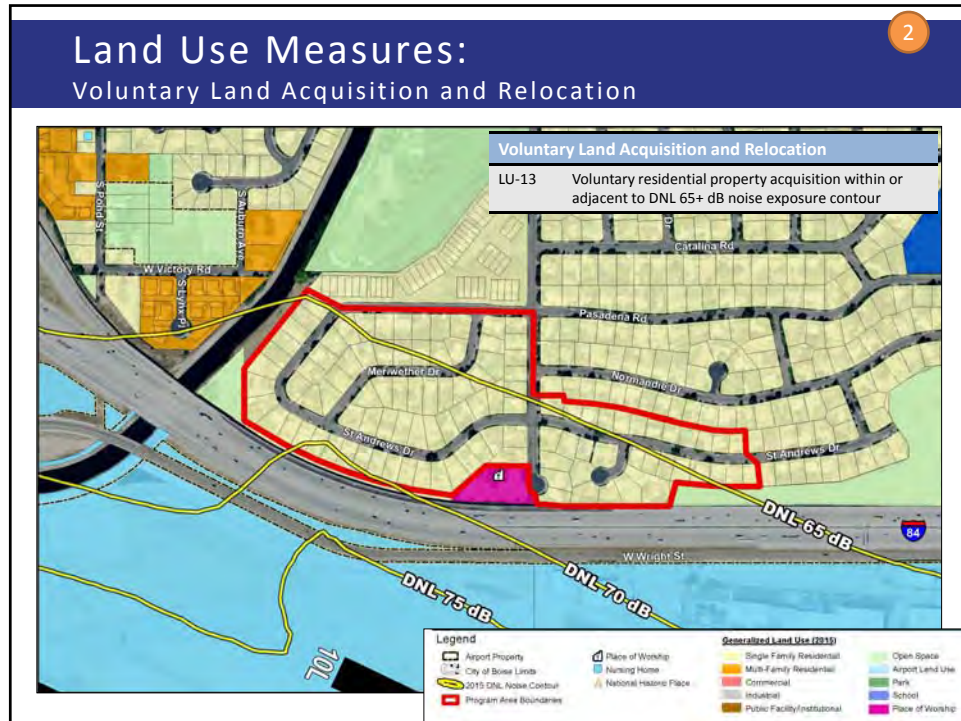
- ❖ **Corrective** – Address existing non-compatible land uses within the DNL 65 dB contour of the NEM.
- ❖ **Preventive** – Seek to prevent the introduction of new non-compatible land uses within the AIA.

Boise Airport Part 150 Study Update
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Land Use Measures

2

New Potential Land Use Measure (Zoning)

New LU-14	Amend City of Boise Zoning Ordinance to Include Airport Influence Area Overlay Zoning District
Description	The City of Boise should amend its zoning ordinance to include an overlay zoning district that would enforce the guidelines in each of the subareas of the AIA.
Area to which measure would be applied	Current land within the AIA boundary zones in the City of Boise.
Anticipated Benefits	When established as an overlay district, the AIA standards will be legally enforceable.
Implementation Factors	The City of Boise would establish this policy by amending its zoning ordinance. The AIA, NCP or relevant parts could be adopted as part of the ordinance.
Responsible parties	City of Boise
Conclusion	This measure is recommended for inclusion in the NCP. This measure provides a viable mechanism for ensuring the legal enforcement of the AIA guidelines.

Boise Airport Part 150 Study Update

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Continuing Program Measures

2

Purpose

Ongoing measures to enhance implementation of the NCP.

Evaluation of Measures

Ability to enhance the Airport's noise and land use program implementation.

Recommended Measures

CP-1	Noise Complaint System
CP-2	Public Information Program
CP-3	Airport Noise Committee
CP-4	Aircraft Noise Relations Staff
CP-5	Periodic Evaluation of Noise Exposure

Boise Airport Part 150 Study Update

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2

Recommended NCP

Noise Abatement Measures : 7

No additions to 2006 NCP.

Land Use Measures: 14

Five (5) measures continued without change from 2006 NCP.

Five (5) measures removed.

Eight (8) measures revised.

One (1) new measure added.

Continuing Program Measures: 5

No additions to 2006 NCP.






Boise Airport Part 150 Study Update

17

Next Steps

Milestone	Estimated Date
Publish Draft Part 150 Study	August 26, 2015
Open House #2	Today
Comment Period <ul style="list-style-type: none"> Comment Form Email: khughes@hntb.com 	Through September 28, 2015
Incorporate Comments	September/October
Submit NEM/NCP Update to FAA	October
FAA Review of NEMs and NCP	October 2015 - March 2016
FAA Issues Record of Approval on NCP	March 2016



Locations to review Draft Study:

- Online: www.iflyboise.com
- Airport offices
- Boise Downtown Library (715 South Capitol Blvd.)

Boise Airport Part 150 Study Update

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Open House #3

October 6, 2015

Advertisement
(Open House #3)

Sean Briggs

From: Boise Airport <sbriggs=cityofboise.org@cmail20.com> on behalf of Boise Airport
<sbriggs@cityofboise.org>
Sent: Tuesday, September 29, 2015 7:58 AM
To: Sean Briggs
Subject: Boise Airport Noise Study - Open House - Preview



Boise Airport Open House Noise and Land Use Study

Tuesday, October 6, 2015, 5:00 PM - 7:00 PM
Boise River Room - Third Floor of Airport

The Boise Airport invites you to attend an open house on Tuesday, October 6 as part of the Airport's update to the 14 CFR Part 150 Noise and Land Use Compatibility Study. The meeting will be held in an open house format with project information to view, and airport staff will be available to discuss the project. The presentation will be held at 6:00

PM. Parking will be validated.

The study defines existing and forecast aircraft noise exposure levels around the Boise Airport, and identifies previously approved noise abatement measures and updated land use and continuing program measures necessary to maintain or enhance compatible land use in the areas and communities surrounding the airport.

This study simply models forecasted noise levels from aircraft that could be based at Gowen Field. No long term aircraft basing decisions have been made by the United States Air Force at this time regarding what could come after the A-10 is retired at Gowen Field.

[Learn More](#)

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Southwest Idaho

iflyboise.com

Joined June 2010

244 Photos and videos



Tweets

Tweets & replies

Photos & videos



Boise Airport @iflyboise · 59m

We will host an open house tonight, Oct. 6, from 5-7pm regarding the Part 150 Noise & Land Use Study. More Details: bit.ly/1OjnsnP



Boise Airport Retweeted



Alaska Airlines @AlaskaAir · Oct 2

Fly from #Boise to Spokane, Seattle or Reno with these #flightdeals. bit.ly/1MDW9As

You

BOISE, ID

Photo by Ground Service Agent Colin Meyer



12



15



Boise Airport Retweeted



Reno-Tahoe Airport @RenoAirport · Oct 1

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Status

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Write something



Boise Airport

October 2 at 10:06am · 🌐

Boise Airport Open House
Noise and Land Use Study

Tuesday, October 6, 2015, 5:00 PM - 7:00 PM
Boise River Room - Third Floor of Airport

The Boise Airport invites you to attend an open house on Tuesday, October 6 as part of the Airport's update to the 14 CFR Part 150 Noise and Land Use Compatibility Study. The meeting will be held in an open house format with project information to view, and airport staff will be available to discuss the project. The presentation will be held at 6:00 PM. Parking will be validated.

The study defines existing and forecasted aircraft noise exposure levels around the Boise Airport, and identifies previously approved noise abatement measures and updated land use and continuing program measures necessary to maintain or enhance compatible land use in the areas and communities surrounding the airport.

This study simply models forecasted noise levels from all air traffic including aircraft that could be based at Gowen Field in the future. No long term aircraft basing decisions have been made by the United States Air Force at this time regarding what could come after the A-10 is retired at Gowen Field.

Noise Compatibility Program - Boise Airport

Open House 3 - Noise & Land Use Study Tuesday, October 6, 2015, 5pm - 7pm
Boise River Room - Third Floor of Boise Airport

IFLYBOISE.COM

363 people reached

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Leah Buster likes this.

Top Comments ▾

Arrivals		Departures	All Flights	
Flight	Airline	City	Status	Time
3436	Alaska Airlines	Seattle	Landed	8:19AM
2514	Alaska Airlines	Lewiston	Landed	8:20AM
614	Southwest Airlines	Spokane	Landed	8:25AM
2071	Alaska Airlines	Spokane	Landed	8:28AM
2311	Alaska Airlines	Portland	Landed	8:48AM
2366	Alaska Airlines	Seattle	Active	9:26AM
4563	Delta Air Lines	Salt Lake City	Active	9:53AM
4491	Delta Air Lines	Seattle	Active	9:56AM
6228	United Airlines	Denver	Scheduled	10:02AM
2513	Alaska Airlines	Portland	Scheduled	11:02AM
4516	Delta Air Lines	Minneapolis	Active	11:13AM
1820	Southwest Airlines	Oakland	Scheduled	11:30AM
6382	United Airlines	San Francisco	Scheduled	11:44AM



Keep Up With #BOI

We will host an open house tonight, Oct. 6, from 5-7pm regarding the Part 150 Noise & Land Use Study. More Details:

<http://t.co/00JsQ0VLKR>

Twitter

October 6 at 8:09am

RT @AlaskaAir: Fly from #Boise to Spokane, Seattle or Reno with these [#flightdeals](#).

<http://t.co/rE89VBnlpv>

<http://t.co/Nn15yONtmP>

Twitter

October 2 at 10:56am

Reno Nonstop!



Alaska Airlines announced they will begin nonstop service to Reno beginning November 5. This is the 19th nonstop destination for the Boise Airport. Southwest Airlines also announced they will begin nonstop service to Sacramento beginning in January 2016.

Noise Study



The Boise Airport will be hosting an additional open house for the Part 150 Noise Study on Tuesday, October 6, 2015 from 5pm - 7pm in the Boise River Room on the third floor of the Boise Airport. The Part 150 Noise Study presentation will take place at 6pm. Parking will be validated.



Flights from #BOI to:

[265.00 \(RT\) \\$152 RT](#)

[Spokane, WA \(GEG\) \\$152 RT](#)

[Spokane, WA \(GEG\) \\$162 RT](#)

[Las Vegas, NV \(LAS\) \\$196 RT](#)

[Las Vegas, NV \(LAS\) \\$206 RT](#)

[San Francisco, CA \(SFO\) \\$223 RT](#)

FAQ's & FYI's

Aviation Easement Forms

Open House 3 - Noise & Land Use Study

Tuesday, October 6, 2015, 5pm - 7pm

Presentation at 6pm

Boise River Room - Third Floor of Boise Airport

Instruction Sheet

- Individual
- Corporation
- LLP
- Form-Trust
- Husband/Wife
- LLC
- Fictitious
- Partner
- Government Entity

2015 Draft Part 150 Study

- 2015 Draft Part 150 Study

2015 Part 150 Noise Study Draft - Open House 2, September 2, 2015

- Open House Presentation
- Open House Displays
- Handout
- Comment Form - EXTENDED - Please submit comments by October 12, 2015

2015 Part 150 Noise Study Draft - Open House 1, June 3, 2015

- What is Part 150?
- Noise Exposure Map
- Airport Layout
- 2015 Draft Noise Exposure Map
- 2020 Draft Noise Exposure Map (Forecast Operations with F-15 Mission)
- Modeled Flight Tracks for Runways 10L and 10R
- Modeled Flight Tracks for Runways 28L and 28R
- Open House Presentation
- Comment Form

Part 150 Noise Study

- Boise Airport 14 CFR Part 150 Study Update: Updated Noise Exposure Maps & Noise Compatibility Program
- Assault Landing Strip (aka: Third Runway) Environmental Assessment "Finding of No Significant Impact"

Maps

- Airport Influence Area
- 2003 Noise Exposure Contour on Existing Land Use
- 2004 Noise Exposure Contour on Existing Land Use
- 2008 Noise Exposure Contour on Existing Land Use
- 2008 Noise Exposure Contour on Future Land Use
- 2009 Noise Exposure Contour on Existing Land Use

Flight Tracks

- East Approach NE
- East Approach NW
- East Approach SE
- East Approach SW
- West Approach NE
- West Approach NW
- West Approach SE

Sean Briggs

From: Results@TVEyes-Alerts.com
Sent: Monday, October 05, 2015 9:03 AM
To: Sean Briggs
Subject: New MMS Alert - Boise Airport

Media Alert From TVEyes Media Monitoring Suite



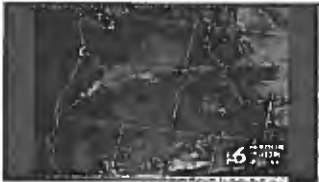
(click thumbnail to play)

Boise Airport on CNBC World - U.S. Cable

10/04/2015 12:43:08

Dreamliner: The World's Most Anticipated Airplane (Other)

... PROCESS WAS CORRECT. I KNOW DAYS LATER IN THE BOISE AIRPORT OUR BEACH AND HUNDREDS OF PEOPLE WORKERS GET A CHANCE TO SEE THE DREAMLINER UP HOPES FOR THE VERY FIRST TIME. IT WILL ...



(click thumbnail to play)

Boise Airport on KIVI (ABC) - Boise, ID

10/04/2015 17:31:15

Today's 6 News On Your Side (News)

... current conditions at the boise airport. here is a look at our satellite pictures. in oregon -- at umpqua community ...



(click thumbnail to play)

Boise Airport on KNIN (FOX) - Boise, ID

10/04/2015 21:04:21

FOX 9 News On Your Side (News)

... at our current conditions at the boise airport. here is a look at our satellite pictures. in oregon -- at umpqua community ...



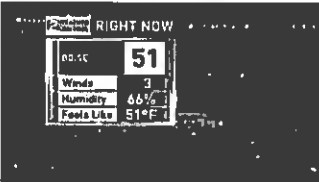
(click thumbnail to play)

Boise Airport on KIVI (ABC) - Boise, ID

10/04/2015 22:03:11

Today's 6 News On Your Side (News)

... our current conditions at the boise airport. here is a look at our satellite pictures. good evening thanks for joining ...



(click thumbnail to play)

Boise Airport on KBOI (CBS) - Boise, ID

10/05/2015 05:08:57

KBOI 2 News This Morning (News)

... that's the roof of the weather service office, out at the boise airport, except for a few high clouds, that moved on in. a few puffy clouds that developed with a heat, of the day. ...



(click thumbnail to play)

Boise Airport on KIVI (ABC) - Boise, ID

10/05/2015 05:34:37

Good Morning Idaho (News)

... the a-10s are retired. the boise airport noise survey gave homeowners a chance to offer their concerns ...



Boise Airport on KIVI (ABC) - Boise, ID

10/05/2015 06:31:55

Good Morning Idaho (News)

... the a-10s are retired. the boise airport noise survey gave homeowners a chance to offer their concerns ...

(click thumbnail to play)



Boise Airport on KNIN (FOX) - Boise, ID

10/05/2015 07:55:57

Good Morning Idaho (News)

... the a-10s are retired. the boise airport noise survey gave homeowners a chance to offer their concerns ...

(click thumbnail to play)

[Click here to deactivate e-mail alerting for this scheduled alert.](#)

This is an Automated Alert Message - Please do not reply
[Questions or Comments?](#)

Sean Briggs

From: Results@TVEyes-Alerts.com
Sent: Tuesday, October 06, 2015 9:06 AM
To: Sean Briggs
Subject: New MMS Alert - Boise Airport - KIVI (ABC)

Media Alert From TVEyes Media Monitoring Suite



(click thumbnail to play)

Boise Airport on KIVI (ABC) - Boise, ID

10/05/2015 08:56:58

Good Morning America (News)

... the a-10s are retired. the boise airport noise survey gave homeowners a chance to offer their concerns ...

[Click here to deactivate e-mail alerting for this scheduled alert.](#)

This is an Automated Alert Message - Please do not reply
[Questions or Comments?](#)

OCTOBER 5, 94.9 THE RIVER

About (/about_us/) Sign in (/login/?utm_medium=events_public_page&utm_source=events_public_page) Sign up (/?utm_medium=events_public_page&utm_source=events_public_page)

(/)

Idaho (/find-neighborhood/id/) Boise (/city/boise--id/)

Boise Events (/events/calendar/id/boise/?

utm_medium=events_public_page&utm_source=events_public_page)

Boise Airport Noise Study Open House

Boise Events

Oct
6

Boise Airport Noise Study OPEN HOUSE

Going (/?utm_medium=events_public_page&next=/events/421271&utm_source=events_public_page)

Maybe (/)

Share

Details

Tue, Oct 6, 5:00 PM - 7:00 PM

Boise Airport
Boise Airport, Boise, ID

Boise Airport Open House
Noise and Land Use Study

Tuesday, October 6, 2015, 5:00 PM - 7:00 PM
Boise River Room - Third Floor of Airport

The Boise Airport invites you to attend an open house on Tuesday, October 6 as part of the Airport's update to the 14 CFR Part 150 Noise and Land Use Compatibility Study. The meeting will be held in an open house format with project information to view, and airport staff will be available to discuss the project. The presentation will be held at 6:00 PM. Parking will be validated.

The study defines existing and forecast aircraft noise exposure levels around the Boise Airport, and identifies previously approved noise abatement measures and updated land use and continuing program measures necessary to maintain or enhance compatible land use in the areas and communities surrounding the airport.

This study simply models forecasted noise levels from aircraft that could be based at Gowen Field. No long term aircraft basing decisions have been made by the United States Air Force at this time regarding what could come after the A-10 is retired at Gowen Field.

Meetings (/events/map/2/)

Location

Other events you might like nearby

	Oct 9	Vashti and Chad Summervill in Concert (vashti-and-chad-summervill-in-concert-427012) Fri, Oct 9, 7:30 PM - 9:30 PM
	Oct 10	8th Annual Community Fall Fest (8th-annual-community-fall-fest-426631) Sat, Oct 10, 10:00 AM - 4:00 PM
	Oct 12	City Council Candidate Forum (city-council-candidate-forum-427581) Mon, Oct 12, 6:30 PM
	Oct 15	Energize Our Neighborhood- Annual Meeting (energize-our-neighborhood-annual-meeting-421401) Thu, Oct 15, 3:00 PM - 7:00 PM
	Oct 17	Making Strides Against Breast Cancer Walk (making-strides-against-breast-cancer-walk-400847) Sat, Oct 17, 9:00 AM
View all Boise events (/events/calendar/id/boise/)		
<p>Discover more great local events in your neighborhood.</p> <p>Sign up for Nextdoor (/)</p>		

Nextdoor is the free, private social network for your neighborhood.



Useful

The easiest way to keep up with everything in your neighborhood.



Private

A private environment designed just for you and your neighbors.



Proven

Over 54,000 neighborhoods across the U.S. rely on Nextdoor.



The New York Times

USA TODAY

Dr. Phil

CN

WALL STREET JOURNAL

YAHOO!

[\(/press/\)](#)

About (https://nextdoor.com/about_us/) Blog (<http://blog.nextdoor.com>) For cities (<https://nextdoor.com/city/>) Jobs (<https://nextdoor.com/jobs/>) Guidelines (https://nextdoor.com/neighborhood_guidelines/#guidelines) Neighborhoods (<https://nextdoor.com/find-neighborhood/>) Events (<https://nextdoor.com/events/calendar/>) Public agencies (<https://nextdoor.com/agencies/>) Privacy (<https://nextdoor.com/privacy/#privacy>) Press (<https://nextdoor.com/press/>) Help (<https://nextdoor.com/help/>)

© Nextdoor 2015



PowerPoint Presentation
(Open House #3)

Boise Airport 14 CFR Part 150 Study Update

Open House - September 24, 2015



Agenda

- Airport Overview
- Part 150 Study Update
 - BOI Noise Studies
 - What is a Part 150 Study?
 - Study Process
- Draft Noise Exposure Maps (NEM)
- Noise Compatibility Program (NCP)
- Next Steps



Source: Thomas Hawk, Flickr.

Part 150 Study Update

■ What is a Part 150 Study?

- A **voluntary program** created in accordance with the Aviation Safety and Noise Abatement Act of 1979.
- Sets standards for documenting **aircraft noise** near airports.
- Identifies nearby **land uses** that may not be compatible with aircraft noise levels.
- Describes the document submitted to the Federal Aviation Administration (**FAA**).



Part 150 Study Update

■ What is a Part 150 Study?

1 Noise Exposure Maps (NEM)

- Describes existing (baseline) and future (5 years) noise conditions at the airport.
- Noise contours are depicted on land use maps to identify areas of non-compatible land use.
- NEMs are accepted by FAA.

2 Noise Compatibility Program (NCP)

- Noise abatement, land use and program measures to address existing and potential noise.
- The NCP requires FAA approval.



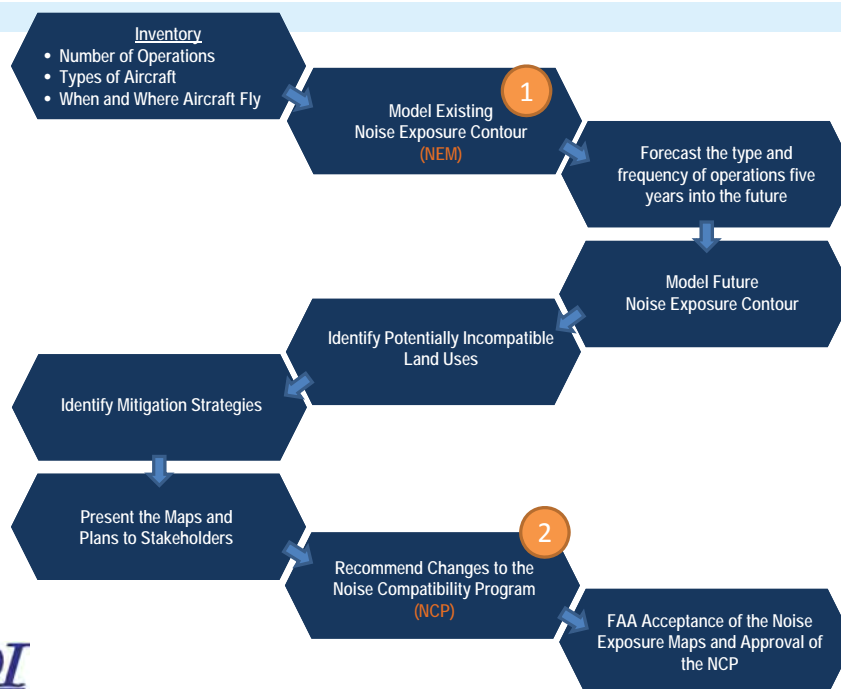
Part 150 Study Update

■ Noise Compatibility Planning at BOI

- **1986** BOI's First 14 CFR Part 150 Study
- **1996** Update - 14 CFR Part 150 Study
- **2004** Update - 14 CFR Part 150 Study
- **2010** Idaho Joint Land Use Study (JLUS)
- **2015** Update - 14 CFR Part 150 Study



Part 150 Study Process



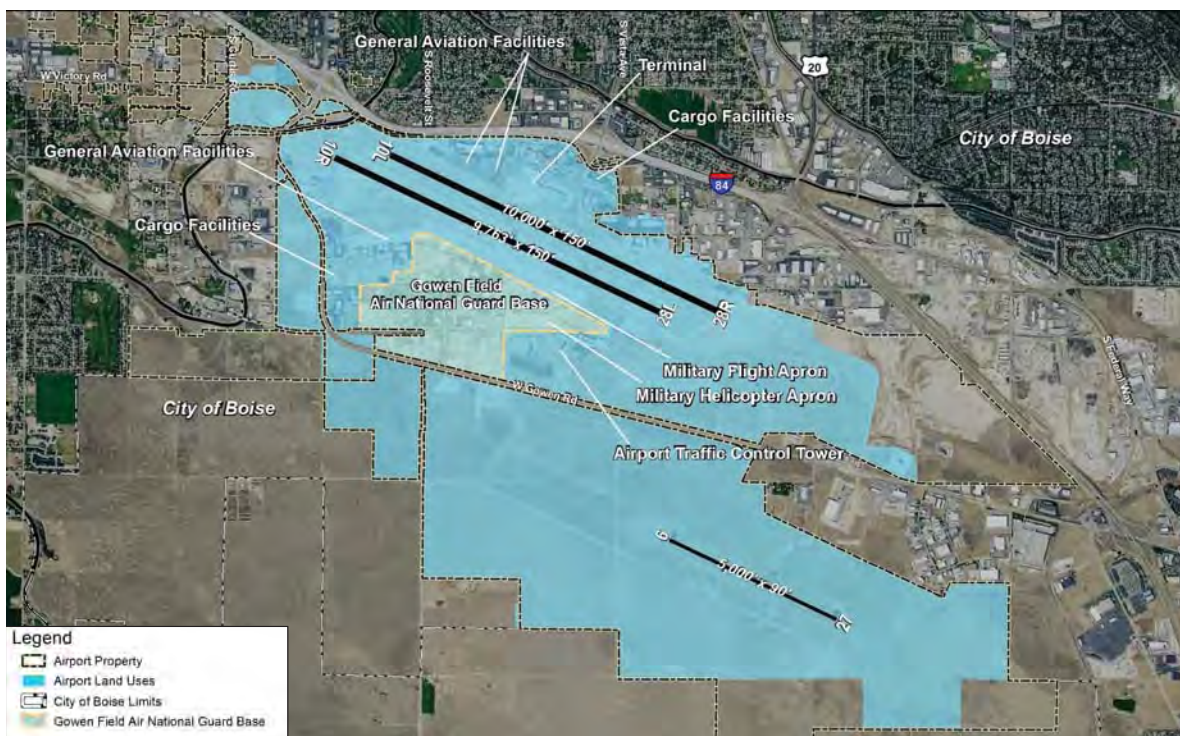
Part 150 Study Update

■ What a Part 150 Study is not:

- 1 It is not a guarantee of future flights or aircraft basing
- 2 Not an acceptance of projected noise
- 3 Not a commitment to buy property



Boise Airport



Noise Exposure Map

Noise Model Inputs

- Aircraft Fleet Mix
- Aircraft Operations
- Runway use
- Flight Tracks (Location and use, time of day, category)
- Weather and Terrain

Noise Model

DNL NOISE
CONTOURS

Overlay on
Land Use

NEM



Noise Exposure Map

Noise Model Input Data

- Existing (**2015**) Operations: **128,546**
(or **352** on an Average Annual Day).
- Forecast (**2020**) Operations: **138,204**
(or **378.6** on an Average Annual Day).
 - 7% increase in total operations.
 - Most notable change is the potential future Idaho ANG mission.
- Approximately 10.7% of all operations occur during **nighttime** (10:00 p.m. to 6:59 a.m.).
 - These operations are penalized under the DNL metric.



Noise Exposure Map

■ Runway Use

- Aircraft at BOI primarily use two runways (Runway 10L/28R and Runway 10R/28L).
- Wind and weather factor into the determination of runway use.
 - BOI operates in either “East Flow” or “West Flow.”
- General runway use patterns:
 - Passenger jet operations primarily use Runway 10L/28R (the north runway).
 - Military operations primarily use Runway 10R/28L (the south runway).
 - The third runway (south of Gowen Road) was constructed for use by C-130 aircraft which no longer fly at BOI; primary use today is by helicopters.



Noise Exposure Map

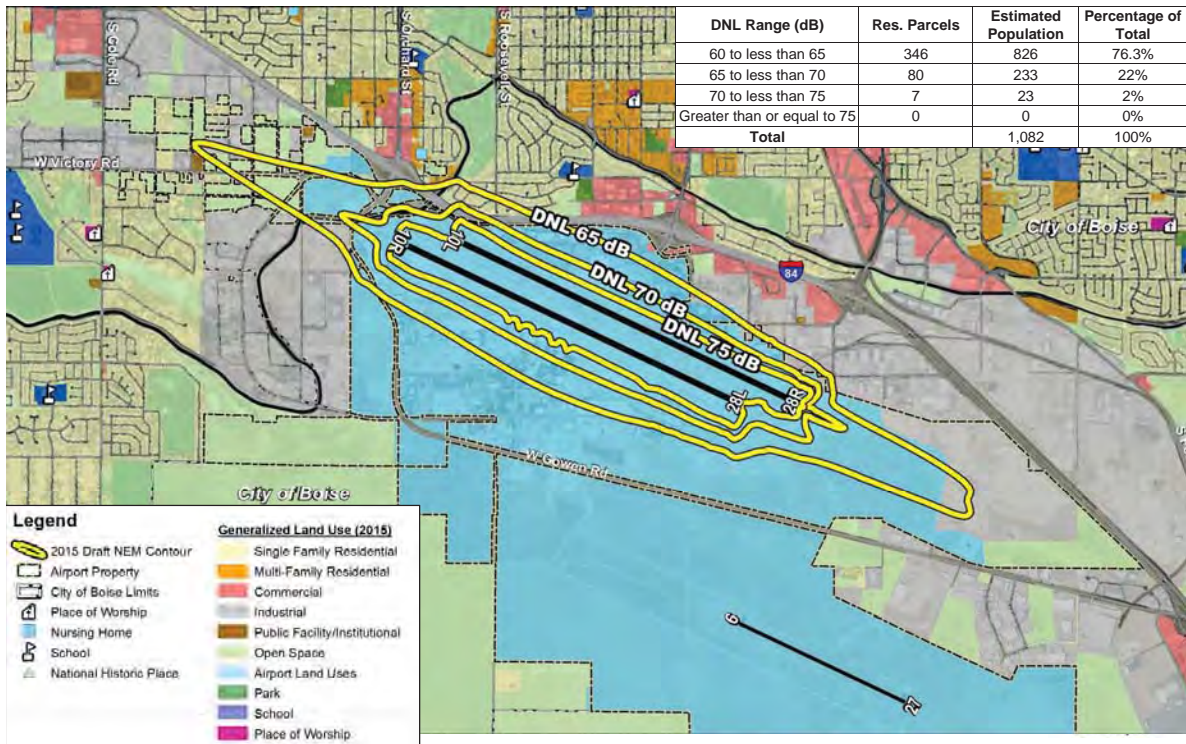
■ Modeling Noise Exposure

- **Day-Night Average Sound Level (DNL)**
 - FAA requirement to use DNL.
 - An average measurement over 24 hours.
 - Nighttime penalties 10 dB (10:00 PM – 6:59 AM).
- **DNL Contours**
 - Contours based on Annual Average Day (AAD) operations.
 - Contours produced for existing (2015) and future (2020) forecast aircraft operational levels.
 - Noise exposure levels > DNL 65 dB are considered incompatible (without mitigation) with noise-sensitive land uses.



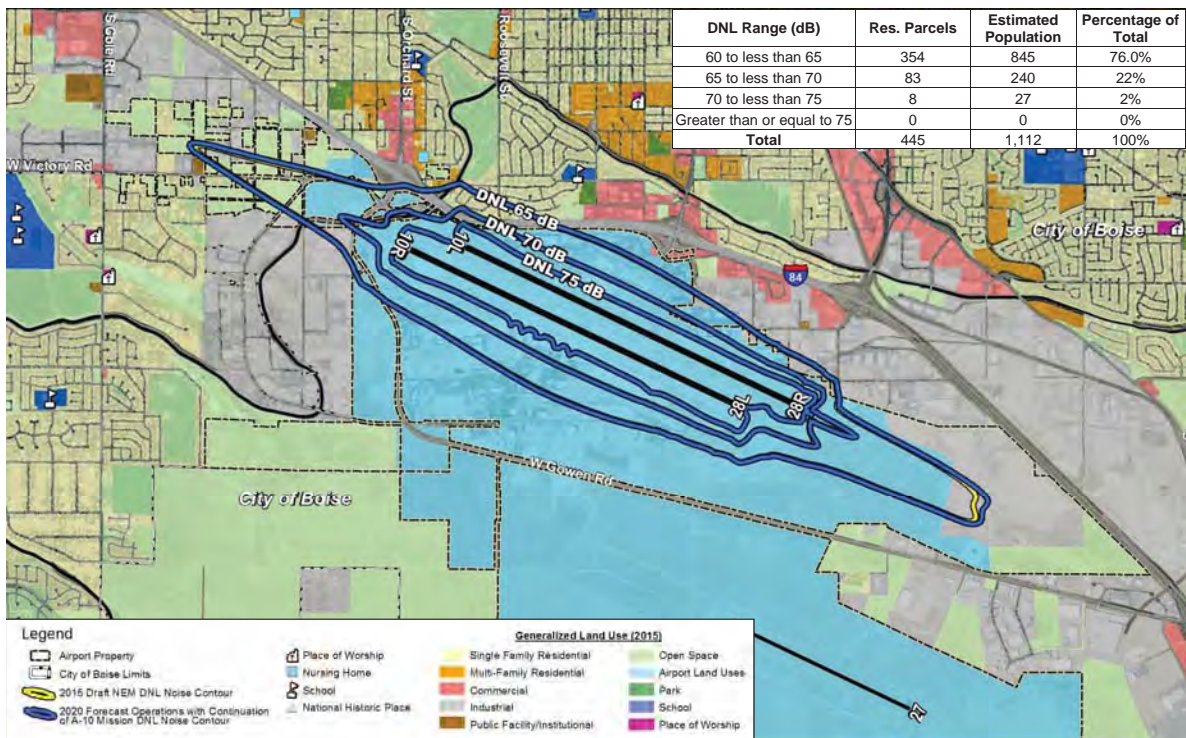
Draft 2015 Noise Exposure Map

1



Draft 2020 Noise Exposure Map Continuation of A-10 Mission

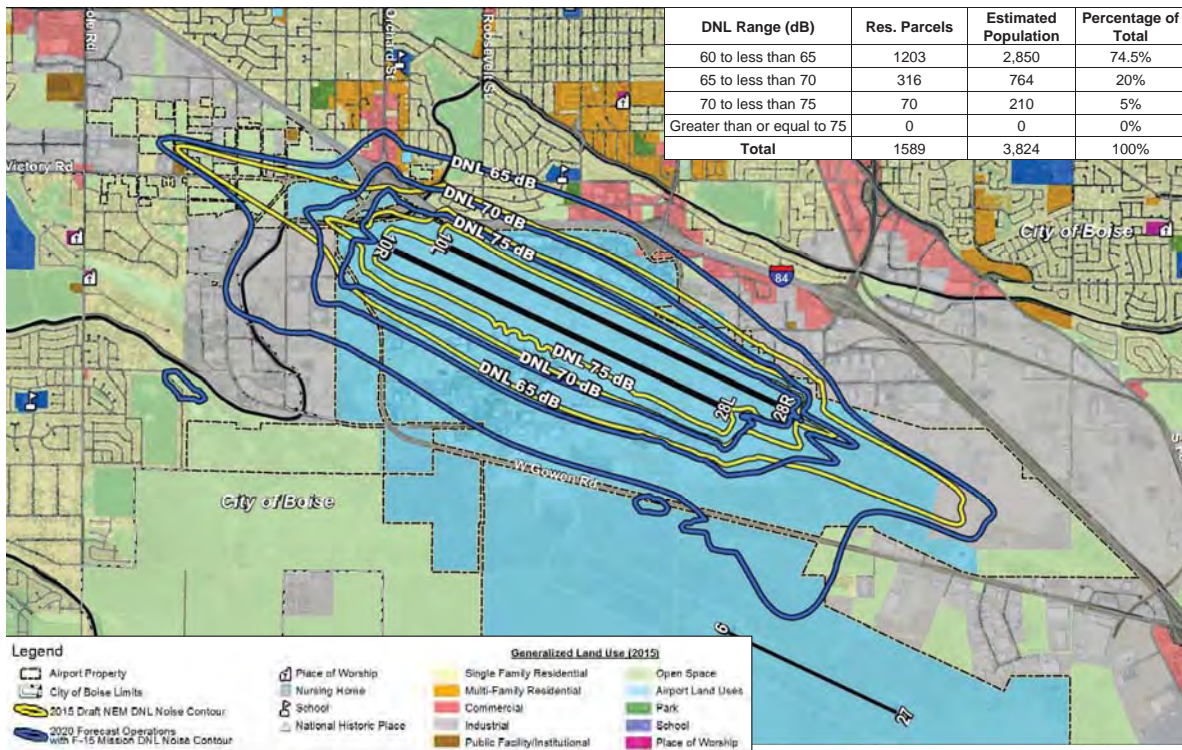
1



Draft 2020 Noise Exposure Map

Replacement of A-10 Mission with F-15 Mission

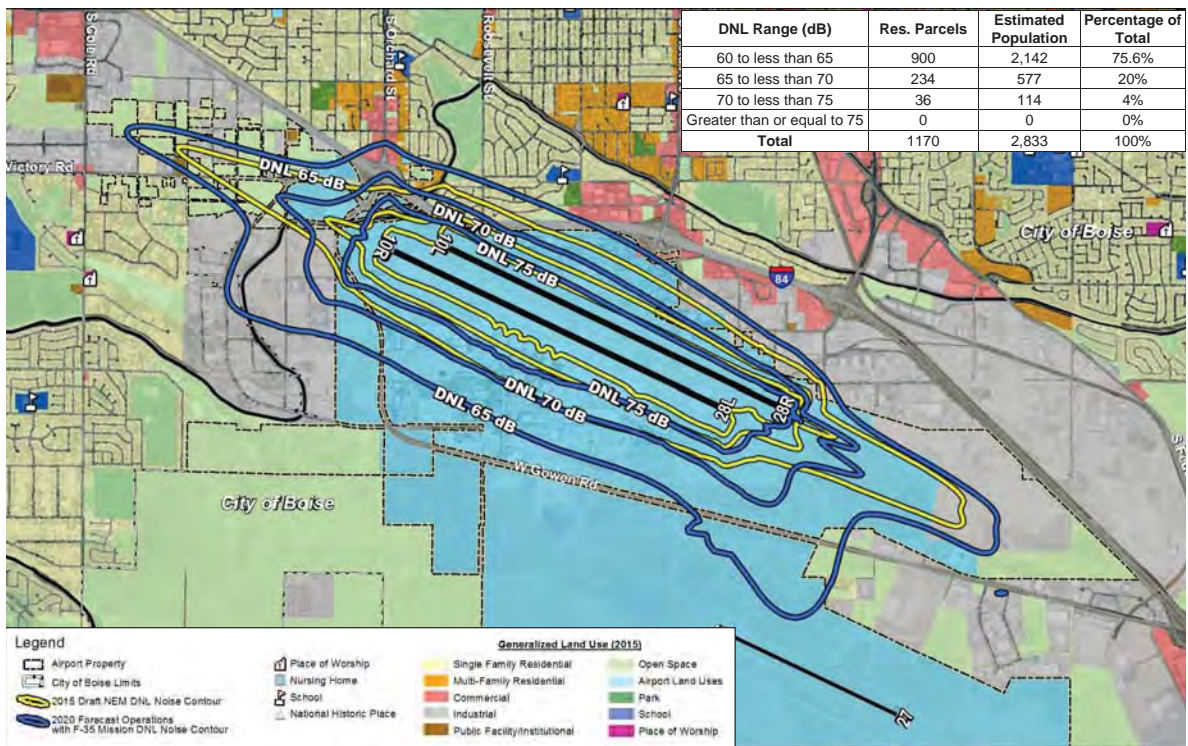
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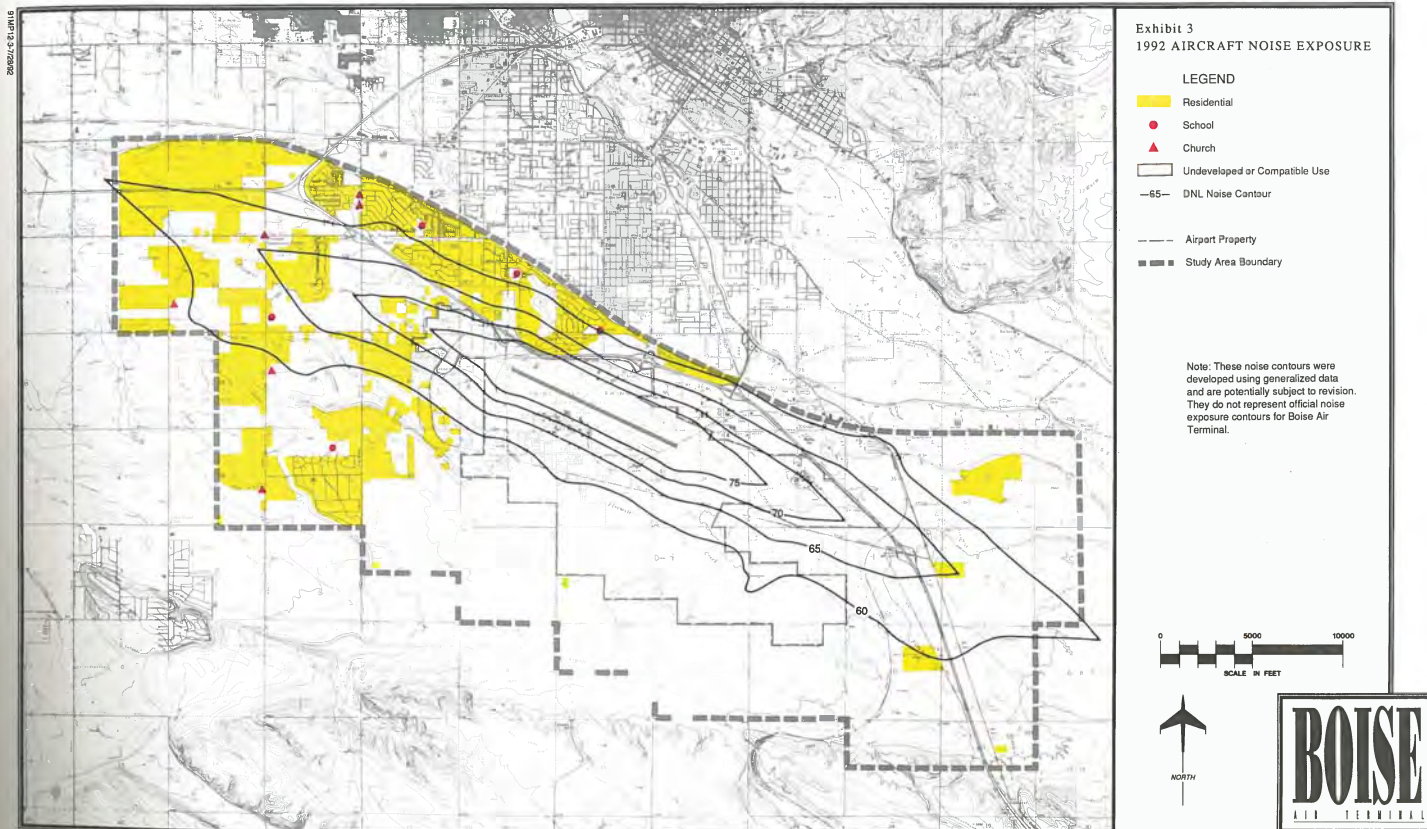
Draft 2020 Noise Exposure Map

Replacement of A-10 Mission with F-35 Mission

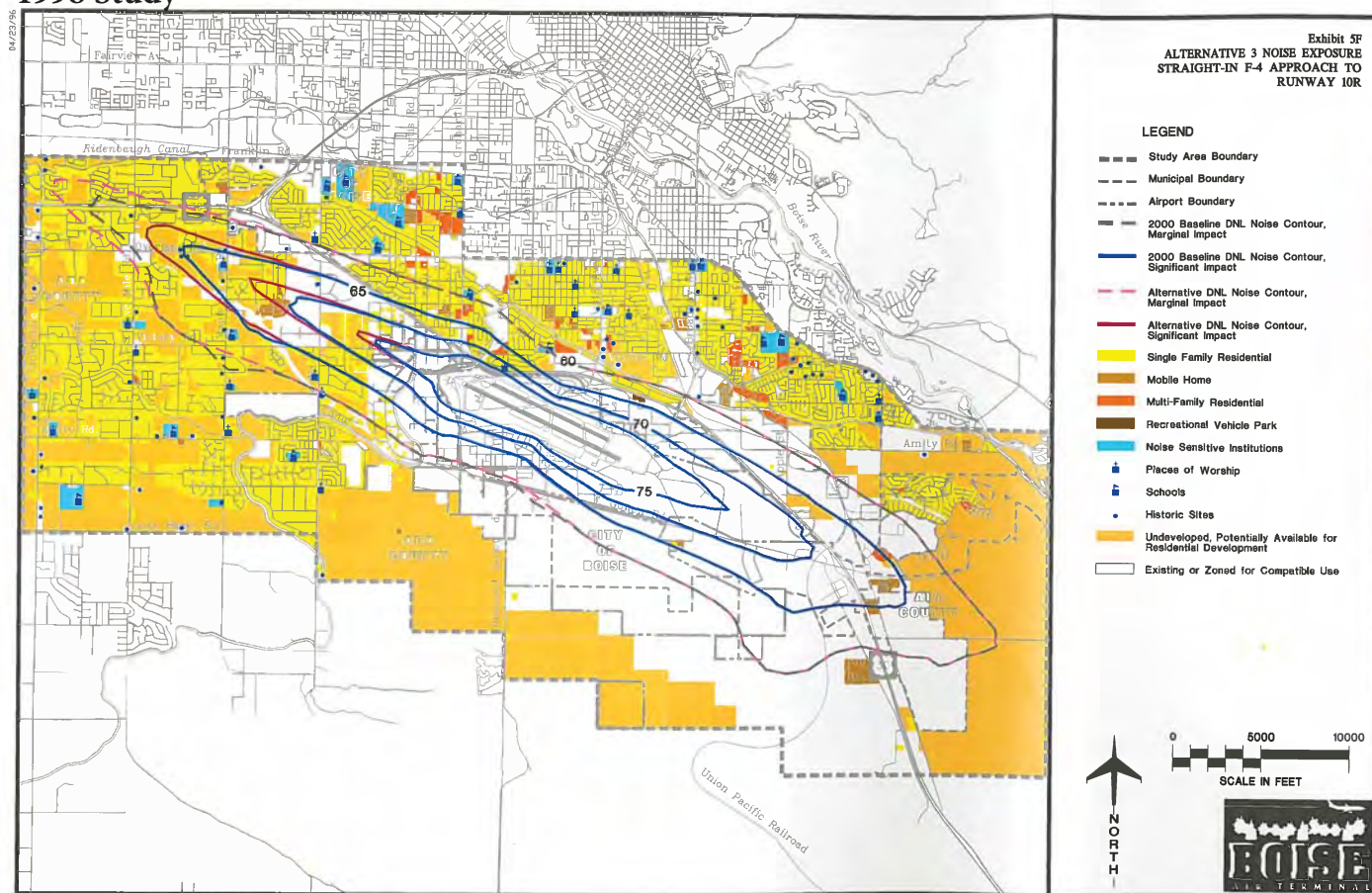
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1992 Study



1998 Study

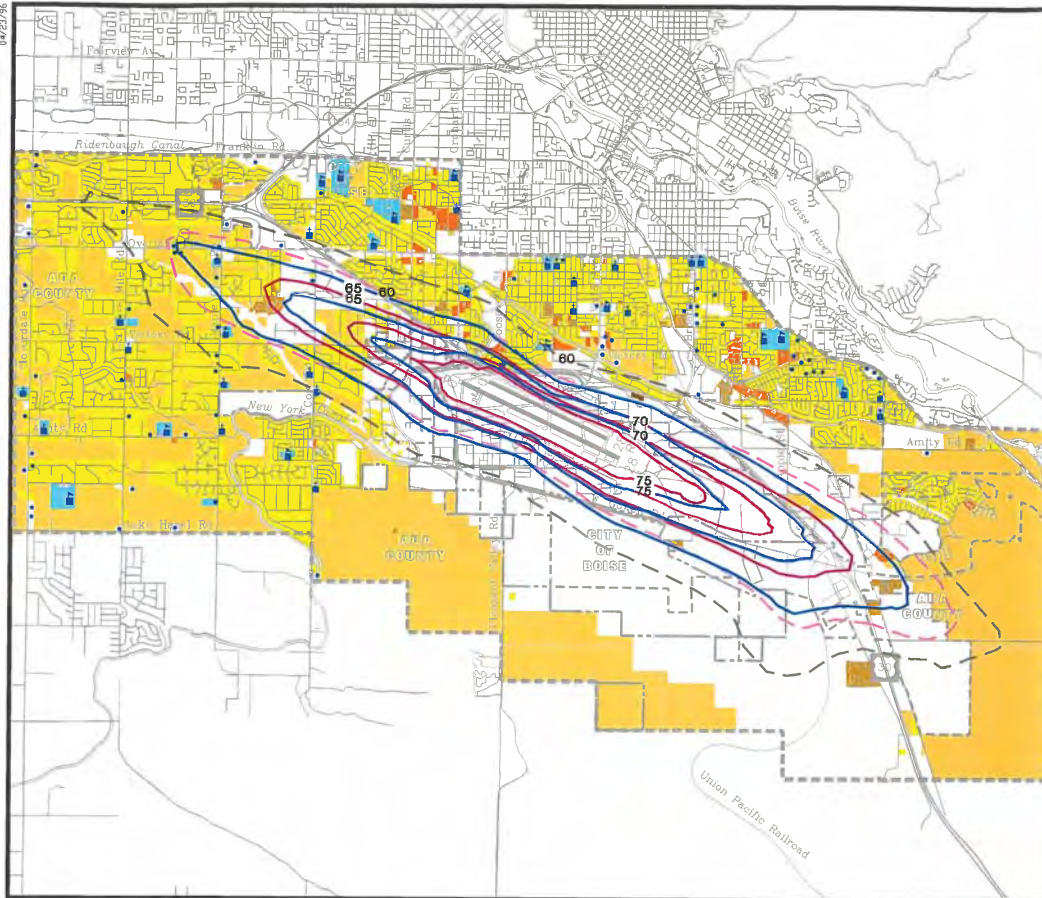
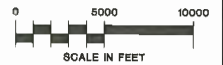


1998 Study

Exhibit 3C REPLACEMENT OF F-4 AIRCRAFT WITH THE F-16 AIRCRAFT

LEGEND

- Study Area Boundary
- Municipal Boundary
- Airport Boundary
- 2000 Baseline DNL Noise Contour, Marginal Impact
- 2000 Baseline DNL Noise Contour, Significant Impact
- Alternative DNL Noise Contour, Marginal Impact
- Alternative DNL Noise Contour, Significant Impact
- Single Family Residential
- Mobile Home
- Multi-Family Residential
- Recreational Vehicle Park
- Noise Sensitive Institutions
- Places of Worship
- Schools
- Historic Sites
- Undeveloped, Potentially Available for Residential Development
- Existing or Zoned for Compatible Use



2004 Study

CERTIFICATION

This is to certify the following:

The Noise Exposure Maps and associated documentation for Boise Airport submitted in this volume to the Federal Aviation Administration under 14 Code of Federal Regulations Part 150, Subpart b, Section 150.21, are true and complete under penalty of 18 U.S.C Part 1001.

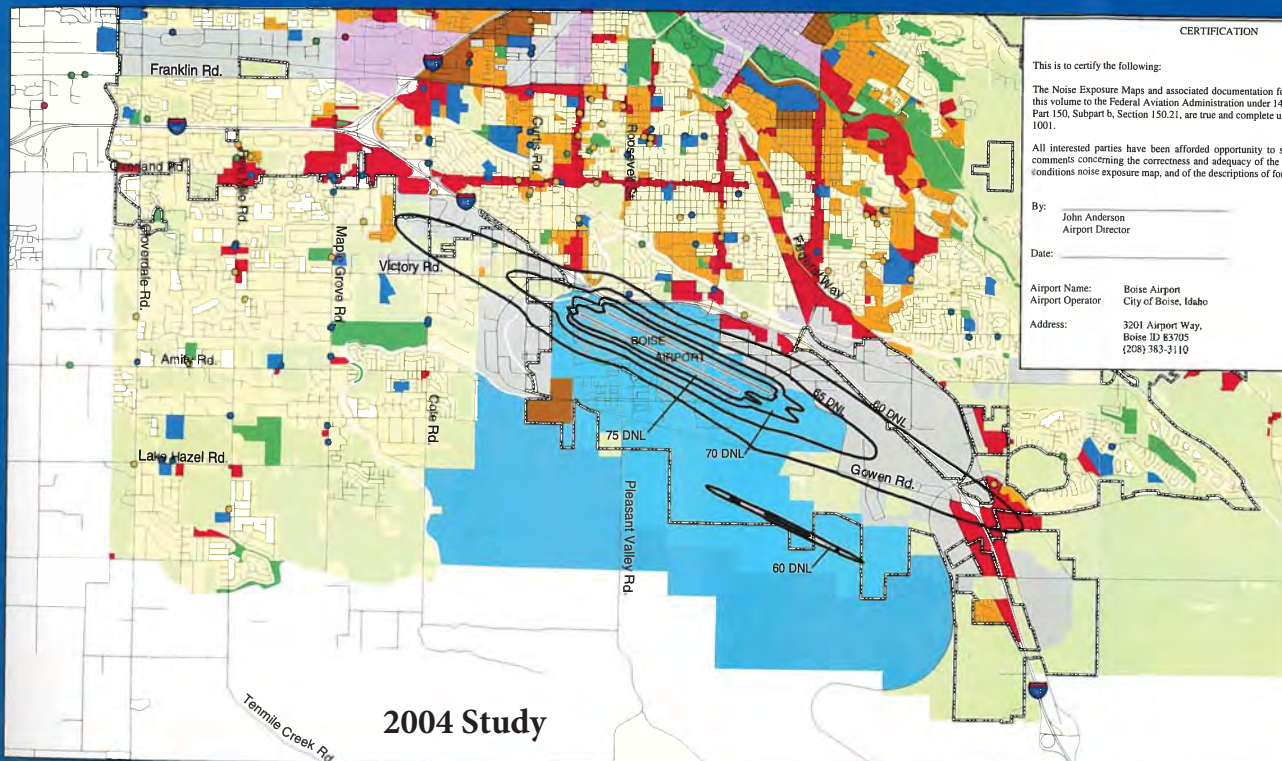
All interested parties have been afforded opportunity to submit their views, data and comments concerning the correctness and adequacy of the revised existing and forecast conditions noise exposure map, and of the descriptions of forecast aircraft operations.

By: John Anderson
Airport Director

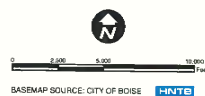
Date:

Airport Name: Boise Airport
Airport Operator: City of Boise, Idaho

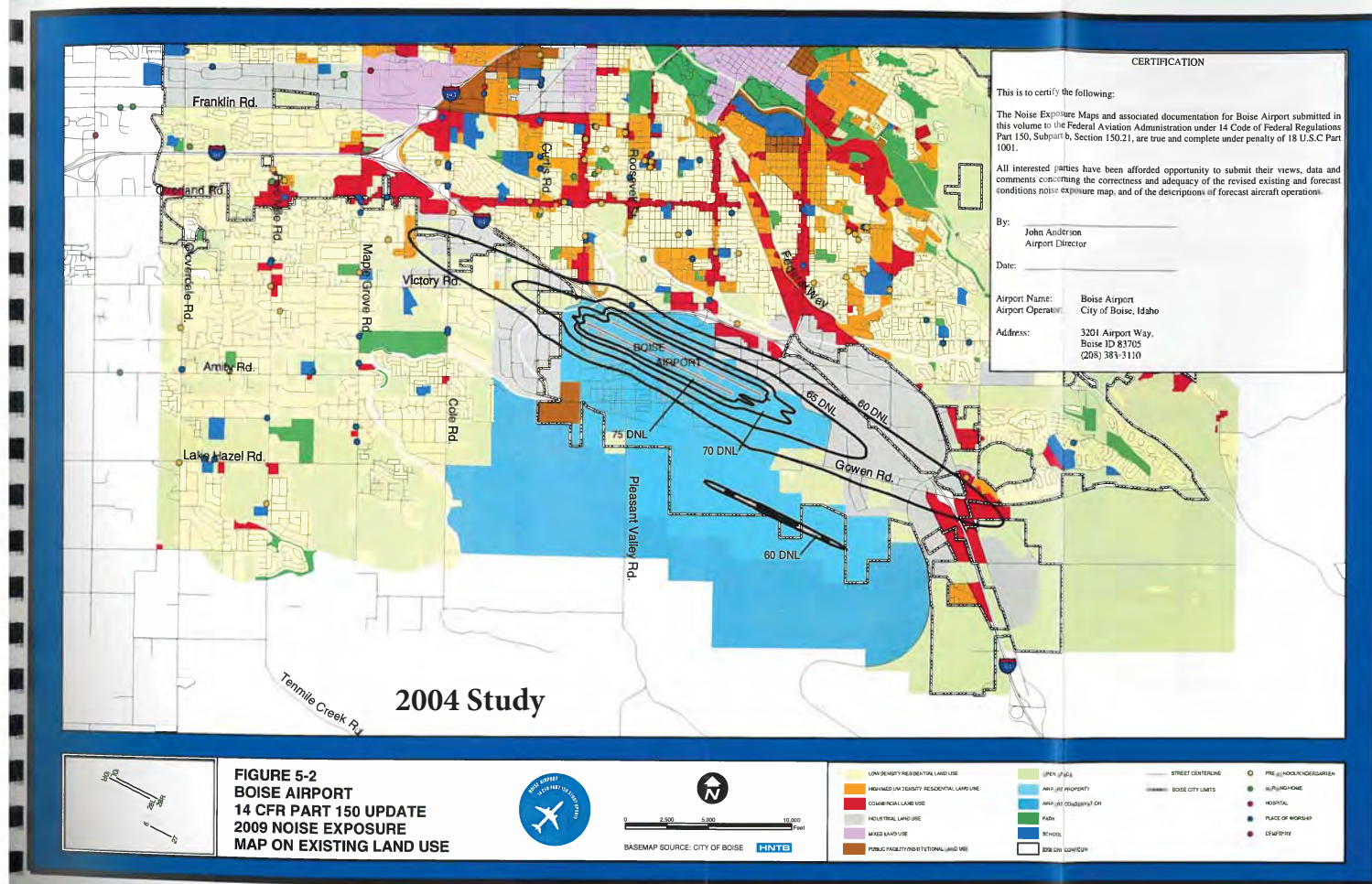
Address: 3201 Airport Way,
Boise ID 83705
(208) 383-3110



**FIGURE 5-1
BOISE AIRPORT
14 CFR PART 150 UPDATE
2004 NOISE EXPOSURE
MAP ON EXISTING LAND USE**



- LOW-DENSITY RESIDENTIAL LAND-USE
- MEDIUM-DENSITY RESIDENTIAL LAND-USE
- COMMERCIAL LAND-USE
- INDUSTRIAL LAND-USE
- MIXED LAND-USE
- PUBLIC/UTILITY/INSTITUTIONAL LAND-USE
- OPEN SPACE
- AIRPORT PROPERTY
- AIRPORT CONSERVATION
- PARK
- SCHOOL
- STREET CENTERLINE
- BOISE CITY LIMITS
- POE SCHOOLS/WORKSHPED
- MOBILE HOME
- HOSPITAL
- PLACE OF WORSHIP
- UNEMPLOYED

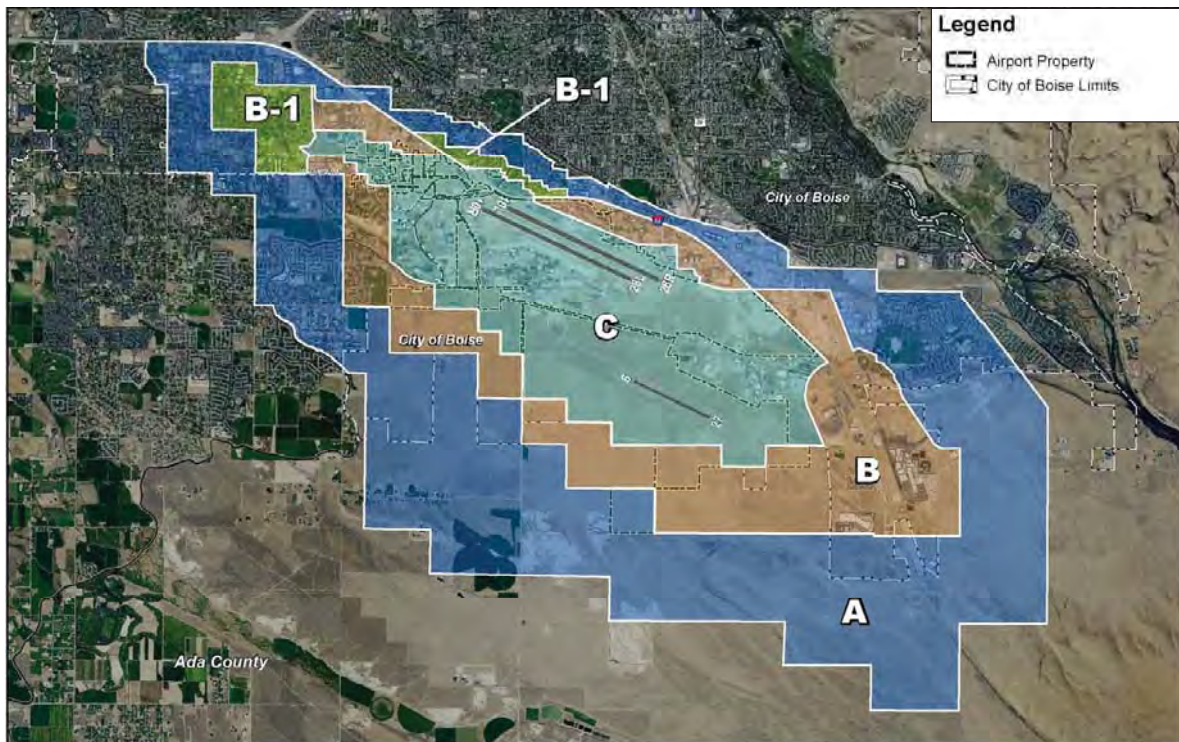


Airport Influence Area

- Developed with 1996 NCP as depiction of potential future noise exposure with BOI operating at maximum capacity.
- **Overlay zone** to assist in determining if an impending land use is potentially non-compatible.
- Four (4) Sub-districts:
 - A → DNL 60-65 dB; outer perimeter; least restrictive.
 - B → DNL 65-70 dB.
 - B-1 → DNL 65-70 dB; factors in existing residential land uses.
 - C → DNL 70+ dB; inner core; most restrictive.

Airport Influence Area

1



Noise Compatibility Program

2

- The current (2006) NCP includes:
 - 7 Noise Abatement Measures
 - 18 Land Use Measures
 - 5 Continuing Program Measures

***FAA approval needed prior to implementation, but approval does not mean each measure has been implemented.*

Noise Compatibility Program

■ Approved Noise Abatement Measures

- ❖ Continue existing operational procedures at BOI that provide benefit to neighboring communities.
- ❖ Minimize the number of impacted residents within the DNL 65+ dB contours.

• Examples:

- Preferential Runway Use
- Departure Turn Altitudes
- Distant Noise Abatement Departure Profile
- Visual Approach Arrival Altitudes



Noise Compatibility Program

■ Approved Land Use Measures

- ❖ *Corrective (3)* – Address existing non-compatible land uses within the DNL 65+ dB contour of the NEM.
- ❖ *Preventive (12)* – seek to prevent the introduction of new non-compatible land uses within the AIA.

• Examples:

- Airport Influence Area / Compatibility within AIA
- Maintain large lot Residential and Rural Preservation Zoning
- Residential property acquisition within DNL 65+ dB contour
- Avigation Easements
- Fair disclosure / Improve application processes to promote public awareness of AIA and ensure compliance with AIA and NLR Standards



Noise Compatibility Program

■ Approved Continuing Program Measures

- ❖ Useful for implementing and evaluating the recommended noise abatement and land use measures.
- ❖ Enhance / encourage dialogue between community and airport, particularly on airport noise.

• Examples:

- Noise Complaint System
- Public Information Program
- Airport Noise Committee
- Airport Noise Relations Staff
- Periodic Evaluation of Noise Exposure



Next Steps

Milestone	Estimated Date
Open House #1	Today
Refine Noise Compatibility Program (NCP)	Ongoing
Publish Draft NEM/NCP Update	Late June
Open House #2	July
Comment Period	Through July 8, 2015
• Comment Form	
• Email: khughes@hntb.com	
Incorporate Comments	July - August
Submit NEM/NCP Update to FAA	August
FAA Review of NEMs and NCP	August - March 2016
FAA Issues Record of Approval on NCP	March 2016



Public Outreach

- Idaho Statesman Advertisements
- Targeted emails
- Online
- Media Coverage

<https://www.youtube.com/watch?v=NnDJ5R17h1c>

<https://www.youtube.com/watch?v=hAfPGa3k-4M>

https://www.youtube.com/watch?v=nq4vH_HoZsM



KBOI2.com



BOISE, Idaho (KBOI) – F-15s and F-35s are both much louder airplanes than the A-10s that are currently flying out of the airport now.

The Boise airport study looks at how much noise airplanes are expected to make in the area around the airport by 2020.

"Not only to just inform the community of what the impacts are," said Matt Petaja, the Boise Airport engineering deputy director, "But to be a good neighbor to our community around us. So they know what our future is and they can plan accordingly. That way if somebody is considering moving into this area they know what the future impacts will be."

The new maps account for louder jets in the coming years. More of the area surrounding the airport is expected to be impacted.

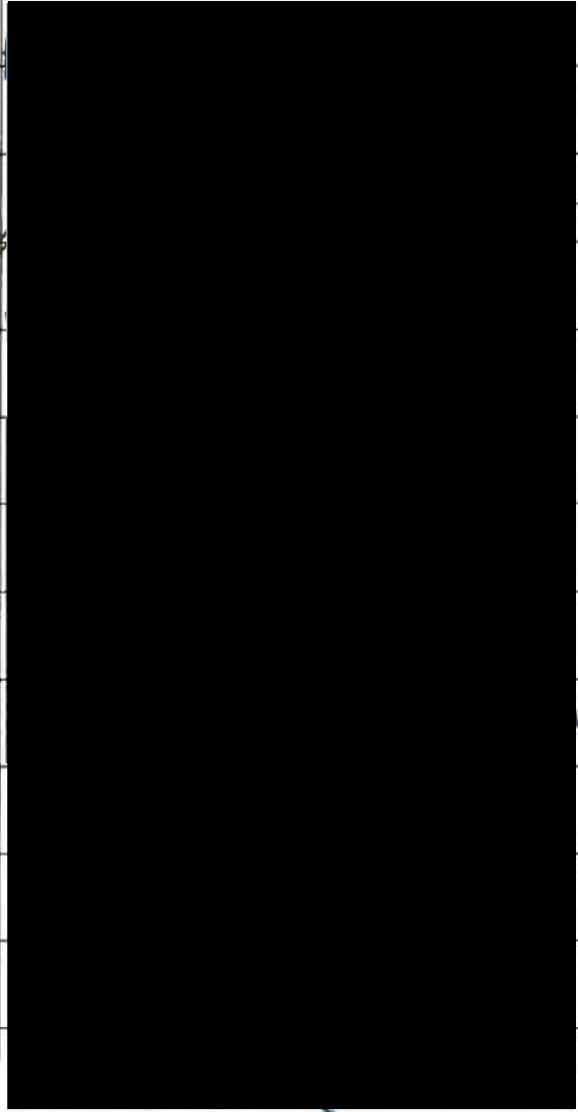
If the military goes ahead with shutting down the A-10 program, Gowen Field could get louder jets like the F-15 or possibly the new F-35.

200 additional homes will hear more noise throughout the night.

"Like I said, we offer up a voluntary program buyout. And a lot of people like living there. They don't mind the noise, they have open spaces," Petaja said.

Once all the details are worked out, the FAA would give the airport grant money to pay residents who volunteer to sell their homes. Neighbors can also choose to stay, despite the extra noise the airport is expecting.

Sign-In Sheet
(Open House #3)

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Peggy Pender	Boise 83705	<input checked="" type="checkbox"/>	
Rhea Smith	Boise 83705	<input checked="" type="checkbox"/>	
Chuck Thomas	Boise 83709	<input checked="" type="checkbox"/>	
DENNIS-FINEGAN	Boise 83705	<input checked="" type="checkbox"/>	
Scott Smith	Boise 83702	<input type="checkbox"/>	
Cliff Beadle	Boise 83705	<input checked="" type="checkbox"/>	
Lorelei Reeves	Boise 83705	<input checked="" type="checkbox"/>	
JILL SINGER	BOISE 83705	<input checked="" type="checkbox"/>	
Andrea Blades	Boise, ID 83716	<input checked="" type="checkbox"/>	
DANIEL BONAMINO	BOISE ID. 83705	<input checked="" type="checkbox"/>	
Chris Bauer	Boise, ID 83705	<input checked="" type="checkbox"/>	
Bob Hoppie	Boise ID "	<input checked="" type="checkbox"/>	
Elaine Henderson	Boise Idaho 83705	<input checked="" type="checkbox"/>	

Name

City / Zip Code

if want
update
✓

e-mail address

Leonard Hurd

Joyce Jernick

Cheryl Foster


Kathleen Lacey HOA.)

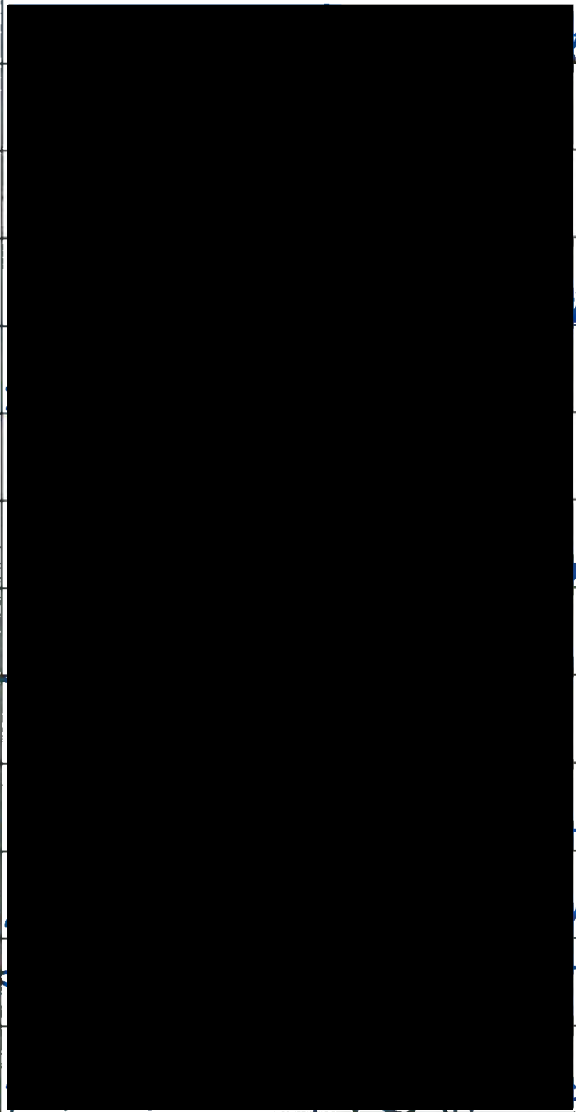
Patty Ely

Bret Seidenschwarz

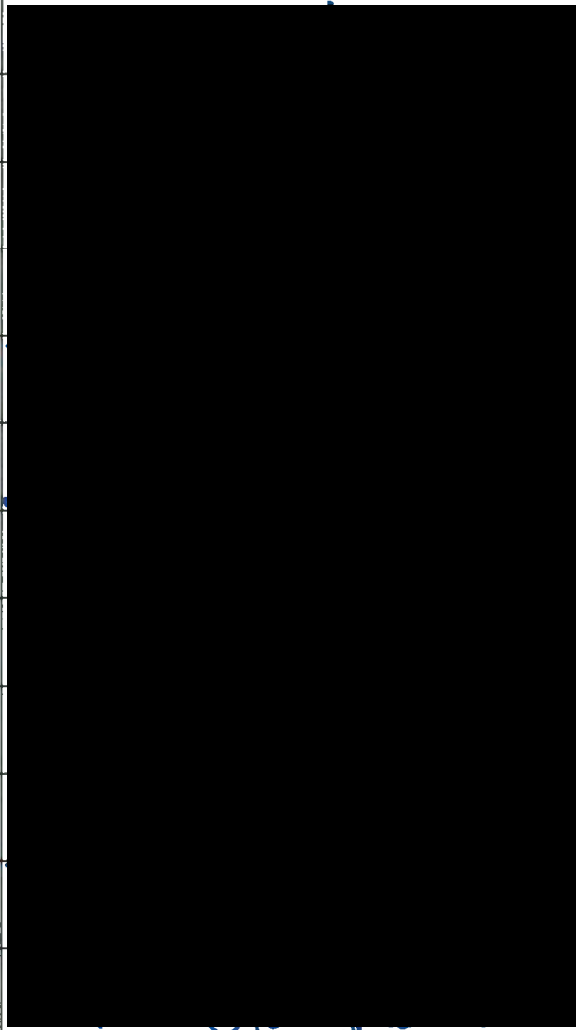
Ken Piddison

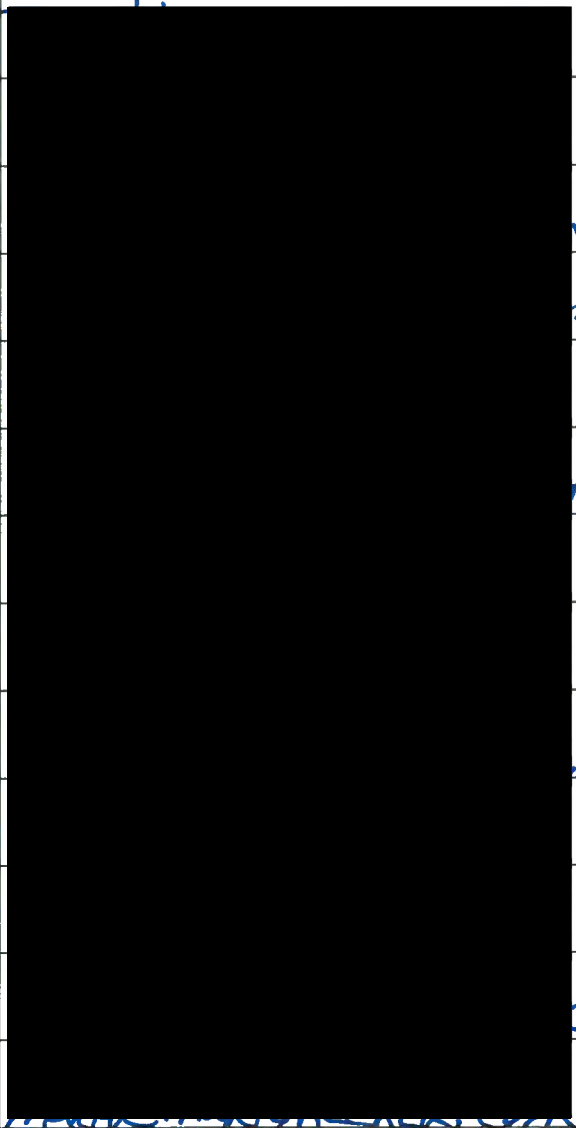
✓

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Katie Davis	Boise, ID	<input type="checkbox"/>	
Andy Hawes	Boise, ID	<input checked="" type="checkbox"/>	
Bob Danson	Boise, ID	<input checked="" type="checkbox"/>	
John Fenn	Boise ID 83705	<input checked="" type="checkbox"/>	
PATRICK HARRIS	Boise, ID. 83705	<input checked="" type="checkbox"/>	
MONTY MERICUE	Boise, 83705	<input checked="" type="checkbox"/>	
MELISSA CHAMBERS	Boise 83705	<input checked="" type="checkbox"/>	
Mike Chambers	Boise 05	<input checked="" type="checkbox"/>	
LIN PAPORELLO	Boise 83716	<input checked="" type="checkbox"/>	
Jami Jelmata x2	Boise 83705	<input checked="" type="checkbox"/>	
Samuel McGill	Boise 83705	<input checked="" type="checkbox"/>	
RACHAEL RAUE	Boise 83705	<input checked="" type="checkbox"/>	
ANGEL RAUE	Boise 83705	<input checked="" type="checkbox"/>	

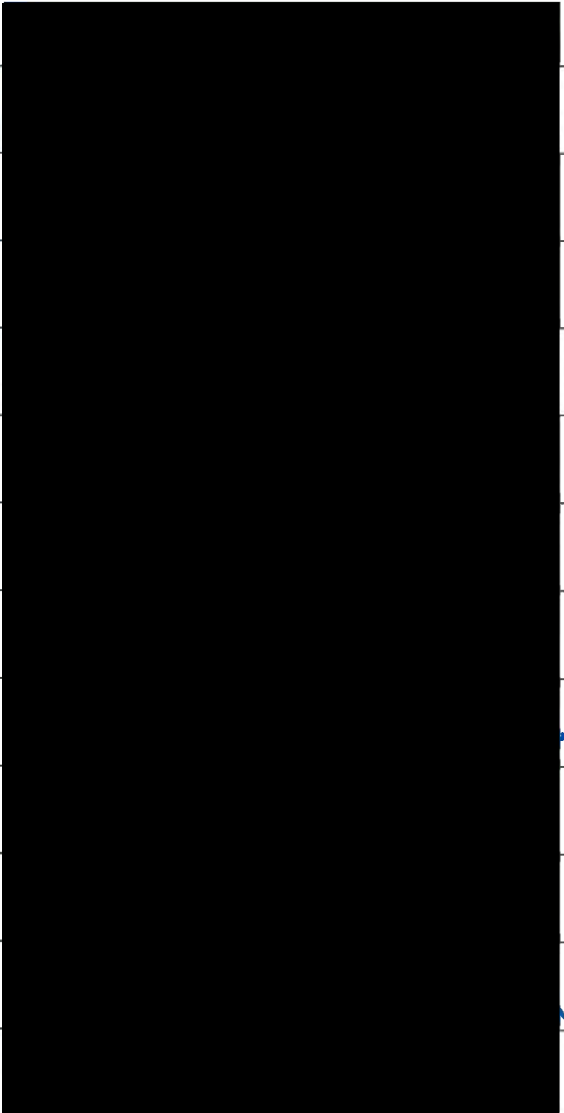
Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Pamela Wells	Boise 83705	<input checked="" type="checkbox"/>	
Sandra Lamansky	Boise 83705	<input checked="" type="checkbox"/>	
Jim Lantarsky St.	Boise 83705	<input checked="" type="checkbox"/>	
Maryell Thomas	Boise 83709	<input checked="" type="checkbox"/>	
Connie Mueller	83705	<input checked="" type="checkbox"/>	
Ron Searcy	Boise ID	<input type="checkbox"/>	
GLEN Stephens	83709	<input checked="" type="checkbox"/>	
Jim Holman	83705	<input checked="" type="checkbox"/>	
Barbara Priest	83705	<input checked="" type="checkbox"/>	
Jack Rhue	83705	<input checked="" type="checkbox"/>	
Rex Chandler	83705	<input checked="" type="checkbox"/>	
Jimmy Zito	83705	<input checked="" type="checkbox"/>	
CURT + PAT KELLEY	83706	<input checked="" type="checkbox"/>	

39

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
NORM TOOMBS	Boi 83205	<input type="checkbox"/>	
JOHN BELL	Boise 83705	<input checked="" type="checkbox"/>	
Eric & Renate Holtz	Boise 83705	<input type="checkbox"/>	
Fernald Rudd	Boise 83705	<input checked="" type="checkbox"/>	
JUSTIN BATTEN	Boise 83705	<input checked="" type="checkbox"/>	
Sara Winberg	Boise 83709	<input checked="" type="checkbox"/>	
MARK LONGGOKHARI	Boise 83705	<input checked="" type="checkbox"/>	
Kerry FLANNAN	Boise 83705	<input checked="" type="checkbox"/>	
John Gannon	Boise 83705	<input checked="" type="checkbox"/>	
Kathy Puri	Boise 83705	<input checked="" type="checkbox"/>	
HENRY WIEBE	" "	<input checked="" type="checkbox"/>	
Debra Holsinger	Boise 83705	<input checked="" type="checkbox"/>	
Dave Mitchell	Boise 83713	<input type="checkbox"/>	

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Dave Hargan	Boise ID 83705	<input checked="" type="checkbox"/>	
Matt Hansen	Boise, ID 83705	<input checked="" type="checkbox"/>	
Cindy Fritz	Boise, ID 83705	<input checked="" type="checkbox"/>	
Stephanie Borders	Boise ID 83705	<input checked="" type="checkbox"/>	
Gary Gaiming	.. 4 83705	<input checked="" type="checkbox"/>	
Beverly Gannon	Boise, ID 83705	<input checked="" type="checkbox"/>	
Sunny Freeman-Genz	Boise, ID 83705	<input checked="" type="checkbox"/>	
Barry Long	Boise ID 83705	<input checked="" type="checkbox"/>	
DAVID DALY	BOISE, ID 83705	<input checked="" type="checkbox"/>	
Don BOEN	boise ID 83705	<input checked="" type="checkbox"/>	
Scott King	..	<input checked="" type="checkbox"/>	
Garry Mitchell	..	<input checked="" type="checkbox"/>	
Marty Hecker	..	<input checked="" type="checkbox"/>	

65

Name / Organization	City / Zip Code	Check here if you would like to receive information about this project in the future.	If so, please provide Email Address
Bret Seidenschwarz	Boise ID 83709	<input checked="" type="checkbox"/>	
Patti Brady	Boise 83705	<input type="checkbox"/>	
Carol Caster	Boise 83705	<input checked="" type="checkbox"/>	
Linda Fadel	Boise 83705	<input checked="" type="checkbox"/>	
MARK FADEL	Boise 83703	<input type="checkbox"/>	
Steven Rueder	Boise 83716	<input checked="" type="checkbox"/>	
Jan Rueder	✓ 83705	<input checked="" type="checkbox"/>	
Sandy Caveney	Boise 83705	<input checked="" type="checkbox"/>	
Jon LINDBERG	Boise 83705	<input checked="" type="checkbox"/>	
Pave Hopkins	Boise 83705	<input checked="" type="checkbox"/>	
SOMESH	BOISE 83716	<input checked="" type="checkbox"/>	
Linda Giesler	Boise 83705	<input checked="" type="checkbox"/>	
Bruce Stettler	Boise 83709	<input checked="" type="checkbox"/>	

Comment Period Extended through
November 13, 2015

The comment period for the Part 150 Noise Study has been extended through Friday, November 13, 2015. All comments can be directly emailed to Khughes@hntb.com or mailed with the [comment form](#).

Aviation Easement Forms

[Instruction Sheet](#)

- [Individual](#)
- [Corporation](#)
- [LLP](#)
- [Form-Trust](#)
- [Husband/Wife](#)
- [LLC](#)
- [Fictitious](#)
- [Partner](#)
- [Government Entity](#)



2015 Draft Part 150 Study

- [2015 Draft Part 150 Study](#)

2015 Part 150 Noise Study Draft - Open House 2, September 2, 2015

- [Open House Presentation](#)
- [Open House Displays](#)
- [Handout](#)
- [Comment Form](#) - EXTENDED - Please submit comments by November 13, 2015

2015 Part 150 Noise Study Draft - Open House 1, June 3, 2015

- [What is Part 150?](#)
- [Noise Exposure Map](#)
- [Airport Layout](#)
- [2015 Draft Noise Exposure Map](#)
- [2020 Draft Noise Exposure Map \(FOrecast Operations with F-15 Mission\)](#)
- [Modeled Flight Tracks for Runways 10L and 10R](#)
- [Modeled Flight Tracks for Runways 28L and 28R](#)
- [Open House Presentation](#)
- [Comment Form](#)

Part 150 Noise Study

- [Boise Airport 14 CFR Part 150 Study Update: Updated Noise Exposure Maps& Noise Compatibility Program](#)
- [Assault Landing Strip \(aka: Third Runway\) Environmental Assessment "Finding of No Significant Impact"](#)

Maps

- [Airport Influence Area](#)
- [2003 Noise Exposure Contour on Existing Land Use](#)
- [2004 Noise Exposure Contour on Existing Land Use](#)
- [2008 Noise Exposure Contour on Existing Land Use](#)
- [2008 Noise Exposure Contour on Future Land Use](#)
- [2009 Noise Exposure Contour on Existing Land Use](#)

Flight Tracks

- [East Approach NE](#)
- [East Approach NW](#)
- [East Approach SE](#)
- [East Approach SW](#)
- [West Approach NE](#)
- [West Approach NW](#)
- [West Approach SE](#)
- [West Approach SW](#)

Comments Received on Draft Part 150 Study
August 26 - November 13, 2015



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 1 • June 3, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the existing and future NEMs.

Please share any comments you may have regarding this study:

AFTER READING ALL 404 PAGES OF THE 14CFR PART 150 STUDY UPDATE, I AM JUST A LITTLE CONFUSED. YOU TALK ABOUT FEDERAL STANDARDS, ATTENUATION STANDARDS, MINIMUM NOISE LEVELS w/REDUCTIONS BY BUILDERS. WHY WOULD THE STUDY SUGGEST THAT NEW HOMES SHOULD BE ALLOWED TO BE BUILT ANYWHERE CLOSE TO THE AIRPORT. WHAT ABOUT EXISTING HOMES, CHURCHES, SCHOOLS? THE 40 HOMES THAT WERE SUGGESTED TO BE PURCHASED IN PREVIOUS STUDY'S STILL HAVE YET TO BE TAKEN CARE OF.

THIS STUDY, UNLESS I MISSED IT ASSUMES THE THOUSANDS OF HOME OWNERS AROUND THE AIRPORT LIVE ONLY IN THEIR HOMES WITH WINDOWS SHUT, ONLY TO COME OUT TO LEAVE FOR WORK OR RECREATE IN SOME OTHER

Contact Information

Name BARBARA PRIEST
Organization _____
Address 1313 SUNRISE Rim Rd. BOISE, IDAHO 83705
Phone 208 384-5240 Email: _____

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street, Suite 200
Arlington, Virginia 22206

Please submit all comments by July 8th, 2015.

AREA. NOISE ABATEMENT WILL BE BY BUILDING
TIGHTER, QUIETER HOMES. I'VE LIVED IN MY HOME
FOR OVER 35 YEARS AND KNOW THIS IS NOT TRUE.
WE, ~~BARBECUE~~ BARBECUE, HAVE BLOCK PARTY'S, SIT
ON OUR PORCHES, KIDS PLAY IN THEIR YARDS, WE
TALK WITH OUR NEIGHBORS OVER THE FENCE. WE
LIVE OUTDOORS AS MUCH AS POSSIBLE. YET THIS
IS NOT TAKEN INTO CONSIDERATION IN YOUR STUDY.
YOUR STUDY IS FLAWED! UNTIL IT TAKES INTO
CONSIDERATION THE WHOLE PIECE OF PROPERTY,
THE PROPERTY WE PAY TAXES ON. NOT JUST
A CLOSED UP HOME BUT THE LAND IT SITS ON.

Barbara Priest

From: Henry Wiebe [mailto:henry@henrybroker.com]
Sent: Monday, September 14, 2015 12:27 PM
To: Kim Hughes
Subject: Re: Boise Airport Noise Study

PREFACE: I have 20 minutes before I need to be to work.

Our family is native to Boise. We are familiar to the impact that the BOI makes on a historical context including the military flights and recent temporary placement of F-15's (such a sneaky way to try-out some additional military flights to wear down the public).

We have lived in several locations around Boise. What we know for a fact, based on experience, is that the map drawn does not reflect the impact. The obvious topography, valley nature of Boise and backdrop of the foothills is an amphitheater of sorts for the flights that happen at an intensity of one every three minutes or less (according to 2007 data). It is unrealistic to claim the impact is isolated as drawn by the map. Public feedback as an example: https://www.reddit.com/r/Boise/comments/2lu4ow/crazy_loud_sound/ . Now just imagine if an actual public comment and dialogue was made available as a funded part of this study? Or perhaps a forum with an equal funding and campaign as this study?

The second and parallel issue is the lack of public dialogue for this. How is it that our family just became aware of the chance to comment? Living off of Vista Ave, we should have been direct mailed. We get the Idaho Statesman newspaper three days per week. Reading Googlenews feed is where it popped up --the day after the open house event. Government and corporate interest go to work everyday, getting paid to push these sorts of agendas and the public attempts to anemically keep up. Exponential-economic growth depending on a finite planet isn't the answer to a better quality of living. It's a sure path to total destruction of our living systems via pollution and war.

Boise Resident and Human-being on Planet EARTH
Heinrich Wiebe
2255 Ormond St Boise IDAHO



Henry Wiebe Associate Broker | Silvercreek Realty Group |
Address: :: 290 Bob White Ct., Ste 100
Tel: :: 208.850-3000 | Mobile: :: 208.850-3000
henry@henrybroker.com | <http://www.henrybroker.com/>
[gratitude :: our default state of being.](#)

On Mon, Sep 14, 2015 at 9:34 AM, Kim Hughes <KHUGHES@hntb.com> wrote:
Hello Henry,

Absolutely. Just send me an email with your comments, all comments will be included in the final document. We will work with the Airport to address comments/concerns and then the document will be submitted to the Federal Aviation Administration (FAA) for their review and approval or disapproval of all proposed measures. The FAA will take maybe 6 months to issue their record of approval.

Hope that helps!
Kim

From: Henry Wiebe [mailto:henry@henrybroker.com]
Sent: Monday, September 14, 2015 11:17 AM
To: Kim Hughes
Subject: Boise Airport Noise Study

Hello Kim,
Can I submit via email for this study? If so, can you send me a fillable form? The one I found isn't. Can you tell me who will review the comments and the path this process has yet to take?

Thanks!



Henry Wiebe Associate Broker | Silvercreek Realty Group |
Address: :: 290 Bob White Ct., Ste 100
Tel: :: [208.850-3000](tel:208.850-3000) | Mobile: :: [208.850-3000](tel:208.850-3000)
henry@henrybroker.com | <http://www.henrybroker.com/>
[gratitude :: our default state of being.](#)

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

From: Carl Rowe [mailto:roweart@yahoo.com]
Sent: Monday, September 14, 2015 1:04 PM
To: Kim Hughes
Subject: Boise airport and military jets

Greetings,

I am opposed to any increase in the presence of military jets using the Boise airport as a base. My opposition is centered entirely around the intense noise they generate when they take off and when they encircle the city. I'm aware that some people actually like this noise and consider it a patriotic duty to endure. I, however, believe this kind of inescapable sound that makes conversation, concentration and simple quiet impossible has no place in the major metropolitan center of our state. The A10s that have been here have been more tolerable, but the newer aircraft which have on occasion been housed here are an entirely different matter. This noise affects more than the flight path since the sound is so intense that it covers the entire south half of the city.

I'm also aware that there is a significant economic incentive for our elected officials to support increased military use of our commercial airport. I don't believe that is good enough. These jets should be stationed at the air base in Mountain Home, Idaho or somewhere more appropriate. Our airport is located too close to Boise for military use. There has been an effort to mitigate the commercial noise and the commercial jets are built with muffling. The newer military jets, however, are an entirely different matter and I vehemently object to their use here.

This is a quality of life issue, not one of patriotism. Both can exist if both are accommodated.

Thank you

Carl Rowe
1902 S Pacific St
Boise Idaho 83705
[208-866-4511](tel:208-866-4511)

From: Mike Chambers [mailto:mikech4mbers@msn.com]

Sent: Friday, September 18, 2015 9:38 PM

To: Kim Hughes

Subject: Boise airport noise comments

My wife and I just moved to the neighborhood on Pasadena Drive a month ago. Today we heard about the community meetings that have already taken place. We are extremely concerned about what we've read so far in the study which shows our condo (4400 W. Pasadena Dr. #46) right outside of the 2015 NEM map limit for relocation. Does this mean our house could be right across the street from razed lots? Does this mean that 20 feet away from the red line as we listen to noise from jets that we are just out of luck? We have huge concerns about the property values tanking, the neighborhood deteriorating, and the quality of life being essentially destroyed.

What kind of recourse is available to protest this initiative?

Mike Chambers

Sent from [Mail](#) for Windows 10

From: chuck thomas [mailto:newrepublic1776@yahoo.com]
Sent: Monday, September 21, 2015 10:35 PM
To: Kim Hughes
Cc: Chuck Thomas; Chuck Thomas
Subject: Gowan Field F-35 Deployment , Testimony for the Record OPPOSING
Importance: High

Date; 9-21-15

To;

Kim Hughes, PE KHughes@HNTB.com HNTB Corporation 2900 South Quincy Street Arlington, Virginia 22206

Note ,deadline to submit comments / testimony is Sept. 28th, 2015

REFERENCE;

Official F-35 Testimony of Record to oppose F-35s being imbedded at Gowan Field or used for any flight training or maintenance purposes.

The F-35 public comment link on Air Force website I received from a neighborhood assn. bordering Gowan Field was not allow citizens to use & e-mail the comment form provided functional so I'm submitting my & our neighborhood association's public testimony of record testimony & comments via this e-mail to again oppose imbedding the F-35s at Gowan Field for the following reasons...

To whom it may concern,

I've personally taken part in all previous hearings, submitted testimonies for the record & have placed my name on all lists concerning any future attempts to imbed the F-35s at Gowan Field, the lack of notification for these 2015 Hearings & difficulty to submit our testimonies officially makes it appear our federal, state , local political & developer industry F-35 proponents have taken effective steps to deter public opposition & testimony.

In 2012 & previous F-35 hearings with military & our local officials they have been very evasive & less than honest about the monumental negative financial & quality of life damages these exceptionally loud aircraft will bring to Boise, Meridian & our entire community. Previous F-35 research & decibel data submitted in the previous 2012 hearings for the record by Save our Valley Now, myself & many other concerned citizens is still on your official hearings records, I'm officially requesting that the Air Force & F-35 proponents bring forth all of these records, data & flight overlay charts to the public eye in the upcoming 2015 F-35 hearings.

The 2012 charts & data reflect how false & deceptive the current charts are being presented by F-35 in 2015, if forced through the consequences their own false & deceptive data will serve to convict them of criminal intent in the Courts.

The divisive tactics used by F-35 proponents in previous Boise hearings & within other communities will not be tolerated.

The widespread national political /corporate corruption americans are currently experiencing from all levels of their federal, state & local governments leaves little to question why public trust in our public servants is at an all time low.

The F-35 impact charts submitted as evidence by Save Our Valley Now & by numerous other citizens in our community during the 2012 hearings included all the extensive data necessary to permanently exclude Gowan Field from any future deployment to Gowan Field. The F-35s decibel ratings were overlaid onto Gowan Fields runways & over our community clearly showing that approximately 5,500 homes, schools & businesses in the Boise -Meridian communities would be rendered as worthless & uninhabitable by Federal EPA noise standards , my property is included.

Bringing the F-35 debacle back to Gowan Field would exhibit willful intent to bring great health damages & property loses to thousands of property owners in our community. It will prove to be a major financial loss for F-35 proponents to ignore the facts & underestimate the response from effected citizens if they shove this corruption based business venture.

Extensive fact based prior F-35 evidence, studies & data submitted by the Boise community & other opposing cities nationwide validates that this type of aircraft needs to be deployed at bases that are located a safe distance away-from high density populated metro areas... Bases like Holloman AFB & Mountain Home are the only common sense locations that are suitable for F-35 deployment & combat training purposes.

Many like myself have a long history dealing with our corrupt local & state officials & Boise Mayor Bieter where money overwhelms the safety & financial welfare of our community. The greedy cartel of development industry lobbyists who select, elect & wag all their political tails desire the many millions of taxpayer dollars that will fall into their pockets when & if F-35s cause the destruction & rebuilding of our 5,500 homes & businesses. Resulting hearing & heath & our children's learning related issues & lawsuits will likely carry on for decades.

Rest assured if our feds & our corrupt officials & the Development Industry Cartel decides to ignore the facts & unleash this destructive assault on our community we as citizens will pursue a Major Class Action lawsuit against each & every individual involved in-order to recover full restitution, legal costs & make this travesty highly unprofitable to all F-35 proponents & officials..

2012 research has shown many prominent & experienced law firms are willing to accept cases such as this that reflect willful political & corporate intent to bring great health & property damages against communities.

Sincerely,

Chuck Thomas
2370 Three Mile Creek Way
Boise, Idaho 83709
newrepublic1776@yahoo.com
freedomtree@cablone.net

The Biggest Threat To America Has Always Been Treasonous Politicians & Compliant Citizens

From: KATHLEEN R DAVIS [mailto:kathleenrdav@msn.com]

Sent: Tuesday, September 22, 2015 3:04 PM

To: Kim Hughes

Subject: Jet Noise Controversy Airport Area

Greetings:

My name is Kathleen R. Davis (Katie) my residence is at 2603 S. Annett Street in Boise. The e-mails have been flying fast and furious regarding the impending and perhaps permanent noise from the Jet Fighters. I missed the very small ad in the Newspaper or would have attended the meeting.

My question is; we came to Boise in 1974 with Morrison-Knudsen, I am now 84 years old, widowed, and the bottom line is just love where I live and God willing want to finish my life line right in this home.

So this is a very personal question: were any studies made as to how this will affect home sales in the coming say 10 years or so? Next: are homes going to be purchased and moved or demolished to make room for runway additions and Jet Storage spaces?

Any valid information you can forward me would be so appreciated. As an afterthought, at my calendar year in life, when I hear noise it reminds me I am still on this planet.

Most Respectfully.

Katie Davis



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

We oppose the potential deployment of F-15B & F-35's based on the following issues:

1. Health - The noise of the F35 will cause hearing loss & loss of sleep - up to 35%.
2. Quality of Life - Day & especially night flights will impact homes, schools & businesses in the area. There has been no attempt to quantify the quantifiable personal impacts.
3. Property Values - We (Boise) will lose significant property values on the Bench, in South & Southeast Boise areas.
4. Economic Impact - The Air Force Study & State & local officials are not showing any of the negative impacts on jobs, schools, business & quality of life impacts.

Contact Information

Name: Steve Tornga
Organization: _____
Address: 2124 Sunrise Rim Road
Phone: (208) 861-8089 Email: storga@msn.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Christiane R [mailto:christiane.rudd@gmail.com]
Sent: Wednesday, September 23, 2015 10:40 AM
To: Kim Hughes
Cc: Christiane Rudd; Henry Wiebe
Subject: Boise Airport Noise Exposure Report

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Dear Kim Hughes,

I have pasted below the letter I just sent to the Boise Mayor, the Boise City Council Members, Facebook, the Manager of Hillcrest Country Club in Boise, all my homeowners association members, and about 1500 people in our neighborhood watch, regarding the so-called "stakeholder outreach" being done in Boise and the potential expanded Boise Airport Noise Footprint.

We pay very close attention to the news and our neighborhoods, and just accidentally found out about these outrageous plans 2 days ago. We ARE the only stakeholders that matter when it comes to noise. It is not only insulting, but the worst kind of treachery to pretend that you are contacting the stakeholders, but in reality just want it to appear that no one cares about this proposed changes. I can tell you that most of us are fighting mad, and will not let this matter pass.

Sincerely,

Christiane Rudd
President, Hillcrest Place Homeowners Association
3001 S. Roosevelt #15
Boise ID 83705

Wed. September 23, 2015

Dear Mayor Bieter and City Council members:

It appears that the Boise City Council, Mayor Bieter, and the Boise Airport have all decided to sacrifice south central Boise to military jets. Even to the point of condemning neighborhoods with "voluntary land acquisition," never mind the rest of the local home owners, Hillcrest Country Club members, etc. It's really stunning. I must be over-reacting, right? I am sure once you read through the following, you'll be as outraged and furious as I am.

I've always been a Bieter supporter, so this apparent deceptiveness has me completely stunned. I can only hope that the Mayor and City Council were unaware of the consequences of these actions.

I thought we beat this issue a few years ago.

Remember a

t that time the Air Force was considering using Gowen Field for increased operations

, &

the Air Force's own

noise studies showed that up to 10,000 homes (including mine) would be rated "Unsuitable for Residential Living."

That is a direct quote, both from their documents and the AF's own mouths at public meetings. Now this would seem to be so horrible that it's hard to believe

Boise

would even consider this, but

we were

on the shortlist. Incredibly, it seemed that the Mayor and City Council were also in favor, due to a few more jobs and revenues it would bring to the city. I find it hard to believe that they understood the impact on 10,000 homeowners in vicinity to the airport. At any rate, I attended several public forums, and lodged my complaint. As the plans got further along, there was even a group of homeowners on Sunrise Rim that hired a lawyer and were preparing for a class action suit if the Air Force went ahead with moving louder military jets to Boise.

I have been in contact with that same attorney and while he hasn't yet been contacted by the Sunrise Rim folks, he asked that we keep him in the loop (who, I can only assume, are as in the dark as I was just a few days ago). At any rate, as the President of Hillcrest Place Homeowners Association, I was

days from

recommending that our HOA join that effort to protect our property values as well as our sanity. It was then that the AF chose Luke AF base in Arizona.

But

this issue

is

rearing its ugly head once more.

Yes, I knew I was moving close to the airport. But commercial jets that don't fly all hours is a very different thing to F15s and F35s, flying 24 hours a day.

Yes, I knew t

he F15s were

at Gowen for the summer while we had construction going on at the AF base in Mountain Home

- not that anyone ever asked us

. I don't know about you, but there were many times I had to cover my ears - the noise was truly

unbearable.

And I could smell the jet fuel out on the golf course. I also know that a number of friends located at other points in the city were also horrified at the noise this summer.

Be aware that this is not about patriotism, or just the "noise of freedom," which some people will say. This is not about jobs. We have a major Air Force Base just outside Boise for this very reason. This is about a smallish urban airport being turned into a major Air Force or ANG station, and the deafening noise pollution (not to mention jet fuel air pollution) will destroy our part of the city. Make no mistake, this is not something we can "get used to." This is not something a city that brags about being so livable should ever accept. And we won't.

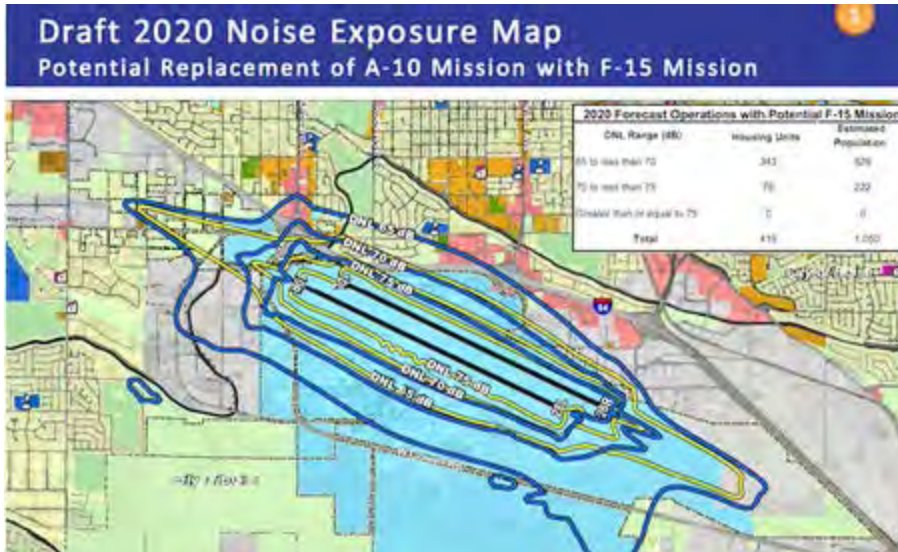
So now, it seems the Airport authority is sneakily planning on expanding the "noise footprint" of the airport, in anticipation of permanently moving F15 and F35s to Gowen Field (when did this happen?). And I hear F35s are much louder than the F15s (how can that even be possible??

<http://www.defencetalk.com/forums/air-force-aviation/f-35-twice-loud-f-15-eagle-8341/>).

If the Air National Guard

and

the airport
 get these
 land easements, by 2020 ALL of Hillcrest Place will be in a section rated between dB 65-70,
 which is "INCOMPATIBLE WITH RESIDENTIAL OCCUPANCY."
 Their words.
 That's in 4 years. Their
 2020
 noise
 map
 is below (I've also attached it, in case it doesn't come through on your email).



And if that isn't shocking enough, look at the map below of the homes they would be "buying out. "
WE (Hillcrest Place) ARE JUST ON THE WRONG SIDE OF A "VOLUNTARY LAND ACQUISITION" SEGMENT" MEANING ALL THE HOUSE ON THE SOUTH SIDE

OF PASADENA St. WOULD BE BOUGHT OUT, AND WE'D BE IN HELL, JUST ON THE WRONG SIDE OF THE STREET.

In other words, just across the street would be "noise hell," but our side of the street would be "ok?" Are they joking with this? Will golfers have to wear noise canceling headphones just to golf? And what are the chances any of us could ever sell our property for anything?

Am I missing something here?

The Mayor and City Council should be PROTECTING our city, not trashing it.



As if this isn't outrageous enough, the City and Airport's so-called "outreach" is pathetic and clearly an obvious attempt to sneak this past everyone. I keep using the word stunning, because it truly is gross. Trust me. After the experience with the AF a few years ago, if anyone in this part of town had heard about this, we would have been at these hearings in force. This THIS!! >

Boise City has hired HNTB Corporation based in VA to conduct BOI 2015 Draft Part 150 Study. <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/>

Element 2 of the study is Public outreach.

Two public meeting were held; one in June and the other August. Attendance by the public for both meeting combined was 25. The public advertising outreach budget afforded to LYNDIA FRIESZ PUBLIC RELATIONS located in Eagle Idaho was \$300.

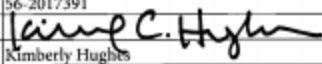
The entire Treasure Valley is affected by this study and the public demands to be involved.

Boise citizens are just becoming aware of this failing and are holding a public meeting this Thursday Sept 24th, 2015 at the Whitney Community Center located 1609 S Owyhee St, Boise, ID 83705

For questions concerning this press release, please contact Henry Wiebe 850-3000

**RFP 14-124
PART 150 NOISE EXPOSURE MAP UPDATE
Return with Bid Proposal**

PROPOSAL SIGNATURE PAGE

Name of Business:	HNTB Corporation		
	Please print or type		
Address:	2900 South Quincy Street		
City:	Arlington		
State:	Virginia	Zip Code:	22206
Phone No.:	(703) 824-5100		
Federal Tax ID:	56-2017391		
Signature:			
Printed Name:	Kimberly Hughes		
E-Mail:	KHughes@HNTB.com		
Title:	Associate Vice President		
Date:	March 24, 2014		

Henry Wiebe (tel 208-850-3000, henry@henrybroker.com) of the Vista neighborhood Association, has done a great job jumping on this, and has organized a meeting for this Thursday night - tomorrow.

The above maps and documents I have referenced can be found on the Airport website as "Noise Compatibility Program" at <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program>

How DID I find out about this? Here

is the little online news item that just happened to catch my eye the other day. Otherwise, no one would know anything about this. Honestly I'm just stunned. No other words for it.

Planning for more noise at the Boise Airport

By [Sierra Oshrin](#) Published: Sep 11, 2015 at 10:15 PM MDT Last Updated: Sep 13, 2015 at 12:44 PM MDT

-
-
-

Print

Email

BOISE, Idaho (KBOI) -- F-15's and F-35's are both much louder airplanes than the A-10's that are currently flying out of the airport now.

The Boise airport study looks at how much noise airplanes are expected to make in the area around the airport by 2020. "Not only to just inform the community of what the impacts are," says Matt Petaja, the Boise Airport Engineering Deputy Director. "But to be a good neighbor to our community around us. So they know what our future is and they can plan accordingly. That way if somebody is considering moving into this area they know what the future impacts will be." <p> The new maps account for louder jets in the coming years. More of the area surrounding the airport is expected to be impacted. If the military goes ahead with shutting down the A-10 program, Gowen Field could get louder jets like the F-15 or possibly the new F-35. 200 additional homes will hear more noise throughout the night. "Like I said, we offer up a voluntary program buy-out. And a lot of people like living there. They don't mind the noise, they have open spaces," Petaja said. Once all the details are worked out, the FAA would give the airport grant money to pay residents who volunteer to sell their homes. Neighbors can also choose to stay, despite the extra noise the airport is expecting. <p> Neighbors have until September 28, 2015 to weigh-in. Link: <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program>

Sadly, I am out of town until November, otherwise I would be parked in your offices, demanding that you do your job by protecting this beautiful city. You place a major military base inside the city, and you will have ruined the livability of Boise. The citizens of Boise will not ever accept this.

Sincerely,

Christiane Rudd

President, Hillcrest Place Homeowners Association

3001 S. Roosevelt #15

Boise ID 83705



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

I am concerned that the land use map shows a small subdivision at the top of Raymong Street as Industrial classification rather than Large Lot Residential which it is currently designated by Ada County. Boise City agreed to leave this area in tact as Large Lot Residential on their Blueprint Boise Master Plan which was recently revised.

My concern is if it remains Industrial on your study, it will be almost impossible to get it changed. It seems once something is on an official document it stays that way.

In order for the land use part of this study to be accurate, this area should be changed to Large Lot Residential. It does not appear this area is in the 65 db zone or will be by the year 2000.

I am impressed by the amount of work and thoughtful study that has been put forth in this study. You have done an excellent job.

Contact Information

Name _____ Preston Creer
Organization _____
Address _____ 3655 Beverly St Boise Idaho 83709
Phone _____ 208-671-3080 Email: _____ pacreer@yahoo.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



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I am concerned that the land use map shows a small subdivision at the top of Raymong Street as Industrial classification rather than Large Lot Residential which it is currently designated by Ada County. Boise City agreed to leave this area in tact as Large Lot Residential on their Blueprint Boise Master Plan which was recently revised.

My concern is if it remains Industrial on your study, it will be almost impossible to get it changed. It seems once something is on an official document it stays that way.

In order for the land use part of this study to be accurate, this area should be changed to Large Lot Residential. It does not appear this area is in the 65 db zone or will be by the year 2000.

I am impressed by the amount of work and thoughtful study that has been put forth in this study. You have done an excellent job.

Contact Information

Name Lenise Heath
Organization _____
Address 3655 Beverly St Boise Idaho 83709
Phone 208-830-3833 Email: pacreer@yahoo.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Kerry Cooke [mailto:kvcooke@hotmail.com]
Sent: Friday, September 25, 2015 4:54 PM
To: Kim Hughes
Subject: Comments on Boise Airport Part 150 Study

Date: September 25, 2015

To: Kim Hughes, PE

From: Kerry Cooke

Re: Comments on Boise Airport: Part 150 -- Noise and Land Use Compatibility Study

I live in a cul-de-sac nestled against the playground at Hillcrest Elementary School. It's a lovely neighborhood. In the mornings I walk my dog down Pond Street, around Hillcrest, and up Roosevelt next to the Golf Course. I make a loop down Catalina, up to Owyhee School, and then come back on Pasadena to retrace my route home. All along the way, I pass homes of grandeur, homes of busy professionals, and homes of retirees. Everywhere, I see people investing in their homes, tending their gardens, fixing their fences.

Yes, I-84 is nearby. And the planes come and go from the airport. But the noise is not deafening. We can still have a fine quality of life. But not with F-15s and F-35s. That changes everything.

When the F-15s were stationed at Gowan this summer, I had to shutter my house until dark. It was impossible for me to sit on my patio or grill food in my back yard if the jets were active. Even in my house with everything shut, while the planes took off, flew nearby, and landed, I could not hear anything (a conversation, my radio, or television) until they had passed. My windows shook. My dog ran inside, panicked. My ears rang long after. My head felt like it was going to explode. And I live in a well-built townhouse circa 1998. And I live outside of what the 150 study considers to be in the impact zone. I'm not a golfer, but it makes me sick to think that this gorgeous golf course could be made such an unpleasant place to be during daylight hours.

Imagine my surprise two weeks ago to find out about this study. I get the daily newspaper and never saw a word. Nothing was posted in my neighborhood, in neighborhood stores, etc. Nothing came to my mailbox. Public meetings? Who knew? Certainly City Leaders and Airport Management must know that the surest way to have mistruths, distrust, and high anger erupt is to keep a decision like this out of the public discourse. And that's what's happened here.

Your public comment period ends on Monday. I implore you to extend it by at least 6 weeks. Now that word is starting to spread, do not close comments on this issue that could greatly affect the lives, personal property values, and peace of mind of the Airport's neighbors.

Sincerely,

Kerry Cooke
4962 W Hillcrest View Court, Boise, ID 83705
kvcooke@hotmail.com



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

~~Dear~~
We just wanted to send this letter to make sure we stay large lot residential on the Boise City master plan. Our neighbors on Raymond need their lots changed because they are in jeopardy of it being changed to industrial not large lot residential.

Thanks
Heather Flores

Contact Information

Name Jose & Heather Flores
Organization _____
Address 3630 S Beverly St. Boise ID 83709
Phone 208-989-9932 Email: jhflores72msn.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

Sadly I will not be here for the Open House - I will be out of town until the 15th of October. That said I am glad you have given us the ability to submit our thoughts. I live on Canal St. I also work from my home. This summer the F-15's were far too loud - even with their restrictions. I love the Air Force, my farther was retired Air Force. Not liking the noise has nothing to do with patriotism as you would have thought if you were to comment on the noise via social media. I bought my home in 1995. I have no desire to leave my neighborhood as I love it. However, the F-15's visit this summer had me rethinking my love of my once quiet neighborhood. I work from home and if they were flying I had to end conference calls because I simply could not hear. Not to mention I would swear that my windows literally shook as they went overhead. Yes, I do live by the airport - but I assure you - NOTHING is noisy like the F-15's were. I beg you not to consider housing any aircraft at the Boise Airport / Gowen Field that would be anywhere near that noise level. Please.

Contact Information

Name Kyrsten B. Chaplin
Organization _____
Address 2208 W. Canal St.
Phone _____ Email: kyrstenbrooke@yahoo.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

-----Original Message-----

From: Patrick Harren [<mailto:patrickharren@mac.com>]

Sent: Friday, October 02, 2015 11:40 AM

To: Kim Hughes

Subject: airport noise

In spite of al the complex studies and assessments, this is the one basic truth: Airplanes such as the F-15 and F-35 will not be tolerated at any frequency by the local Bench community. If they need to be in Idaho, they can go to Mountain Home. There are instances of joint Air Force and National Guard use of the same airfield. One impediment is that these National Guard folks live in Boise and don't want to commute to or live in Mountain Home. My wife does just that every day.
Patrick Harren



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

Kim-

Thank you for sending this and extending the time to comment.

It is concerning to me that the city is spending \$400,000-\$500,000 on a study that as I understand

Is intended to determine the feasibility to increase the "noise footprint" for the Boise Airport.

It is concerning that this feasibility study would be done without the direct involvement and input from HOA and neighborhood association representatives within the area of impact; and in the "down and low". If there

was notification, it certainly missed me.

The experience we had this summer with the F-15 traffic was very disruptive, unacceptable, and a major disruption to those of us that live near the Boise Airport.

Increasing the noise exposure levels around the airport is unacceptable and a detriment to the neighborhoods in particular and the community in general.

Contact Information

Name Marvin Askey
Organization _____
Address 4400 Pasadena #37 Boise, Idaho 83705
Phone 208-890-2101 Email: marvaskey@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

-----Original Message-----

From: Marilyn Frazier [<mailto:trails1@mindspring.com>]

Sent: Monday, October 05, 2015 6:34 PM

To: Kim Hughes

Subject: F15 and F 35'S

Just wanted to state my opposition to the new replace planes that could come to Boise.

We do have an air force base in Idaho close to Boise and that is where the planes belong not is Idaho's largest city, Boise. It is clear as can be and only eyes on more money would encourage these NOISY planes. They are not city planes.

Are you going to compensate thousand of homeowner for their loss of profit when they try and sell their homes with these planes flying over 24 hours a day?

Why not develop something small and quiet for the Idaho Air National Guard like Drones or move them to Mountain home?

Money is not everything.

Hearing is good.

Marilyn

Sent from my iPad

From: Carol Casler <ccasler@q.com>
Date: October 6, 2015 at 9:46:08 AM MDT
To: <khughes@hntb.com>
Subject: Comments on Boise Airport: Part 150 -- Noise and Land Use Compatibility Study

To Mr. or Ms. Hughes,

Thank you for extending the comment period on the Noise and Land Use Compatibility Study.

As I read through the study, I experienced a growing sense of alarm. I support study and planning - essential for managing a city and community going forward. This study is disturbing because it conjures a vision of a future for bench neighborhoods that disrupts and may destroy our bench community.

I choose to live on the Bench because of the diversity of people and cultures, the easy access to services and a sense of the history as Boise grew beyond the central core. These neighborhoods have been here for a while. The airport noise up to this point has not been overly intrusive. What is projected is a massive impact.

I attended the recent impromptu meeting at Whitney Community Center. The anger and resentment expressed by Bench residents is understandable because of the slipshod way publicity about the study and hearing was managed. I know that eventually truths and facts will emerge. It feels as if the lack of publicity was intentional. I don't want to believe that, but that is how I am leaning. I want to trust our public officials. They must have known about this and certainly could anticipate a backlash. Were they trying to avoid public discourse? Were they fearing questions and protest?

It is hard to believe that our elected city council and mayor are simply naïve about the need for public involvement. Many of these people have long advocated for sunshine on our government doings. And how insulting of our mayor to claim that there was extensive publicity about the previous hearings! Clearly the efforts were inadequate. What a disappointment!

I have not previously bought into the notion that City Council favors only the North End neighborhoods; but now it seems the Council is willing to have the Bench be a sacrificial zone for the growth of the Boise economy.

Thank you for collecting these comments. As project engineer, you are, among other roles, acting as an agent of the City of Boise. I am sending copies of this letter to the Mayor and City Council members.

Sincerely,

Carol Casler

5617 Randolph Drive

Boise, ID 83705

ccasler@q.com

208.859.9032 (mobile)

208.375.7747 (land)



Part 150 Study Update

Noise and Land Use Compatibility Study

October 6, 2015
Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

WHAT WERE THE DATE/TIMES DATA WAS COLLECTED FOR THE NOISE BOUNDARIES. IS THE DATA A COMPOSITE OR MEAN? DOES THE DATA REFLECT A RANGE OF SOUND - NO LINES ARE SHOWN TO REPRESENT OUTLIER. NO DATA - NOT EVEN SOUND CONFORMS TO A SOUND BOUNDARY LINE. WHY WEREN'T RESIDENTS OF THE AREA NOTIFIED BY US MAIL (A LEGAL STANDARD OF COMMUNICATION)? WHY ISN'T MOUNTAIN HOME IN THE MIX - HUNDREDS OF CITIZENS CAN BE AFFECTED. IF IT IS THAT IMPORTANT IS SENS LIKE DISPLACING LOCAL HABITAT WOULD BE A VALID OPTION. IS IT BECAUSE HABITAT HAS THOUSANDS OF PROPAGATORS WHILE CITIZEN ARE ~~HAD TO~~ ~~HAD~~ AT GOVERNMENT MERCY. UNDEFENDED. THE NOISE ~~DATA~~ ~~DOES~~ ~~NOISE~~ ~~DO~~ BOUNDARY LINES ARE MAXIMUMS 20 FEET OUTSIDE NOISE IS STILL HEARD. THE US MAIL IS STILL CONSIDERED A LEGAL METHOD

Contact Information

Name: DENNIS FINEGAN - Binding Method - of Communication.
Organization:
Address: 3076 CATALINA LAKE
Phone: 208 629-4321 Email: dfinegan@cableone.net

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

October 6, 2015
Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

I myself and 100+ others at the meeting tonight.
(We) are not interested in increasing the noise at the Boise Airport. This will negatively impact way too many people - their homes value will be drop unfairly.

We will continue to oppose this no matter how ~~many~~ many studies you conduct.

My family owns 4 homes in Columbia Village and will be impacted by the loss in ~~real~~ real estate.

Contact Information

Name Andrea Blades
Organization _____
Address 3926 E. Aphrodite Dr., Boise, ID 83716
Phone 208-869-4589 Email: bickley-andrea@yahoo.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

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KHughes@HNTB.com
HNTB Corporation
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Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

October 6, 2015

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

This study is flawed if averaged for impact evaluation and should be redone.

* Notification by USPS for each impacted address should be mandatory for each informational meeting

Please consider

Contact Information

Name

Connie Messley

Organization

Homeowner

Address

3607 Pasadena Dr

Phone

Email:

messley2@msn.com 83705

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

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KHughes@HNTB.com
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Part 150 Study Update

Noise and Land Use Compatibility Study

October 6, 2015

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

The direct financial impact of "NOT SUITABLE For Residential Dwelling" is not acceptable!

This has not been done in any manner that actually informs the community of what city officials are doing and the impact that their decisions will have on the residents.

I am not in favor of any of this and the smoke screens of it's your own fault you moved by the airport is not justified. Airport noise & I-15 & F.35 are not even similar.

Contact Information

Name

LIN PAPORELLO

Organization

Address

3756 E Wormwood Ct

Phone

208-559-7946

Email:

linpaporello@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

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Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

October 6, 2015

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Please share any comments you may have regarding this study:

10-6-2015

Please contact me regarding your maps - my property is located (Phillips, Malad Freeway - your map says my 1+ acre land is "openland" Not true it is zoned

Contact Information

Name

Organization

Address

Phone

Ramona Wells + also operating day care center
2603 So. Phillips (owned since 1969 July!)
208-375-6746 Email: 1ACREDAYCARE@centuryone.net

☐ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

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Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

I strongly oppose any increase in military jet activity in the Boise region. I moved here from San Diego, CA because of Boise's awesome quality of life - which in large part is the quiet. SoCal has non-stop jet noise and sirens which create stress and low quality of life. Do NOT let this happen to Boise!

Keep Boise serene and quiet, or it will start to drop in livability + tranquility. Wildlife / birds may also be adversely affected.

As an Idaho LLC owner + resident, I do not want any fighter jet activity in this area and will be active + vocal in my resistance.

Contact Information

Name

Ryan Harris

Organization

Self

Address

3001 W. Pleasanton Ave 83702

Phone

208.274.3050

Email:

ryan@ryana-harris.com

☒ Resident ☐ Aeronautical User ☐ Government ☒ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: KATHLEEN R DAVIS [mailto:kathleenrdav@msn.com]
Sent: Thursday, October 08, 2015 10:24 AM
To: Kim Hughes
Subject: Boise Nose Compatibility Study

Greetings: This is my second and most important comment and would you please send me assurance that it will be read and attached to the study?

The Vista Neighborhood (which will be so vastly affected if the planes are to be stationed here) was the recipient of a pilot FEDERAL GRANT to Energize your Neighborhood. It was a plan to revitalize older neighborhoods by bringing in new programs, education in life improvement, renew and rebuild new facilities, and wash the face of a grand old neighborhood. You may contact the City of Boise and will find out the great number of City employees and neighborhood residents that worked so very hard for a year to bring this program to an up and running point. We have another 2 years to go.

Why would the FEDERAL Government (Air Force) want to bring in the planes and destroy what we have worked so hard for?

All the residents ask is that you reconsider and if necessary take the planes to another Base that will not affect so many, many residents.

Most respectfully,

Katie Davis
2603 Annett Street
Boise, Idaho 83705
208-344-7125



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

See Attached

Contact Information

Name Larry J Stevens
Organization _____
Address 2936 S Garden St
Phone 208 345-0345 Email: landgstevens@hotmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

September 20, 2015

2936 S. Garden St.
Boise, ID

KNTB Corporation
2900 South Quincy St.
Arlington, Virginia 22206

Att: Kim Hughes, PE

Thanks for allowing us to comment on the Part 150 Study Update for Noise and Land use Compatibility Study at the Boise (ID) Airport.

My wife and I have lived at 2936 South Garden Street in Boise since 1991. This location is close to the Boise airport. We realize that we are close to the airport and accept the usual noise associated with the air traffic.

But, three or four years ago the Oregon ANG used Gowen Field (Boise Airport) while their runway was being re-paved. They and their F-15s were here for most of the summer. During that time, we could not enjoy using our back yard because of the noise. Inside the house, you couldn't be talking on the phone or watch TV while they took off, made pass-bys and, at times, when they landed.

This same situation occurred this August when the USAF, Mountain Home Airbase was having their runway resurfaced and had their F-15s in Boise. Their visit produced the same impact on our household.

My comments to the study and associated open houses are:

Only hearing about this from a neighbor, I saw a map of the impact area proposed in the new study. Our house was either inside or on the line for the airport impact noise zone. Why didn't your contact residents in this zone about the study?

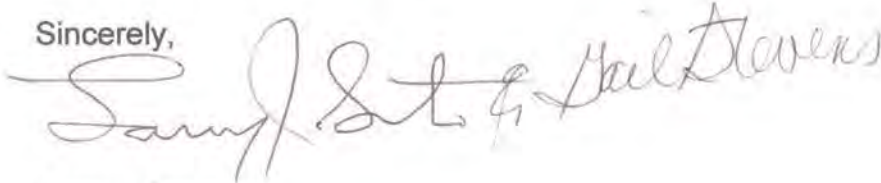
If what I read from the neighbor's handout was correct, the noise level was to be about 65 decibels. That may be fact for the commercial traffic in and out of the Boise Airport. It is not accurate for the non-regulated jet aircraft used by the Air Force.

I also disagree with the noise plume, shown in the handout, caused by USAF aircraft such as the F-15s. On take-off that plume is much wider than shown on the map. Comments from friends much further from the airport that us commented to me about the loud noise.

And, I wonder if you used decibel meters in local neighborhoods during the research for this study. Especially when the F-15s were here in August. This August, if I was sitting outside during a take-off, the noise actually hurt my ears.

Our only hope if the IANG were to be assigned F-15s or other fighter aircraft due to the loss of the A-10s, we would have to sell our house before they arrived. Otherwise, our home would be un-sellable.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry J Stevens & Gail E Stevens". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Larry J Stevens
Gail E Stevens

From: Kevin Cahill [mailto:cahillkc@gmail.com]

Sent: Thursday, October 08, 2015 1:37 PM

To: Kim Hughes

Subject: Comments from Kevin E. Cahill, PhD regarding Boise Airport's Part 150 Study Update

Dear Ms. Hughes,

Attached please find my comments regarding the Boise Airport's Part 150 Study Update.

It is my understanding, based on the information provided by the Boise Airport, that the deadline for comments has been extended to October 12, 2015. Please let me know if this is not the case.

Also, please kindly acknowledge receipt of this email and my comments.

Sincerely,

Kevin E. Cahill, PhD



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

See Attached.

Contact Information

Name

Kevin E. Cahill

Organization

None

Address

5093 N Quail Summit Way Boise, ID 83703

Phone

857-222-4101

Email:

cahillke@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

October 12th (see attached.)

I urge you to document in your Boise Airport 14CFR Part 150 Study what your study does and does not do. In particular, based on comments at the Open House #3, it is my understanding that your analysis in no way addresses the societal costs and benefits associated with the incremental noise that you have studied. The obvious implication of the lack of a cost-benefit analysis is that your report is not suitable for informing public policy decisions. This statement, or a similar statement, should be included in your report. I also urge you to comment on each of the other critical limitations of your analysis, which I document below.

I think we can all agree that informed decisions are best for Boise's citizens. In that spirit, a failure to clearly document these limitations in your report will leave me with no choice but to highlight them myself publicly.

Thank you for your attention.

Kevin E. Cahill, PhD

LIMITATIONS OF THE BOISE AIRPORT 14 CFR PART 150 STUDY THAT SHOULD BE DOCUMENTED CLEARLY

- 1) To what extent does this report assess the net socio-economic impact of incremental noise? In particular, does this report include a proper assessment that weighs the benefits of incremental noise against the costs of incremental noise?
- 2) To what extent does this report consider the negative impacts of incremental noise outside of the DNL 65 db area? For example, what abatement measures have been considered for someone who experiences an increase in noise exposure from DNL 30 db to DNL 64.9 db?
- 3) To what extent does this report consider variations in noise levels as a unit of measure? For example, are variations in noise levels considered if the area affected does not exceed a mean value of DNL 65 db?
- 4) To what extent has this analysis examined outcomes relative to other cities that have experienced similar increases in noise in the past, and what issues arose in those communities?

- 5) To what extent is your analysis based on a survey of Boise's citizens and how they might be impacted by incremental noise?
- 6) To what extent has your team conducted an independent review of FAA metrics? That is, did you just blindly take FAA metrics as a given with no thought as to the reasonableness of these measures as they apply to the Boise community?

FAQ's & FYI's

Aviation Easement Forms

Instruction Sheet

- [Individual](#)
- [Corporation](#)
- [LLP](#)
- [Form-Trust](#)
- [Husband/Wife](#)
- [LLC](#)
- [Fictitious](#)
- [Partner](#)
- [Government Entity](#)



2015 Draft Part 150 Study

- [2015 Draft Part 150 Study](#)

2015 Part 150 Noise Study Draft - Open House 2, September 2, 2015

- [Open House Presentation](#)
- [Open House Displays](#)
- [Handout](#)
- [Comment Form](#) - EXTENDED - Please submit comments by October 12, 2015

2015 Part 150 Noise Study Draft - Open House 1, June 3, 2015

- [What is Part 150?](#)
- [Noise Exposure Map](#)
- [Airport Layout](#)
- [2015 Draft Noise Exposure Map](#)
- [2020 Draft Noise Exposure Map \(Forecast Operations with F-15 Mission\)](#)
- [Modeled Flight Tracks for Runways 10L and 10R](#)
- [Modeled Flight Tracks for Runways 28L and 28R](#)
- [Open House Presentation](#)
- [Comment Form](#)

Part 150 Noise Study

- [Boise Airport 14 CFR Part 150 Study Update: Updated Noise Exposure Maps & Noise Compatibility Program](#)
- [Assault Landing Strip \(aka: Third Runway\) Environmental Assessment "Finding of No Significant Impact"](#)

Maps

- [Airport Influence Area](#)
- [2003 Noise Exposure Contour on Existing Land Use](#)
- [2004 Noise Exposure Contour on Existing Land Use](#)
- [2008 Noise Exposure Contour on Existing Land Use](#)
- [2008 Noise Exposure Contour on Future Land Use](#)
- [2009 Noise Exposure Contour on Existing Land Use](#)

Flight Tracks

- [East Approach NE](#)
- [East Approach NW](#)
- [East Approach SE](#)
- [East Approach SW](#)
- [West Approach NE](#)
- [West Approach NW](#)
- [West Approach SE](#)
- [West Approach SW](#)

From: tridink106@gmail.com [mailto:tridink106@gmail.com] **On Behalf Of** Jake Armstrong
Sent: Thursday, October 08, 2015 11:30 PM
To: Kim Hughes
Cc: ICE - Lisa
Subject: Boise Airport Noise Study

Hi Kim,

I am writing with respect to the recent noise study for the Boise Airport. We live just outside the DNL 75db noise contour. When the A-10 and F-15 planes military take off, our house vibrates and conversation inside, or outside is not possible. I would like to invite you to come measure actual sound levels on our property both day and night to see if the model is accurate against measured data.

If I understand the DNL correctly, it is an average, which means there are peaks well above 75db allowed in the model.

The general public will not, and should not accept the results of thi model without field measurements to validate its accuracy. In the small community meeting I attended last week, there were several other homeowners that asked whether field data would be gathered.

Please take this into consideration.

Jake Armstrong, P.E.

From: Monty Mericle [mailto:mdmericle@msn.com]
Sent: Friday, October 09, 2015 1:15 PM
To: Kim Hughes
Subject: Comments and questions on Boise Airport Noise Study

Please review the attached Word document regarding the noise study and the October 6th open house meeting. Included are several comments, questions, and requests for information and feedback. Please let me know that you have received the document and give me an estimated time frame for your responses. Thanks.

Submitted by Monty Mericle
October 7th, 2015

Please respond to the questions (in red) following these bullet items

A Boise City public open house took place on Tuesday, October 6th at the Boise Airport for the purpose of informing the public of the results of a new Joint Land Use airport noise study. A PowerPoint presentation was made by the airport manager. Based on the meeting, I made the following observations and reached the following conclusions:

- The meeting was attended by approximately 100 residents.
- Over 95% of those attending opposed the only two options being pursued by the airport, those being to bring in 24 F-15s or 24 F-35 fighter jets. The city has made no effort to pursue other, less disruptive missions such as cargo planes, helicopters, drones, or support aircraft. Elected officials are fixated with bringing in high performance combat aircraft regardless of the impact to surrounding neighborhoods. **What alternatives to the F-15 and F-35 options have been pursued?**
- The attendees were highly critical of the city's efforts to inform the public of the public meetings. Even though an estimated \$20,000 was included in the study funding for public notifications, only one small notice was placed in a local newspaper. No efforts were made to notify any of those residents directly affected by the study, nor were impacted Homeowners Associations representing those areas. This despite the city having detailed information on both affected residents and their respective HOAs. When asked why no direct mailings were made, the response was that the city felt direct mailings were an ineffective way to communicate with their citizens. The main way residents found out about any of the meetings was by word of mouth, through social networks, or as the result of the personal efforts of State Representative John Gannon who hand distributed leaflets throughout the affected neighborhoods. **What other efforts at citizen communications have been made?**
- The main focus of the meeting was to review the study generated maps of the expanded noise impact areas created by the F-15 and F-35 proposals. It was immediately obvious that the results from the city noise maps areas are vastly different than the conclusions reached by the 2012 Air Force Environmental Impact study options for basing the F-35 at Gowen Field. The \$500,000 dollar Air Force study clearly shows that basing 24 F-35s in Boise would reclassify 3,104 residents into a "Not Suitable for Residential Use" (NSFRU) zone. The Boise City Study calculates that those exact same 24 planes will reclassify only 234 residents as NSFRU. This is a difference of 75%, missing 2,870 residents. When asked about the difference, the response was that the F-35 technology had changed since the Air Force study in 2012. That is just simply not true. The 2015 F-35 has exactly the same noise loudness rating as the 2012 F-35. When questioned further, the city response was "I guess we will just have to agree to disagree then." The result is a planning document that is false and misleading. **Why specifically are the city and Air Force study noise maps so different?**
- When discussing the 24 plane F-15 option, the city stated repeatedly that the new F-15 mission would be nothing like the temporary F-15 mission we all experienced last month when the Mountain Home F-15s were flying their 400 missions out of Gowen Field. Yet the numbers in the city study clearly show that 24 F-15s will be flying approximately 341 missions a month, 85% of what we all experienced in September. And this will not be temporary for a month; it will go on for decades.
- When asked if the Mountain Home F-15s were measured as to the noise level while at Gowen Field, the response was "no". The city stated that there is no requirement to measure any "actual" sound levels since the numbers are all calculated. How convenient that noise level calculations based on numbers, numbers that are selected by those funding the study, are never compared to what actually exists. **Why are no actual sound readings taken, especially in view of the wildly divergent outcomes between the Air Force and city study?**
- Kevin Cahill a PHD economist and expert on project economic impact analysis, was highly critical of the complete lack of any economic analysis on the result of expanding the NSFRU noise impact zone. This completely ignores the effect on thousands of residents who live around the airport. The response from the city was "that this is not part of the study." **Why has no economic analysis of this project been done? When will the analysis be done?**

- When asked about how the city is using Avigation Easements to mute the ability of residents to oppose future noise driven rezoning programs, the city acknowledged such a program, but did not know enough about the program to comment further. These easements take away all rights of any resident signing them to the use and control of the airspace over their homes. The city requires them for new developments around the airport, and they frequently slip them in to existing homeowner paperwork as part of projects requiring city approval. Their constitutionality has been the subject of numerous lawsuits since their use began in the 1970s. **Please provide maps showing all properties with existing Avigation Easements. Please provide a map showing the boundary of the area where Avigation Easements are required.**
- Based on the obvious errors and omissions presented at the meeting, and the false and misleading study results it produces, one of the HOA presidents asked if the study would be re-evaluated, corrected, or started over. The city was adamant that the study would proceed and there was nothing the residents of the city could do to stop it. **Please justify why a study with a 75% error rate does not have to be reviewed and corrected.**
- I contacted one of the city council members to discuss this, and was told that the mayor and city council have no intention of holding any public meetings on this project. **Please have the Mayor and City Council address the noise issue and why no City Council meetings are supported.**

It is clear to me and most of those attending the meeting that the city noise study is not a tool which is to be used for planning purposes. The planning and decision making have already been done, behind closed doors. This “study” is a manipulated project to justify what has already been decided by our elected officials. It will be used to incorrectly justify the new F-15 or F-35 mission without acknowledging or fairly valuing the price in lost property values and quality of life for residents surrounding the Boise Airport and Gowen Field. Remember the F-15s in September. Do you want this for south Boise and Ada County for decades to come? And the F-35s will be twice as loud!

From: G and G Rentals [mailto:gandgrentals@integrity.com]

Sent: Sunday, October 11, 2015 4:37 PM

To: Kim Hughes

Subject: Boise Airport Part 150 Study Comments

Hi Kim attached is Exhibit A plus our neighbor' signatures for Exhibit A and additional letters. We will be sending you via US Mail the original hard copies of all attachments.
Thank you.

Greg & Gayla Whipple, Gary Fraise and Linda Robens Fraise

October 12, 2015

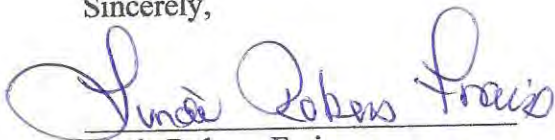
Kim Hughes, PE

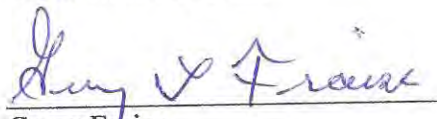
Ms Hughes, attached you will find:

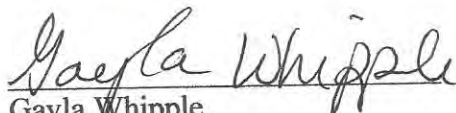
1. Exhibit A, and signatures of support by members of the Homeacres Subdivision.
2. Additional comments by members of our neighborhood, as well.

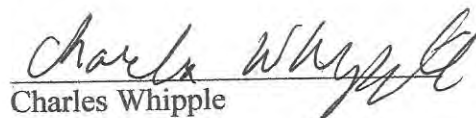
Please enter this into the official record of the BOI FAR Part 150 Noise Study.

Sincerely,


Linda Robens Fraise


Garry Fraise


Gayla Whipple


Charles Whipple



Boise Airport

Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

Exhibit A

Prior to submitting the BOI Federal Aviation Administration 14 CFR Part 150 Noise and Land Use Compatibility Study in October 2015, we the undersigned respectfully request our 60-plus year old rural neighborhood remain residential as represented on Figure 4-2 (page 97) . We ask that you amend the proposed change on Figure 4-3 (page 98) from industrial back to large lot residential consistent with its usage. To label it otherwise would have devastating implications to our subdivision. If this change were implemented, we would lose the many important protections granted to residential neighborhoods, including: Enforceable restrictions afforded neighborhoods from adjacent commercial operations, safeguards regarding future airport noise levels and possible FAA/City funds to purchase residences that fall within parameters, safeguards afforded residences per the FAA Noise Exposure Contours, significant impact of quality of life issues (e.g., minimization of air pollution), as well as the opportunity to sell our homes (or improve them) at market levels. We would, effectively, lose the protection afforded us as the long-standing, bona fide residential neighborhood that we are. Thank you!

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

October 1, 2015

TO: Kim Hughes, P.E.

Boise City P&Z has scheduled a meeting for **Oct 12th** with the recommendation that our 60 plus year old subdivision designation be returned to "Large Lot Residential" to amend an oversight in the Boise Master Plan. This change would assure our subdivision is granted the protection afforded residential properties within the Boise Airport Impact Zone. Please make certain the FAA Future Land Use Map (currently page 98) reflects the appropriate change back to residential on the BOI FAR Part 150 Noise Document (page 98).

Designating our subdivision as "Industrial" on the official public document not only threatens our protection from nearby industries; it devalues our property and potentially makes them very difficult to sell or obtain a mortgage for improvements. Home ownership is the single largest investment most people have and also our children's inheritance .

QUESTIONS

How will it affect our property rights if our designation remains "Industrial" and the military A-10 is replaced by the F-35 or the 65 DNL contour moves over our neighborhood?

Can the noise study provide us with maps showing the noise levels if F-35's are eventually stationed at Boise?

Why have the contour levels enlarged since the 2004 study when the number of operations has dropped by 60,000 (over 1/3)? The current and future airport noise contours do not show Homeacres subdivision within the 60 DNL currently. How would we be notified of changes?

How are the noise contours developed concerning single event maximum allowable noise?

Recent studies have shown significant health concerns from noise exposure, especially around airports. What actions are the FAA and the airport taking in light of these new studies?

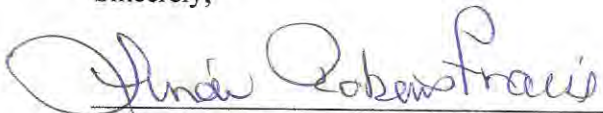
DESIRED OUTCOMES

Please provide us a copy of the new map that updates the land use maps to show Homeacres subdivision as "large lot residential", and not "Industrial."

We own over 3 acres. We would be willing to participate in any reasonable market-value based buyout program - as would several of our neighbors.

Thank you for your attention. Please feel free to contact us if we can be of assistance.

Sincerely,



Linda Robens Fraise (formerly Monroe)
6767 W. Wright Street
Boise, Idaho 83709



Garry L. Fraise

robensfraise@yahoo.com

We agree with the letter labeled **Exhibit A**

Contact Information

Name Garry Fraise

Organization NA

Address 6767 W. WRIGHT STREET, Boise, ID 83709

Phone 208-261-8556

☒ Resident

Contact Information

Name Linda Robens Fraise (formerly Mansue)

Organization _____

Address 6767 W. Wright St 83709

Phone 208-890 9613

☒ Resident

Contact Information

Name _____

Organization _____

Address _____

Phone _____

☒ Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Greg & Gayla Whipple

Organization _____

Address 6633 W. Wright St Boise ID

Phone 863-3761 - 890-5413

X Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Rebecca Whipple / Rebecca Whipple

Organization _____

Address 6033 W Wright St

Phone _____

☒ Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Elizabeth Whipple

Organization _____

Address 6033 W. Wright

Phone _____

☒ Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Justine Love

Organization Resident/owner

Address 3325 S. Raymond St. Boise, ID 83709

Phone 208-870-7555

☒ Resident



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

Exhibit A

Prior to submitting the BOI Federal Aviation Administration 14 CFR Part 150 Noise and Land Use Compatibility Study in October 2015, we the undersigned respectfully request our 60-plus year old rural neighborhood remain residential as represented on Figure 4-2 (page 97) . We ask that you amend the proposed change on Figure 4-3 (page 98) from industrial back to large lot residential consistent with its usage. To label it otherwise would have devastating implications to our subdivision. If this change were implemented, we would lose the many important protections granted to residential neighborhoods, including: Enforceable restrictions afforded neighborhoods from adjacent commercial operations, safeguards regarding future airport noise levels and possible FAA/City funds to purchase residences that fall within parameters, safeguards afforded residences per the FAA Noise Exposure Contours, significant impact of quality of life issues (e.g., minimization of air pollution), as well as the opportunity to sell our homes (or improve them) at market levels. We would, effectively, lose the protection afforded us as the long-standing, bona fide residential neighborhood that we are. Thank you!

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South
Quincy Street
Arlington, Virginia 22206

A handwritten signature in blue ink, appearing to read "Kim Hughes", is written over a horizontal dashed line.

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

SEE EXHIBIT A- PART 150 STUDY UPDATE

Contact Information

Name

GRANT YEE - Grant Yee

Organization

HOME ACRES WATER USER ASSOCIATION

Address

6756 W. WRIGHT BOISE, ID 83709

Phone

208-362-5258

Email:

gyee5258@msn.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

We agree with the letter labeled **Exhibit A**

Contact Information

Name GRANT Yet / Grantye

Organization Home Acres Subdivision

Address 6756 W. WRIGHT BOISE, ID 83709

Phone 208-362-5238

X Resident



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

Exhibit A

Prior to submitting the BOI Federal Aviation Administration 14 CFR Part 150 Noise and Land Use Compatibility Study in October 2015, we the undersigned respectfully request our 60-plus year old rural neighborhood remain residential as represented on Figure 4-2 (page 97) . We ask that you amend the proposed change on Figure 4-3 (page 98) from industrial back to large lot residential consistent with its usage. To label it otherwise would have devastating implications to our subdivision. If this change were implemented, we would lose the many important protections granted to residential neighborhoods, including: Enforceable restrictions afforded neighborhoods from adjacent commercial operations, safeguards regarding future airport noise levels and possible FAA/City funds to purchase residences that fall within parameters, safeguards afforded residences per the FAA Noise Exposure Contours, significant impact of quality of life issues (e.g., minimization of air pollution), as well as the opportunity to sell our homes (or improve them) at market levels. We would, effectively, lose the protection afforded us as the long-standing, bona fide residential neighborhood that we are. Thank you!

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South
Quincy Street
Arlington, Virginia 22206

A handwritten signature in cursive script, appearing to read "Lee Egan", written over a horizontal dashed line.

Please submit all comments by September 28th, 2015.

We agree with the letter labeled **Exhibit A**

Contact Information

Name Lee Eyerman

Organization Resident

Address 6617 W. Elder St. Boise 83709

Phone 208-866-7930

X Resident

Lee Eyerman

I fully support the statements
made in Exhibit A, which is
attached.

Lee Eyerman

9/22/15

We agree with the letter labeled **Exhibit A**

Contact Information

Name Randall R. Wood

Organization _____

Address 6798 W. Wright St

Phone 208-867-5640

83709

☒ Resident

Contact Information

Name Dee Wood

Organization _____

Address 6798 W. Wright St

Phone 208-860-0613

☒ Resident

Contact Information

Name _____

Organization _____

Address _____

Phone _____

☒ Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Shelby Nutting

Organization N/A

Address 1625 W. Elder St. Boise, ID 83709

Phone 208-571-8723

☒ Resident

Contact Information

Name Jared Donaldson-Morgan

Organization N/A

Address 1625 W. Elder St. Boise, ID 83709

Phone 208-949-4181

☒ Resident

Contact Information

Name _____

Organization _____

Address _____

Phone _____

☒ Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name James Chapman

Organization Resident

Address 6832 W Wright St

Phone 866-1266

☒ Resident

Contact Information

Name Audrey Chapman

Organization Resident

Address 6832 W Wright St

Phone 861-6787

☒ Resident

Contact Information

Name _____

Organization _____

Address _____

Phone _____

☒ Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name _____

Organization _____

Address _____

Phone _____

 X Resident

Contact Information

Name Ben Lee

Organization _____

Address 6700 W. Wright St.

Phone 208-278-4565

 X Resident

Contact Information

Name _____

Organization _____


Address _____

Phone _____

 X Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name  Grant Reddington

Organization Home owner

Address 6779 W. Elder St.

Phone 573-9969

X Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Lorena Ayón

Organization _____

Address 6835 W Elder St

Phone (208) 608 1499

X Resident

We agree with the letter labeled **Exhibit A**

Contact Information

Name Antonio Ayon

Organization _____

Address 6835 W Elder St

Phone (208) 283 8489

X Resident

From: Dave Hopkins [mailto:dhoppy@q.com]
Sent: Monday, October 12, 2015 12:20 PM
To: Kim Hughes
Subject: Noise Compatibility Program feedback

Noise Compatibility Program.

Please share any comments you may have regarding this study:

Please do not allow the noisy F35 and F15 jets into our city! They are too noisy, and do not belong hear. They would greatly harm our quality of life!

Thank you,

David Hopkins

Contact Information

Name _ David Hopkins

Organization

Address _ 5707 W. Randolph dr. _____

Phone _ 208 377-5788 _____ Email: _ dhoppy@q.com _____

✧ Resident Aeronautical User Government Business/Development

Interest Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE

KHughes@HNTB.com

HNTB Corporation

2900 South

From: Steve Tornga [mailto:stornnga@msn.com]
Sent: Monday, October 12, 2015 1:03 PM
To: Kim Hughes
Cc: 'Steve Tornga '; henry@henrybroker.com
Subject: Airport Study Comment - Part 150 Study Update

Karen,

I've attached a comment letter regarding the Boise Airport Part 150 Study. I've also included 2 additional Petition Sheets (from 40 neighbors) who also oppose the Proposed Airport Change to replace the A10's with F15's and F35's. I expect the Boise Airport 150 Study to include the input of these 40 residents who Oppose the Boise Airport Part 150 Study.

Forty of the 42 neighbors (or 95%) we talked to were opposed to the Boise Airport Part 150 Study considering the basing F15's or F35's at the Boise Airport. We will continue to circulate this petition.

It is my strong opinion that F15's and F35's information we've heard at the meetings in 2012 and again in 2015 is not credible. We've been getting 24 hour average noise levels that do not reflect the impact on Schools, in our homes and to our property values. If you Chose to provide actual decibel information during take-off and landings comparing the A10's, to the F15's and F35's we will have a credible indicator of the noise impact.

Thank you,

Steve Tornga
2124 Sunrise Rim Road
Boise, ID 83705
(208)342-1876 office
(208)861-8089 cell

October 21, 2015

To:

Kim Hughes, PE – HNTB Corporation

From:

Steve & Brenda Tornga

2124 Sunrise Rim Road

Boise, ID 83705

Karen,

I appreciate the opportunity to provide my comments regarding the possible deployment of F15 and/or F35 Fighter Jets at the Boise Municipal/Gowen Field.

We live on Sunrise Rim Road and have grown accustomed to the A10s (and in prior years to the F4) and Apache Helicopters. We live less than 1 mile from the runways. Currently, the noise and training schedules haven't affected us, primarily due to the normal daytime schedule for the flights and because the noise levels are reasonable.

During August we've noticed a higher level of F15 air traffic. The noise level is substantially higher and has become a great concern. We have experienced more interrupted conversations, and notice that our pets, and our neighbors react a lot more to the F15's.

This noise will have a negative impact our quality of life and the quality of life in Boise. Putting F15's and F35's at the Boise Airport, even temporarily, is a plan we oppose. The noise impact is not compatible with the population that growth around the airport.

The 2012 investigation on the potential F35 basing at Gowen Field was a major issue for our neighborhood and the surrounding area. The recent news reports have mentioned that the F15 move to Boise & potential F35 basing in Boise. The news report have also mentioned that the noise level between the 2 aircraft is similar. Based on our investigation the F-35 is 2 to 3 times as loud and cause hearing loss and sleep interruption by over 30%. This project would have put our neighborhood into a category of "not suitable for residential use". The prior F35 discussion alerted us to the significant increase in sound between each of the aircraft: the A10, the F15, and F35.

We consider the Boise airport primarily as a civilian airport. The dramatic increase in noise from the F15's and F35 aircraft are too loud that they are a terrible choice near a highly populated area.

I oppose the positioning of F15's and F35's in Boise based on the increase in noise, reduced quality of life/negative economic impact, and a loss of property values.

Please consider the deployment of these military aircraft to a better suited Air Force Base.

Sincerely,

Steve & Brenda Tornga

Petition of Opposition to the Proposed Boise Airport Change from A10's to F-15's & F-35's

Reasons for our opposition:

1. The current A10's flown from Gowen Field would be replaced with F15's and F-35's - Unacceptable Noise!
2. Night-time flights are be part of the new plan & will cause sleep interruption resulting in a reduced quality of life in a wide area around the Boise Airport. Current A10 flights occur only during the day.
3. Significant loss in property values impacting a large area around the Boise Airport.
4. Elements of the study have not been performed; such as public involvement.
5. The study uses an outdated computer model.

Name		Additional Information			
First	Last	Phone #	Email	WORK OR Home Address	Zip Code
1	JAMES GURDEN	208 809 2042	gurdjen53@gmail.com	2915 S. MONTEVISTA DR.	83706
2	DAVID JONES	208 801-6681	djcmillwooddirect.com	2915 S. MONTEVISTA DR.	83706
3	Chris Johnson	208 460-7655	christoprj96@gmail.com	1015 E. Boise Ave	83706
4	Beet Hest	208-890-5187	dandbhest@gmail.com	6691 Zephyr	83709
5	Paul Stockhaus	208-780-9238		3367 MALCOLM	83714
6	Karen NAUA	208 912-9438		2233 Dorothy	83706
7	Tifani Henderson	208 346-1511	henderson-tignie@gmail.com	3101 W. TARRAGE	83705
8	Alisna Leane	208-957-0004	alishanaleane@gmail.com	4431 Scherw	83709
9	Elizabeth Rowell	208-841-2459	elizabethr@comrecycling.com	3075 Engelson Rd	83705
10	Matthew Henderson	208-401-8390	Matthew.Henderson@comrecycling.com	6737 Supplyway	83716
11	Marilee Love	(208) 368-0111	marilee@henderson.com	6737 Supplyway	83716
12	Samuel Fernandez	208-703-2265		3073 Triumph	83705
13	Matthew Krasay	208-830-9773		3608 W. TARRAGE	83706
14	DAVID Smith	208-345-6805	whs1967@yahoo.com	2308 Sunrise Rim Rd	83705
15	Rhea Smith	208-345-6805		" " "	
16	Tim Holsinger	208-713-2063	jimholsinger8@gmail.com	2007 Panama St	83705
17	Lorlei Rees	208 345 9468	lorlei-rees@gmail.com	2770 SPAND	83705
18	John Reeves	208 345 9465	" "	" "	" "
19	Bob Hoppe	208 850 4901	troutskewer@comcast.net	P.O. Box 5114	83705
20	Eric Holtz	208 371-6727	ericholtz@comcast.net	4574 N. MALCOLM	83705
21	Renate Holtz	208-371-1927	ericholtz@comcast.net	" " "	" "
22	Chuck Thomas	208/230-2820	freedom@comcast.net	2370 THREE MILE CREEK	83709
23	GLEN STEPHENS	208/362/2490	GPS@comcast.net	1255 W. DIAMOND ST	83709
24	Gary Long	208-859-9999	goldt@comcast.net	2200 Panama St	83705
25	DARA Longobardi	208-474-0555	SNAAZY233@yahoo.com	3850 W. HILLCREST	83705

Petition of Opposition to the Proposed Boise Airport Change from A10's to F-15's & F-35's

Reasons for our opposition:

1. The current A10's flown from Gowen Field would be replaced with F15's and F-35's - Unacceptable Noise!
2. Night-time flights are be part of the new plan & will cause sleep interruption resulting in a reduced quality of life in a wide area around the Boise Airport. Current A10 flights occur only during the day.
3. Significant loss in property values impacting a large area around the Boise Airport.
4. Elements of the study have not been performed; such as public involvement.
5. The study uses an outdated computer model.

	Name		Additional Information			
	First	Last	Phone #	Email	Home Address	Zip Code
1	Paul	Wilson	870-681	Paul.Wilson@quest	2120 Sunrise Rim	83705
2	Tina	Monroe Behrens	353-5874	nikawib@yahoo.com	2123 W. Sunrise Rim	83705
3	MARY KAY	ASCH	841-2787	MARYKAYASCH@yahoo.com	2216 W. Sunrise Rim Boise	83705
4	Russell	BAER	345-1108	BoiseBAER@msn.com	2224 Sunrise	83705
5	Vicki	Baer	345-1108	boisebaer@msn.com	2224 Sunrise Rim	83705
6	Linda	Smith	342-6354		2300 Sunrise Rim	83705
7	DAVID	SMITH	345-6805		2308 SUNRISE RIM	83705
8	Rhea	Smith	345-6805	was1967@yahoo	2308 Sunrise Rim	83705
9	Kathy	Biggs	429-1265	KB191464@gmail	2316 Sunrise Rim	83705
10	EWAN	GOULD	344-4476		2400 Sunrise Rim	83705
11	Erin	Faulk	484-4645	erinfaulk@gmail.com	2505 Sunrise Rim	83705
12	JASON	ZEBERT	869-5200	JZEBERT@comcast.com	2407 W. SUNRISE RIM	83705
13	Steve	Tornaga	861-8089	starnaga@msn.com	2524 Sunrise Rm	83705
14	Don	Roell	801-5865	d.roell@live.com	2123 Sunrise Rim	83705
15	Jessica	Tornaga	724-0107	jessstornaga@gmail	2124 Sunrise Rim	83705
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Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015 (Extended to 10/12/15)

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

I don't understand the need to expand Boise into a F15 and/or F35 base which will impact the majority of the Boise community when there is a AFB less than 50 miles away.

There are many other military aircraft options that would fulfill Boise's needs without the negative impact F15 and/or F35's would bring.

Please, please, please reconsider your options and think of the community they affect when you do. This is our city, our homes and our life style...

Contact Information

Name Dan and Pat Marler
Organization _____
Address 6525 Fairfield Ave - Boise, ID 83709
Phone 208-914-8939 Email: dan.marler@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

The Part 150 study uses DNL to determine acceptable noise levels, which I feel is good in a general sense, but does not accurately reflect the 'real' impact of having considerably noiser jets taking off from the airport. While living near the airport, one expects to hear the normal noise sound levels associated with passenger jets, civilian aircraft, military helicopters, etc. However, the noise associated with the F15 and F35 is considerably louder than the airports 'normal' noise. This type of noise is so loud, that it results in an individual's senses being 'shocked'. This is primarily due to the nature of this noise being so abrupt and loud.

It is my feeling that the increased sound levels associated with the proposed F15/F35 missions is an inappropriate usage for an urban airport such as Boise's and that the Part 150 study does not accurately reflect the total/real impact of these types of missions.

Contact Information

Name Bob Ianson
Organization Home Owner
Address 3001 S Roosevelt St Apt 10 Boise, ID 83705
Phone 208-866-2679 Email: bobianson@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Jamie Van Eaton . [mailto:cleochatra@gmail.com]
Sent: Monday, October 12, 2015 4:31 PM
To: Kim Hughes
Subject: Please no more noisy aircraft

As a self-employed businesswoman in SW Boise, I am sometimes blasted out by the loudness of the aircraft coming from Gowen Field. his makes it hard to conduct business, both on the phone and in person.

I love our military, but... those jets are amazing and should be in Mountain Home and not in such a populated area. Mountain Home already exists for these planes. Please keep them there.

I appreciate your time. Thanks for listening!

I live at 6810 W Diamond Street (Cole + Victory Rd).

Fondly,
With blasted out ears,
Jamie Van Eaton

From: rena alexander [mailto:renalex@cableone.net]
Sent: Monday, October 12, 2015 5:32 PM
To: Kim Hughes
Subject: Boise Airport Noise Compatibility

JB & Rena Alexander
6401 Robertson Dr
Boise, ID 83709

Our home and our parents homes will be directly impacted by the noise if this goes through.

We are AGAINST the proposed flight zones.

We would not have bought in this area if we had any indication that this could happen.

Now our property value will only decrease as time goes by.

This is a BAD idea.

Thank you for your consideration

--

Comments Concerning Boise, Idaho Airport Part 150 Study Update - October 12, 2015

Contact Information:

Kenneth L Pidjeon
1829 W Canal St
Boise, ID 83705-4819
(208) 345 -8185
Email: pubtransed@aol.com

Comments

For reasons listed below I am asking the FAA not to certify the Boise, Idaho Airport Part 150 Update public involvement process and require the airport operator to begin the public involvement process over again.

14 CFR 150.123(d) requires the airport operator (AO, my shorthand) to provide “adequate opportunity” for the general public to submit their views, data, and comments on the draft noise compatibility program study (Part 150 Study).

The airport operator (City of Boise City, Idaho Airport) has failed to provide “adequate opportunity” for the public to submit its views on the draft noise compatibility program study by: failing to provide adequate notice of two meetings (1st and 3rd)(less than 2 weeks’ notice); failing to provide “adequate opportunity” (less than 3 working days) for participants at the 3rd meeting to submit their comments concerning the meeting; failing to provide public access to study consultants (HNTB Corporation) at the 3rd meeting (equal access); and failing to provide both notice of a public hearing and failing to hold a public hearing concerning this study as provided by 14 CFR 150.123(d). Public information meetings are not public hearings. The processes for each are significantly different.

The AO held a 3rd Part 150 public information meeting on October 6, 2015. The meeting was attended by approximately 75 – 100 people. I attended the meeting.

No consultants from HNTB were at the meeting. I was told by AO staff the consultants had been at the two (2) previous meetings. AO staff also indicated the reason no consultants were available at the third public information meeting is the consultants had only been contracted to attend two meetings.

The 3rd meeting comment submission deadline (3 working days, 6 calendar days) was considerably shorter than the time to submit comments following both the first public information meeting (over 30 calendar days) and the second meeting (approximately 25 calendar days).

The deadline established by the AO to submit comments after the 3rd meeting was Monday, October 12, 2015 – a Federally recognized Holiday. This deadline is 6 calendar days after the meeting and 3 working days after the meeting. The deadline failed to indicate a closing time for submission of comments and whether the closing time was prevailing Eastern or Mountain Time. Since the meetings were held in the Mountain Time Zone I must assume the submission deadline time zone is also Mountain Time.

Comments could be sent to the study consultants, located in Virginia, either by USPS mail or email in addition to leaving them in a drop box after the meeting. It would be literally impossible for comments to reach a Virginia based consultant using regular USPS mail between the time of the 3rd meeting and the deadline established by the AO. Mail is not delivered on a Federal Holiday and the HNTB address was a street delivery address not a P.O. Box.

Attachments: [Data_All_151012 \(1\).pdf](#)
[SurveyMonkey_70012292.pdf](#)

From: Henry Wiebe [mailto:henry@henrybroker.com]
Sent: Monday, October 12, 2015 6:00 PM
To: Kim Hughes
Cc: Dave Kangas; Mayor Bieter
Subject: Boise Airport NOISE Study: Part 150 : Public Survey Results / Comments

Hello Kim,

Attached is a public survey and the results.

Please confirm receipt and that this information is included with the published Study as part of the comments.

Regards,



Henry Wiebe *Associate Broker | Silvercreek Realty Group |*
Address: :: 290 Bob White Ct., Ste 100
Tel: :: 208.850-3000 | Mobile: :: 208.850-3000
henry@henrybroker.com | <http://www.henrybroker.com/>
[gratitude :: our default state of being.](#)

Only TEN QUESTION about Gowen Air Field and the Boise Airport

Boise City owns Gowen Field and leases it to Idaho National Guard. To learn more about the BOI Airport Noise Study visit <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program> . To learn more about community action and involvement, visit <https://groups.google.com/forum/#!forum/boi-noise>

1. Are you aware that the military mission at the airport is going to change?

2. Are you aware that there is a proposal to replace the current aircraft the a-10 with the f-35 which is 6X as loud as the current aircraft the a-10?

3. Were you and your family negatively affected by f-15 operations this last summer?

4. Were you notified via news, newspaper or email of open houses at the airport on June 3 and Sept 2?

5. Would you support the Mayor and council in bringing the f-35 to the Boise airport as the airport is currently configured?

6. Are you aware that the f-35 could potentially condemn hundreds of bench homes as "not suitable for living"?

7. Do you feel that the mayor's stated slogan for Boise- to make it the most liveable city in country- is appropriate if he and the council are willing to condemn 100's of homes?

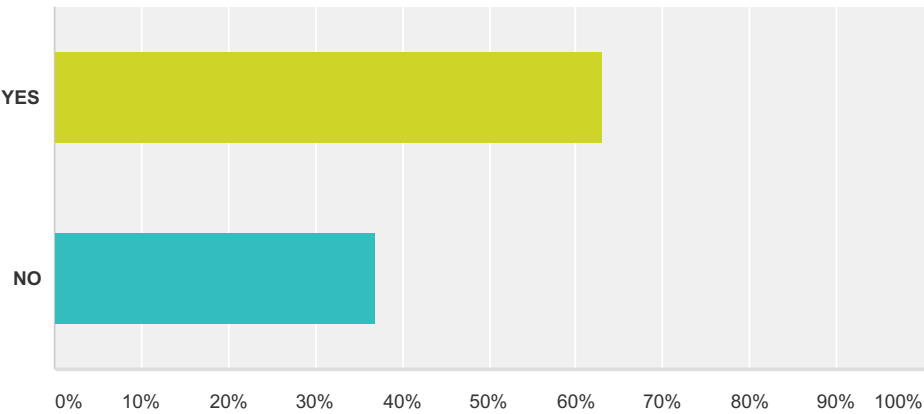
8. There is a third, currently unused runway, 1 mile south of current airport operations. Would you potentially support an additional airport bond to expand operations there, instead of condemning hundreds of homes.

9. Mountain Home Air Force Base could serve as home to the Idaho Air National Guard. Would you support this as a taxpayer?

10. Would you support a noise abatement ordinance for the Boise airport to control and limit the noise impact of future additional airport operations?

Q1 Are you aware that the military mission at the airport is going to change?

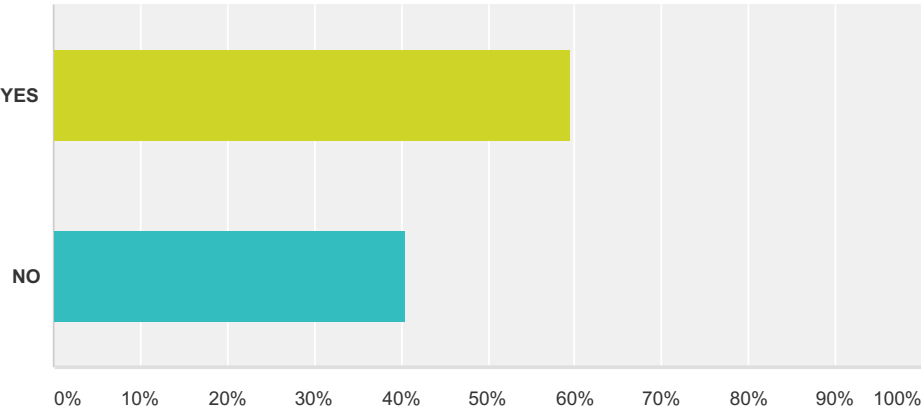
Answered: 217 Skipped: 0



Answer Choices	Responses	
YES	63.13%	137
NO	36.87%	80
Total		217

Q2 Are you aware that there is a proposal to replace the current aircraft the a-10 with the f-35 which is 6X as loud as the current aircraft the a-10?

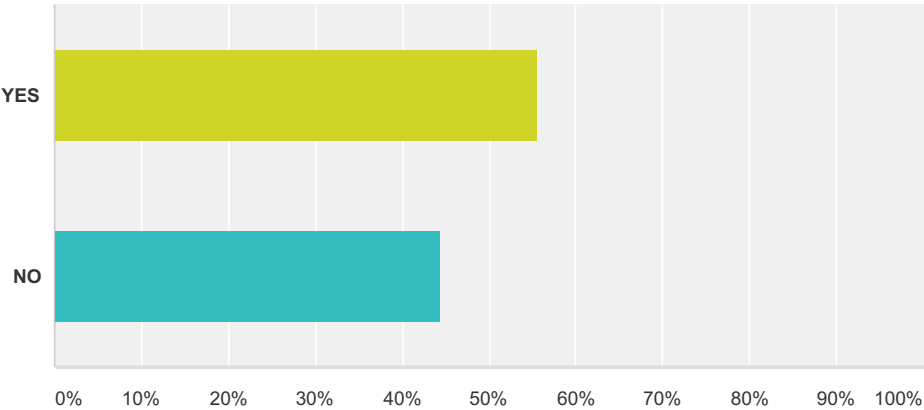
Answered: 217 Skipped: 0



Answer Choices	Responses	
YES	59.45%	129
NO	40.55%	88
Total		217

Q3 Were you and your family negatively affected by f-15 operations this last summer?

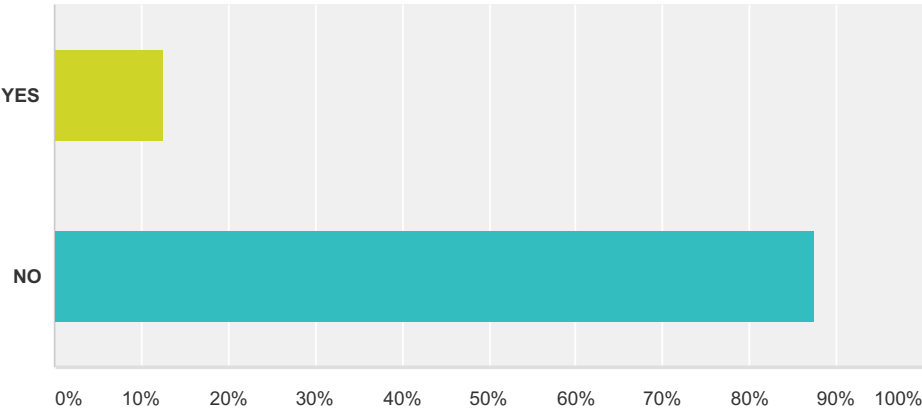
Answered: 214 Skipped: 3



Answer Choices	Responses	
YES	55.61%	119
NO	44.39%	95
Total		214

Q4 Were you notified via news, newspaper or email of open houses at the airport on June 3 and Sept 2?

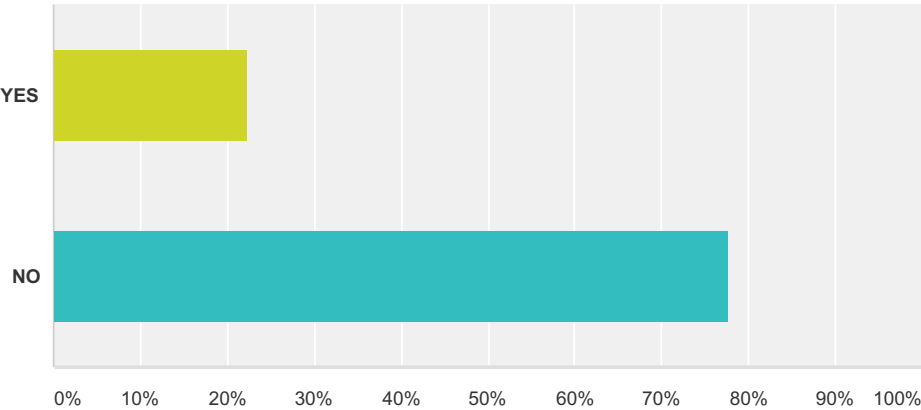
Answered: 215 Skipped: 2



Answer Choices	Responses	
YES	12.56%	27
NO	87.44%	188
Total		215

Q5 Would you support the Mayor and council in bringing the f-35 to the Boise airport as the airport is currently configured?

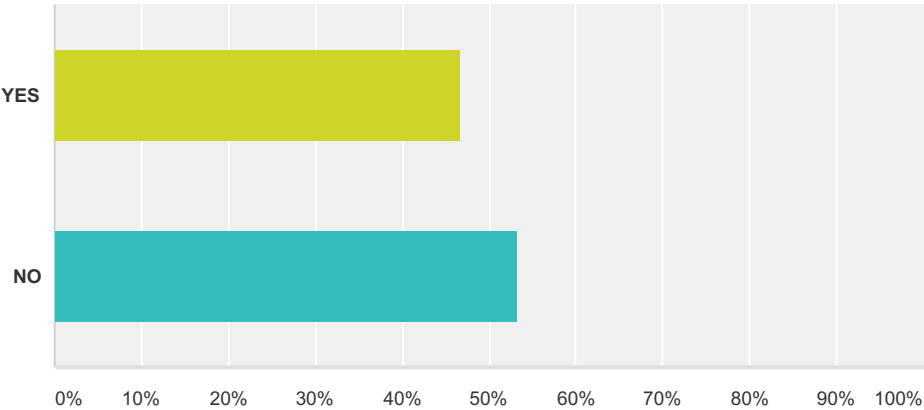
Answered: 210 Skipped: 7



Answer Choices	Responses	
YES	22.38%	47
NO	77.62%	163
Total		210

Q6 Are you aware that the f-35 could potentially condemn hundreds of bench homes as "not suitable for living"?

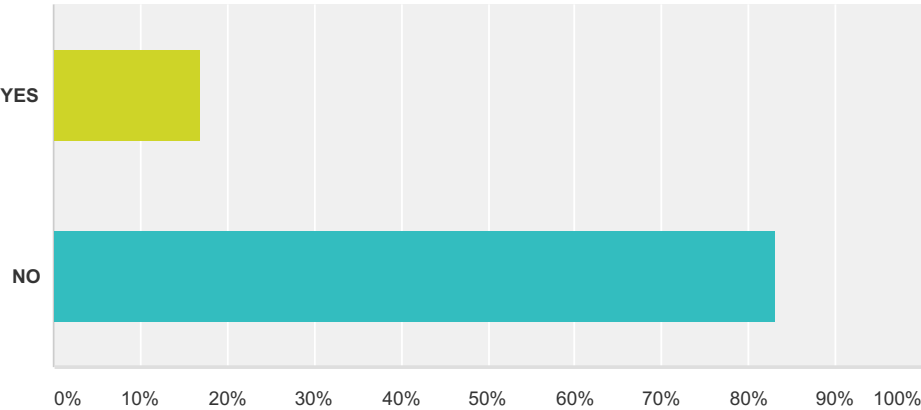
Answered: 214 Skipped: 3



Answer Choices	Responses	
YES	46.73%	100
NO	53.27%	114
Total		214

Q7 Do you feel that the mayor's stated slogan for Boise- to make it the most liveable city in country- is appropriate if he and the council are willing to condemn 100's of homes?

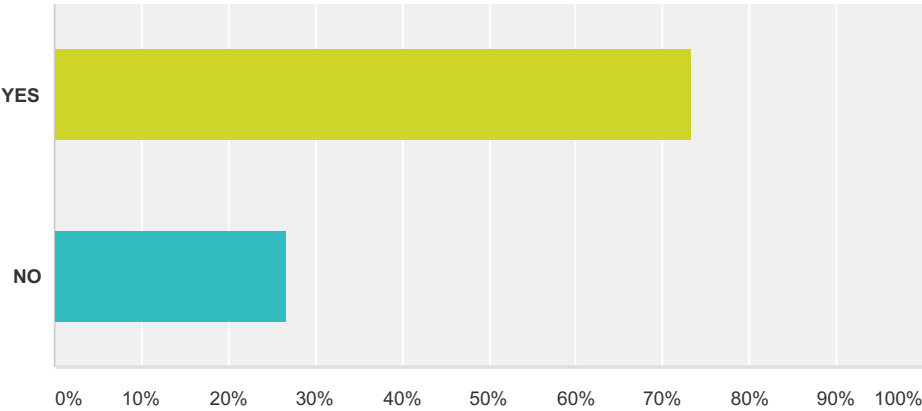
Answered: 207 Skipped: 10



Answer Choices	Responses	
YES	16.91%	35
NO	83.09%	172
Total		207

Q8 There is a third, currently unused runway, 1 mile south of current airport operations. Would you potentially support an additional airport bond to expand operations there, instead of condemning hundreds of homes.

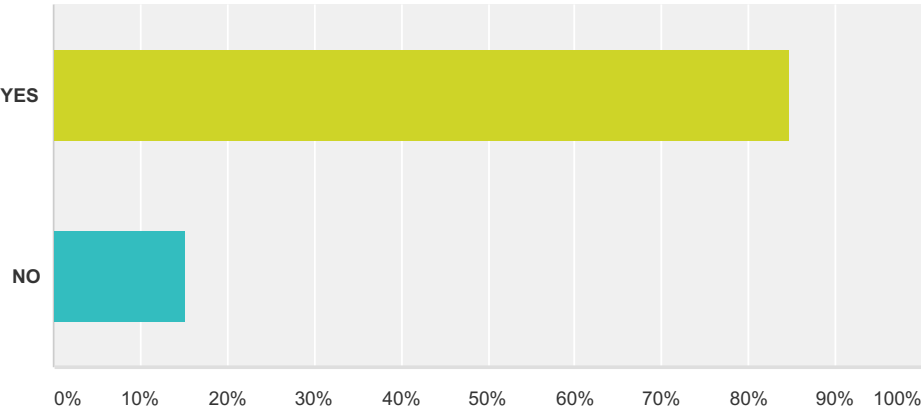
Answered: 210 Skipped: 7



Answer Choices	Responses	
YES	73.33%	154
NO	26.67%	56
Total		210

Q9 Mountain Home Air Force Base could serve as home to the Idaho Air National Guard. Would you support this as a taxpayer?

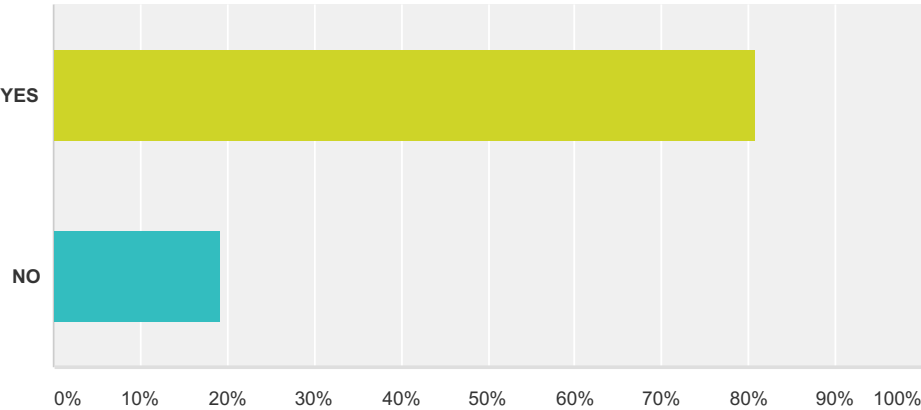
Answered: 209 Skipped: 8



Answer Choices	Responses	
YES	84.69%	177
NO	15.31%	32
Total		209

Q10 Would you support a noise abatement ordinance for the Boise airport to control and limit the noise impact of future additional airport operations?

Answered: 208 Skipped: 9



Answer Choices	Responses	
YES	80.77%	168
NO	19.23%	40
Total		208

October 12, 2015

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

My comments on 2015 Part 150 Noise Study:

In the last month, word has spread in the South Bench area about this study. I have been made aware that residents who might be most direly affected – those living on Pasadena, Catalina, Normandie, Pond, and nearby – were unaware of the study. They were unaware that their homes might be declared to be in an “incompatible with residential use” zone. Any intelligent reading of the FAA Advisory on public involvement would guide you to make specific efforts to inform and make involvement easy for directly affected residents. This did not happen in 2015.

Mayor Bieter has responded to some residents, including me, who asked about public involvement, with this: Two open houses...were held.... Those meetings were advertised through multiple ads... and eNewsletters ... to neighborhood associations.” I get the local paper every day. I watch TV news. I am in Bench stores almost daily. I never got one email, until an alert citizen posted something on NextDoor. I never saw one word about the study or these meetings. Surely all public officials and contractors involved in this study know that many people do not get the paper. They don’t belong to neighborhood associations. Shouldn’t those people have a voice in what happens in their community? It would have been an easy and inexpensive step to create flyers and have them distributed throughout the study area residences and businesses. Even parent committees do this for bake sales, neighbors do this for yard sales.

It is not helpful for Mayor Bieter or other officials to say that this is just a study, simply modeling “forecasted noise levels from aircrafts that could be based at Gowen Field.” In fact, it’s deceptive. When minimal public is involved, the study can smoothly summarize that no particular public concerns were raised.

It’s imperative that this period be extended at least 90 days, and that a much greater effort be started immediately to inform and involve ALL the potentially affected residents of the South Bench.

Sincerely,

Kerry Cooke (Please see second page for first comments)

Sending again because I didn't get acknowledgement when I sent these two weeks ago:

Date: September 25, 2015

To: Kim Hughes, PE

From: Kerry Cooke

Re: Comments on Boise Airport: Part 150 -- Noise and Land Use Compatibility Study

I live in a cul-de-sac nestled against the playground at Hillcrest Elementary School. It's a lovely neighborhood. In the mornings I walk my dog down Pond Street, around Hillcrest, and up Roosevelt next to the Golf Course. I make a loop down Catalina, up to Owyhee School, and then come back on Pasadena to retrace my route home. All along the way, I pass homes of grandeur, homes of busy professionals, and homes of retirees. Everywhere, I see people investing in their homes, tending their gardens, fixing their fences.

Yes, I-84 is nearby. And the planes come and go from the airport. But the noise is not deafening. We can still have a fine quality of life. But not with F-15s and F-35s. That changes everything.

When the F-15s were stationed at Gowan this summer, I had to shutter my house until dark. It was impossible for me to sit on my patio or grill food in my back yard if the jets were active. Even in my house with everything shut, while the planes took off, flew nearby, and landed, I could not hear anything (a conversation, my radio or television) until they had passed. My windows shook. My dog ran inside, panicked. My ears rang long after. My head felt like it was going to explode.

And I live in a well-built townhouse circa 1998. And I live outside of what the 150 study considers to be in the impact zone. I'm not a golfer, but it makes me sick to think that this gorgeous golf course could be made such an unpleasant place to be during daylight hours.

Imagine my surprise two weeks ago to find out about this study. I get the daily newspaper and never saw a word. Nothing was posted in my neighborhood, in neighborhood stores, etc. Nothing came to my mailbox. Public meetings? Who knew? Certainly City Leaders and Airport Management must know that the surest way to have mistruths, distrust, and high anger erupt is to keep a decision like this out of the public discourse. And that's what's happened here.

Your public comment period ends on Monday. I implore you to extend it by at least 6 weeks. Now that word is starting to spread, do not close comments on this issue that could greatly affect the lives, personal property values, and peace of mind of the Airport's neighbors.

Sincerely,

Kerry Cooke

4962 W Hillcrest View Court, Boise, ID 83705

kvcooke@hotmail.com

From: Bret Seidenschwarz [mailto:bseidenschwarz@msd134.org]
Sent: Monday, October 12, 2015 6:10 PM
To: Kim Hughes
Subject: Part 150 Study-Open House #2

After attending the open house I had the following observations. If this study is to be helpful to the public and enlighten them of the "true" noise level anticipated, then an average is NOT helpful. What is truly helpful would be a peak noise level comparison. I also felt that residents in the affected area should have been notified by US mail. This seems to be a reasonable request since this is the official way the public is notified on other matters of official business in which their financial well being, livelihood, or family structure is threatened. All true in this instance in some form or another.

Both of these issues seem to be pointing out at the very least an appearance of a lack of transparency. I don't think this is intentional on the part of the study, but just a continuance of doing business as it has been done in the past. Judging from the passion acknowledged in the crowd I would think that it would be in everyone's best interest to make every effort of transparency possible.

Sincerely,

Bret Seidenschwarz
Resident
2018 Cinebar
Boise ID 83709

From: MB Cooper [mailto:coopermb@msn.com]

Sent: Monday, October 12, 2015 6:25 PM

To: Kim Hughes

Subject: Noise Compatibility Comment Sheet

Please accept my submission of this study and confirm receipt, thank you.

Mary-Beth Chandler

Production Coordinator

4631 W Hillcrest View Drive

Boise - Idaho 83705

208-608-8475

coopermb@msn.com

www.linkedin.com/in/MBCooper



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

I am very unclear as to why the Mountain Home Base can not host these proposed missions and how our local supporters in the city feel the economic impact would ultimately benefit the city where these missions begin.

I am also very unclear as to whether our residence is included in the government buyback boundaries. Where can we provide input to the military rather than our local airport officials who are conveying what they know through city politics?

I heard that \$20K was spent on public notifications - YET!! The only messaging we heard was via internet networks and a chastened neighbor who personally wrote an invitation to attend a public meeting set by the airport. That's 20K down the tubes!

Contact Information

Name Mary Beth Chandler
Organization Resident - Hillcrest
Address 4631 W. Hillcrest View Drive
Phone 208 603 8175 Email mbechandler@boise.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

October 12, 2015

From: tridink106@gmail.com [mailto:tridink106@gmail.com] **On Behalf Of** Jake Armstrong
Sent: Monday, October 12, 2015 7:56 PM
To: Kim Hughes
Cc: ICE - Lisa
Subject: RE: Boise Airport Noise Study

Kim, please add one additional comment. This past Saturday I was working outside in our yard with a commercial string trimmer and wearing ANSI certified hearing protection. I could hear the military jets flying over head above any noise that was produced by my work.

Thanks,

Jake Armstrong, P.E.

From: John Bell [mailto:johnarbell@cableone.net]
Sent: Monday, October 12, 2015 8:12 PM
To: Kim Hughes
Subject: Part 150 Study Update

Hello

I couldn't get the form to work so am writing instead.

We are very concerned about the F15's coming to our neighborhood. The study is flawed by taking daytime averages for the noise ratings. The F15's last summer were so loud- all conversation stopped. We need to pass a city ordinance that outlaws those levels of sound. We have lived here for over 40 years and have no problems with commercial planes. The F15's have no right to come to Gowen and destroy our neighborhood, homes and our health. Arlene Bell home owner 4315 Pasadena Drive Boise 83705

johnarbell@cableone.net 208-861-8261

--

-----Original Message-----

From: Brenda Tornga [<mailto:btornga@yahoo.com>]

Sent: Monday, October 12, 2015 8:34 PM

To: Kim Hughes

Subject: Part 150 Noise and Land Use Compatibility Study

Part 150 Study Update

Noise and Land Use Compatibility Study

My husband and I have lived almost 30 years in our current address on Sunrise Rim. While we have not been bothered by most airport noise because the planes are low on take-off, we can definitely hear the jets. But they do not do many 'sorties' and keep reasonable hours. The current 'courting' of the F-10s or F-35s to our local airport is not at all acceptable to those of us who live here. While I understand there are jobs at stake and commutes to avoid (Mountain Home), the cost to the 'livability' of all our neighbors is not being taken into consideration and certainly not monetized or even vocalized. It is as if our opinions and wishes are of no concern.

I am aware the noise study is just that – a study. But it seems initiated by the possibilities of getting these jets. Therefore it doesn't take paranoia or hysterics to go to the logical conclusion that the study will be used to allow the jets in. It is our job, as citizens, to make sure that our voices are heard, especially since our local government and a few airmen that don't want to commute are doing all the talking presently. We are not being unpatriotic. There are better alternatives/airfields for the F-10s and F-15s. There are probably even areas that would love to have these aircraft. But here in Boise, with the large population so close to the airport, it seems a very ill choice.

Why would you wreck so many homes and neighborhoods over the use of a civilian airfield by military aircraft? I can't believe that the schools, business (Micron?) and churches would tolerate such a concept, either, if they knew about it.

Last point. This has been handled in such an inept way. I am saying inept, and that is giving everyone the benefit of the doubt. If it was not inept, then it was devious and I am sincerely hoping that is not the case here. If you want to inform people, you put out effective notices and work hard to gather the input you would surely need. But to set up 'Open Houses' and then basically do not do any kind of outreach, is disingenuous. (Google these open houses, good luck finding any data on these, except those complaining AFTER the fact). I understand that email were sent out to Homeowners Association officials. No one in the meeting we were at (again, after the fact) saw them. Our neighbor association would have printed them, handed them out to our 236 houses and would have had a respectable presence at the 'Open House.' We have been very vocal on this issue before. It is not something we would have ignored unless we didn't know about it.

Sincerely,

Brenda Brill Tornga

Contact Information:

Name Brenda Brill Tornga

Organization: Sunrise Rim Homeowners Association

Address: 2124 Sunrise Rim Road, Boise Idaho 83705

Phone: 208-343-4062 Email: btornga@yahoo.com X Resident o Aeronautical User o Government o Business/Development Interest o Other

From: DerekJeanine Sauerwein [mailto:djsauerwein@yahoo.com]
Sent: Monday, October 12, 2015 8:56 PM
To: Kim Hughes
Subject: Noise and Land Use Compatibility Study

Resident Input

I was unable to attend the open house recently as well as the one in June...Mostly because I didn't know it was happening.
How were residential areas notified of these meetings?

As far as the study, my comments are:

When the Air Force did the study in 2012, my neighborhood was then zoned for "Not suitable for residential use." (At least I think it was, I have never seen any maps or any real information regarding this either.) I can only assume it is since in the Boise City Study my neighborhood butts directly up to the "Yellow Zone."

Why is the study from Boise City different? The residents effected went from about 3,000 down to 300 or so. Did the F 15 suddenly get quieter? When the temporary missions were running, it was so loud you couldn't hear a conversation if you were outside. I understand the F35's are even louder (14-15 dB louder than the F 15 according to the Oct 26,2008 Air Force Times article)

What is the expected impact to residential property values in the next few years? What happens when these missions are running and suddenly I can't sell my home if I need to. I didn't purchase my home next to an Air Force Base.

I understand that bringing these fighter jets will bring jobs and significant money to the Treasure valley, but what about the people effected? How will we be compensated? I think more forthright information is needed for the public including real answers to the difference in studies between the US AIR FORCE and Boise City. I also called and left a message with the Mayor's office and have yet to receive a phone call.

This feels like a back door deal to me and my neighborhood will plummet in value and I will be stuck living next to an Air Force Base involuntarily and without regard or proper compensation.

Jeanine and Derek Sauerwein
Resident'
7050 W. Rosewood Dr
Boise, Idaho 83709
208-870-6803 208-861-6321
djsauerwein@yahoo.com

From: Ronald Haberman [mailto:haberman43@gmail.com]
Sent: Monday, October 12, 2015 10:11 PM
To: Kim Hughes
Subject: Noise Compatibility Study at Boise, Idaho

October 12, 2015

Count us as adamantly opposed to the proposed placing of F-15 and/or F-35 aircraft at Gowen Field.

We happen to live in the area that will be greatly affected by an increase in noise and pollution from takeoff's and landings of these aircraft

We have lived in and made improvements to our home since 1978.

I, Ron, served in the USAF during the 1960's, so I am not anti-military in any way.

Most aircraft presently flying out of Boise are not as loud as they were years ago.

We feel that our ability to live in the affected area will be greatly diminished by adding F-15's on a regular basis.

During this past summer the amount of noise was not acceptable every time the F-15's took off to the west. All conversation had to stop, whether inside or outside. Our young grandchildren could not be outside when these aircraft were flying.

Taking a walk while they were flying was no longer an enjoyable experience. In addition, there are two elementary schools, numerous businesses as well as a country club golf course and numerous upscale homes in the impact area.

My wife and I both feel that this is not an acceptable type of aircraft to be using a commercial facility in an urban area.

They belong on a military base such as Mt. Home AFB.

Ron & Althea Haberman
4311 Pasadena Dr
Boise, ID 83705

(208) 344-8054

From: MB Cooper [mailto:marybethcoop@gmail.com]
Sent: Monday, October 12, 2015 11:19 PM
To: Kim Hughes
Subject: Noise Compatibility Study

Thank you for considering this input from our household, Rex Chandler

Rex Chandler
rex@chandlersboise.com



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

1. Lack of disclosure in not informing residents what the impact of future noise levels might be. Where was the direct mail, community leadership support?
2. Methodology of report is questionable with weighted averages of a 24 hr. clock being "averaged in" with daylight vs. nite.
3. It's unclear about the political involvement on a local level as to whom supported the "Gowen Shong" campaign where was this support adopted by the general public? It seemed like propaganda that was privately collected & fabricated in favor of only those in support.

Contact Information

Name Rex Chandler
Organization _____
Address 4631 W. Hillcrest View Drive
Phone 208 721 0295 Email: rex@chandershoise.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Gary Grimm [mailto:gogrimm@gmail.com]
Sent: Tuesday, October 13, 2015 12:10 AM
To: Kim Hughes
Subject: Comment: Part 150 Study Update

Noise and Land Use Compatibility Study.

Attached is my comment form. Note that this pdf form was not easy to fill out as I could not format the text the way I wanted as some text overwrote other text and I could not enter my phone and email address.

Also, I could not copy my response on the form for my own records. When I tried to copy and paste I just get blank lines.

My phone number is 208 -585-7512 and my email address is gogrimm@gmail.com



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

First I am disturbed that the public meetings were not well publicized.
I am having trouble filling out this form!!!!

I am also concerned that the study did not include any information about the noise levels of the F-15 jets that were stationed in Boise this summer.

The DNL (daily noise level average) is not a measure of the sound level when military jets are taking off, but the study did not provide any data about this noise level.

There is a question about "Quality of Life" of individuals and families that should also be considered when noise levels are studied, and not only the economic impact to the City of Boise.

The people who live near the airport, especially those who have lived here for many years, should be able to decide on the acceptable jet noise level and produce a contemporary and future looking noise ordinance.

I am having a lot of difficulty in filling out this form. I can't add text without previous text being overwritten. And, I can't fill in the Contact information correctly, including my Phone and Email.

Contact Information

Name Gary Grimm *Gary Grimm*

Organization _____

Address 2001 W. Canal St/ Boise, Idaho 83705

Phone _____ Email: _____

☐ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

As a resident of the Hillcrest neighborhood north of the Boise airport, I am strongly opposed to the potential replacement of the A-10 mission with F-15 mission. Noise from the airport is already quite noticeable and interruptive. The noise was especially bad this summer when fighter aircraft used the Boise airport. At times this summer, my windows rattled, I could not hear family speaking across the room, and my newborn was startled awake. I realize this was a compromise I made when buying a home here, but more noise is unacceptable. The 2020 Noise exposure Map will place the 65 dB boundary in front of my house. This will negatively affect our quality of life and negatively affect my home's value. Owyhee Harbor Elementary School is less than 100 yards east of my house and I cannot imagine my child starting his education in school this close to the anticipated noise. How are children supposed to learn and focus in this environment?

Contact Information

Name Justin Devinaspri
Organization _____
Address 3712 W Pasadena Dr
Phone 2084470741 Email: justindevinaspri@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

As a resident living near the airport in the Hillcrest neighborhood I am against F-15's coming to the Boise Airport. When there were jets this summer it was way too loud . Jets of this noise level need to not be flying so close to residential areas. As a new mom, I ask that they not relocate to Boise. We do not want to live with this noise for years to come. I had a taste of this noise this summer and the prospect of my newborn growing up with this noise on a regular basis, and attending school with this noise is unacceptable. If this mission is to come to Boise, I will have to sell my home and relocate before the value of my home drops. The anticipated 65dB boundary will be right in front of my house, and extremely close to Owyhee Harbor Elementary School. I look forward to raising family in this home, but I cannot tolerate this noise as my newborn grows up and attends this school.

Contact Information

Name Molly Devinaspre
Organization _____
Address 3712 W Pasadena Dr Boise ID 83705
Phone 2086029729 Email: oceanartista@aol.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Rebecca Hupp [mailto:RHupp@cityofboise.org]
Sent: Tuesday, October 13, 2015 4:57 PM
To: Jill Singer; Kim Hughes
Cc: Sean Briggs
Subject: FW: Airport Noise Study Comment Form

From: Rebecca Hupp
Sent: Tuesday, October 13, 2015 2:57 PM
To: 'Elliot Werk'
Subject: RE: Airport Noise Study Comment Form

Commissioner,

Thank you for your comments. I will ensure they are included in the study. We also are evaluating the need to extend the comment period and how that may impact the timeline and FAA process.

Rebecca

From: Elliot Werk [mailto:elliotwerk@gmail.com]
Sent: Tuesday, October 13, 2015 10:00 AM
To: Rebecca Hupp
Subject: Re: Airport Noise Study Comment Form

Rebecca:

Thanks for your help. I assume that it's a bit late and that the comment period won't be extended.

The lack of an online comment process adds to the perception that the study was done in a manner that would minimize public comment. I hope you understand that this is not an accusation. But as I previously explained, the 2010 military process raised awareness and fears on the Bench. This current process has reawakened and reinforced them.

To provide my comments directly to you, I am certain that the F35 is an inappropriate aircraft for the Treasure Valley (regardless of what runway is used). I strongly urge that if an F35 mission is truly being considered that the city request a pair of F35's to come to Gowen so that their actual noise footprint and impact can be evaluated.

In addition, I'd ask for a clarification about the issue of afterburners used for takeoff of the F35. In 2010 the military was clear that afterburners would be required on hot days. The Gowen representative directly contradicted this at the meeting that I attended.

I know that you were dropped into this process and I suspect that you did not know about the sensitivity of this issue. I thought you did an excellent job at the meeting I attended (especially after the introduction and subsequent disruption).

Thank you for your work.

Elliot

On Tue, Oct 13, 2015 at 8:30 AM, Rebecca Hupp <RHupp@cityofboise.org> wrote:
Commissioner,

Thank you for your email. We do have an online contact process – khughes@hntb.com and you are able to send comments directly through the e-mail process, no need to use a form. The e-mail is located on the comment form as well.

Thanks,

Rebecca

Sent from my iPad

On Oct 10, 2015, at 10:21 AM, Elliot Werk <elliotwerk@gmail.com> wrote:

Mayor:

I hope that you are well.

Perhaps I am not looking in the right place but I can only find a comment form for the airport noise study that must be printed, filled out and somehow sent in (http://www.iflyboise.com/media/37182/COMMENT_FORM_OpenHouse_2.pdf). I would suspect that the city likely has an online comment form that can filled out and submitted online.

Can you please direct me to an online comment form so that I (and others) can easily submit comments.

Thanks very much.

Elliot



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

I do not appreciate the sound of jets over my house at all times of the day. Either have them fly higher or only every other week maybe. The constant noise is driving me nuts...

Contact Information

Name Michelle Wood
Organization _____
Address 7200 Petrie St Boise ID
Phone 2083200613 Email: _____

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Jo Henderson [mailto:johender@gmail.com]
Sent: Wednesday, October 14, 2015 7:51 PM
To: Kim Hughes
Subject: Draft Part 150 Study Update - Noise and Land Use Compatibility Study - Boise, ID

Kim Hughes, PE
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Ms. Hughes,

I understand that I may still submit comments about the Draft Part 150 Study Update. Following are my comments:

I am very concerned about the proposal to allow F-35 jet use of Gowan Field. Obviously, I live on the Boise Bench and the presence of F-15 flights throughout the last few months has been disconcerting, at best, and disturbing and frustrating at worst. When these jets fly, I, literally, need to cover my ears and cease all conversation, even within my house.

I believe that the quality of life for the residents of the Boise Bench and for ALL of the Boise Valley will be degraded by allowing these military planes to use facilities near our city. This is not just a Boise Bench issue.

There is an alternative: Mountain Home Air Force Base. I understand that pilots for these aircraft want to live in Boise and do not want to commute to Mountain Home to fly their jets. However, the impact of these jets and their flights negatively affect our entire community, so this small group of pilots should not determine the quality of life for an entire community.

Again, I am concerned about the cities of Boise and Meridian and their futures. From my experience living on the Boise Bench and experiencing the disturbing effect of the jet noise over the last months, I am convinced that increasing that impact with even louder jet noise will be a detriment to the economic health and quality of life throughout the Treasure Valley.

Thank you for the opportunity to provide input.

Jo Henderson
Resident
6324 W. Randolph Dr.
Boise, ID 83709

Subject: FW: Part 150 Comment Form
Date: Tuesday, October 13, 2015 9:49:05 AM
Attachments: [J.Devinaspre Evaluation Of A Drug Study.docx](#)

From: Justin Devinaspre [mailto:justindevinaspre@gmail.com]
Sent: Tuesday, October 13, 2015 12:39 AM
To: Kim Hughes
Subject: Part 150 Comment Form

Hi Kim,
Attached is my comment form.
Thank you,
Justin Devinaspre

Tohen, M., Kryhanovskaya, L., Carlson, G., DelBello, M., Wozniak, J., Kowatch, R., Wagner, K., Findling, R., Lin, D., & Robertson-Plouch, C. (2007). Olanzapine versus placebo in the treatment of adolescents with bipolar mania, *American Journal of Psychiatry*, 164, 1547-1556.

1. Ethical Considerations

Patients were excluded if they were treated with another experimental drug in the previous 30 days, had a serious suicide risk, had significant abnormal lab values, and substance abuse. Researchers controlled for confounding variables with the potential to cause serious patient harm by eliminating patients with these traits.

Researchers obtained written informed consent from adolescent patients and their legal guardians. Researchers also had approval from ethical review boards at each site of research. There were twice as many patients receiving the experimental drug instead of placebo because researchers felt it was unsafe and unethical to deprive potentially manic patients from treatment. Researchers conducted laboratory studies and mania rating scale assessments throughout the trial to monitor for adverse drug reactions.

2. Objective

Researchers used a double blind, placebo controlled research structure to measure the efficacy and safety of olanzapine when treating bipolar mania in adolescents.

3. Experimental Methods

Olanzapine is used for treatment of acute and chronic psychosis from schizophrenia, but is also useful in other psychiatric disorders (Lexicomp, 2015). This study is a deviation from the

intended population in that it is treating mania in a pediatric population. Positive results from studies of this nature could expand the on-label uses for olanzapine.

Researchers conducted the study across 26 locations over approximately three years. This spread controlled for researcher bias by using several researchers who would have difficulty assuming they were encountering both placebo and control patients when they could actually be at a site with only one group.

Before random assignment to control and experimental groups, patients had to undergo a 2 week period of washout from other psychotropic drugs. Researchers did allow an exception for some benzodiazepine use with restrictions, and psychostimulant use as long the dose did not change during the course of the study. The experimental group received 2.5 mg/day of olanzapine, which could be increased at 2.5mg-5mg increments at the researcher's discretion during the open label phase. Patients in either group who did not improve after 10 days could enter the open label phase without switching their group at the discretion of the researchers. Individuals in experimental group who did not experience improvement may have had an increase in dose, particularly if the researchers felt they were at risk of dropping out due to lack of efficacy. The study does not indicate if increased doses were given as single or multiple tabs. Curiously, 64.8% of controls completed the study without dropping out due to lack of efficacy.

Researchers analyzed Young Mania Rating Scale assessments at onset and completion. Researchers defined efficacy as a >50% decrease in Young Mania Rating Scale from onset to completion, and considers scores <12 to be remission. They also assessed the incidence of depression with the Clinical Global Impressions scale. The patients and their parents completed all assessment scales, with the more severe score used in cases of discrepancy.

4. Statistical Methods

The study population consisted of 161 males and females, residing in the United States or Puerto Rico, age 13-17 who were manic or bipolar according to DSM-IV-TR 2000 criteria who also had a score of >20 on the Adolescent Structured Young Mania Rating Scale. There is not a specific mention of how often symptom and behavior assessments were conducted, but included graphs suggest bi-weekly data points for 3 weeks. After that the study entered an open label phase where patients could continue for 6 months without breaking previous double blind assignment. Lack of efficacy was by far the main reason patients dropped out of the study with 20% from the experimental group and 35% of the control group dropping out.

Analysis of variance (ANOVA) was used to assess the baseline means of assessment scales (Young Mania Rating Scale, Children's Depression Scale, etc.). An ANOVA test shows that two samples are either alike and unlike by comparing the means of two groups to show if they are similar enough to be equal (Explorable.com, 2009). This provided evidence that both the experimental group and control group had similar Young Mania Rating Scale scores to show that any change was related to olanzapine administration and not related to variables within either group by chance. Researchers also assessed baseline to endpoint changes in Young Mania Rating Scales with ANOVA. Analysis of covariance (ANCOVA) shows if the slope and intercept of two data lines are different from each other (McDonald, 2014). This means researchers used ANCOVA to demonstrate the patients in both the United States and Puerto Rico had similar baseline measurements on Young Mania Rating Scale.

Researchers used a two sided alpha for the null hypothesis meaning they needed a P value <0.05 to reject the null hypothesis and state that olanzapine was safe and efficacious in treating bipolar mania in adolescents. They use an alpha level of 0.10 for treatment subgroups to analyze the effect of differing olanzapine doses. An alpha level of 0.10 is acceptable when a

Type I error, wrongly rejected the null hypothesis, is more acceptable (Taylor, 2015). In this case it means that an alpha of 0.10 is permissible because it is acceptable to say that the effect between subgroups is related to the dose of olanzapine.

5. Conclusion

Unsurprisingly, a significant number of patients from the placebo group dropped out due to lack of efficacy. It is interesting that after 3 weeks, patients in the placebo group had Young Mania Rating Scale improvements similar to what the experimental group had after one week. Olanzapine use did not relate to a significant decrease in benzodiazepine use. This suggests that it is not appropriate to suggest that olanzapine will decrease reliance upon benzodiazepines used for breakthrough anxiety.

The experimental group had greater baseline to endpoint improvement in Young Mania Rating Scale with a $P < 0.001$, which is very significant. Gracious, Youngstrom, Findling, and Calabrese (2002) state the Young Mania Rating Scale is for measuring mania in adults, children, and adolescents. Patel, Patrick, Youngstrom, Strakowski, and Delbello (2006) state a reduction of 55% from baseline to endpoint is the cutoff for optimal response for adolescent mania and 50% reduction is the most commonly used cutoff. This study does not specifically list the percent reduction, but it is 53% for the experimental group based upon data in the provided graphs. While the improvement is statistically significant, it is barely beyond what other research considers the cutoff for positive results and under the optimal cutoff.

Significant adverse effects in the experimental group included elevated weight, elevated blood pressure, elevated fasting glucose, elevated fasting cholesterol, abnormal triglycerides, elevated prolactin, elevated uric acid, and elevated liver enzymes. Several of these can place the patient at risk for long term health consequences such as metabolic syndrome, obesity, and high

blood pressure. Diet and lifestyle modification could address these side effects, but the patient may already be struggling to modify their lifestyle for bipolar disorder.

A drawback to this study is that researchers could increase olanzapine dose during the open label period, but there is not data showing what affect the certain doses had on assessment data and adverse effect. It would be helpful to know if improved assessment data and adverse effects occurred at the same dosage increments. Another drawback is the sample size. Only 161 patients entered the study while only 107 received olanzapine. Future studies demonstrating replicability need to be done. During the open label phase, researchers could increase the dose at their discretion. This could lead to researcher bias by researchers increasing the dose until either they saw the response they wanted or had excess of adverse effects.

The benefit of less than optimal yet positive clinical results needs to be weighed against the risk adverse effects that require significant lifestyle modification. Patel et al. (2006) state that singular symptoms such as aggressive outbursts can be present while still yielding a favorable score on the Young Mania Rating Scale. As a family nurse practitioner, I would be unlikely to prescribe this drug in my clinical setting. I would be reluctant to recommend an adolescent patient speak to a mental health professional specifically about this drug based on this research, there is significant adverse effects for marginal clinical gains. If I were providing care to an adolescent who was on this drug, I would emphasize exercise and diet changes to minimize the chances of elevated glucose, cholesterol, triglycerides, and weight as the patient enters adulthood.

References

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- Taylor, C. (2015). *What level of alpha determines statistical significance?* <http://statistics.about.com/od/Inferential-Statistics/a/What-Level-Of-Alphadetermines-Statistical-Significance.htm>.



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015

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Please share any comments you may have regarding this study:

I have been a resident of 6617 W. Elder St., Boise ID 83709 for over 12 years. When I first moved into the house, the neighbor to my East was renting a house and farm land from the airport. He had many animals that he took excellent care of. The land always looked good, and it was a nice feeling living next to a "small" ranch. The airport stopped renting the land to him, now it lays vacant and is taken care of off and on. As a matter of fact, barriers were erected at the East end of Elder where another house stood, which is also now gone. These barriers now lay broken in pieces on the side of the road - this is indicative as to how the property is taken care of by the Airport. Then the Airport built the strobe light runway path. This is the most annoying system as it make my house strobe on and off with light whenever it is active. Slowly but surely the Boise Airport, Ada County, and the City of Boise, are destroying the neighborhood in which we live, a neighborhood that has existed and thrived for over 6-7 decades. Recently the airport purchased another parcel of land just West of my house from Elder to Victory. The airport completely cleared the land. It is obvious to me that Boise Airport, the City of Boise, and Ada County wish to turn all of our properties into an industrial area. Due to the slowing economy since 2008 the three entities above have decided to take their time to buy up land as it becomes available (or as we give up this multi year fight or just die.) It is obvious that Boise Airport will not buy homes, but it will purchase land. This leaves every homeowner at a huge disadvantage. Why fix/repair/maintain a home that will inevitably be knocked down? What is the time frame you have set to purchase all the land? Why isn't the land the Airport purchased available for Residential development even though you claim it is designated Residential? The Boise Airport is still running almost 25% less passengers than 2007. The homes have become increasingly unmarketable due to the actions of Boise Airport, City of Boise, and ADA county. We need our community to be designated as RESIDENTIAL on the Boise Airport Map, the Boise Future Planning Map, and all other materials suggesting that our homes are in an industrial area or will become an industrial area. The Boise Airport, the City of Boise, and ADA County have left us in an untenable situation. We need your help and honesty.

Contact Information

Name Lee Eyerman
Organization _____
Address 6617 W. Elder St. Boise ID 83709
Phone 208-866-7930 Email: leyerman@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

Lee Eyerman
9/22/15

From: Stephen Leonard [mailto:sdleonard@gmail.com]
Sent: Friday, October 16, 2015 2:46 PM
To: Kim Hughes
Subject: We love USAF jets at Gowen Field

Dear Ms Hughes,

I sent this comment to Mayor Bieter, and he suggested I should submit it to you as well.

Several malcontents in Columbia Village are circulating letters in opposition to US Air Force fighter aircraft operating out of Gowen Field. They say they are writing you letters, and they posted a complaint and a letter from the Hillcrest HOA on the community bulletin board at <https://columbiavillage.nextdoor.com>. The response was overwhelmingly *IN FAVOR* of military jets. (Post and replies below)

Our home is directly under the approach and departure path for fighters and other Gowen Field traffic — and we love the airshow. The noise is mainly during the day, the military rarely operates late at night, and it is decidedly *NOT A PROBLEM*. And as I point out in my response below, Hillcrest isn't even under the flight path of fighters, which depart to and approach from the south and east.

So ignore the complainers, and bring on the F-15s and F-35s!

Thank you.

*Stephen D Leonard, MD
3704 East Alta Ridge Court
Boise, Idaho 83716*

*Res: 208-501-8990
Cell: 770-843-3284
sdleonard@gmail.com*

[Quinn Kelley](#) from [Columbia Village](#) 3d ago

I believe we should let super loud jets fly over our city cuz 'Murica

[Rhonda Thompson](#) from [Columbia Village](#) 3d ago

I love having these planes flying over. Educational for my grandsons and have great respect for what our military has and does for our blanket of freedom. Knowing that my home is close to the airport and Gowen Field I am fine with the noise knowing they are training to guarantee my freedoms. Those with issues to the noise maybe should not live close to the airport. Just a thought.

[Stephen Leonard](#) from [Columbia Village](#) 3d ago

Hillcrest isn't even under the flight path of those jets. You're a half mile north, and if they take off to west they turn south right after takeoff; if they're landing to the east they approach from the south and turn in close to the airport. If they take off east or land west, they're never within three or four miles of you. We're on Alta Ridge Court, so they do fly right over our house. But we find them thrilling, and beautiful.

They mainly fly during the day or early evening. Night operations are rare.

People get indignant about something, like airplane noise, and then become super sensitive to it and angry. Relax and enjoy the airshow -- it won't disturb your sleep.

[Tracy Gunter](#) from [Columbia Village](#) 3d ago

I love seeing those amazing jets! I was aware that I lived by an airport when I moved here so I feel that I really have no right to complain even if I wanted to. Those jets protect our country so if I have to live with some noise I'm totally fine with it.

[Mandy Lynch](#) from [Columbia Village](#) 3d ago

I can't even begin to tell you how mad this makes me. What a bunch of spoiled babies!! Do you know what that sound means to me? It means that another life is being saved when I hear it flying overhead in the Middle East. When that afterburner takes off at 3 AM, it means that they got the call that one of our brothers or sisters in arms needs to be saved. They're being shot at by Isis and are asking for help. So I'm proud to be woken up by that afterburner and I feel the same way when I hear it fly in our home country as well. No we're not flying all hours of the day here. The only times you'd even hear that afterburner take off here in town will be at 9:30 AM and 1:00 PM, not "all hours of the day". The only time they fly all hours of the day is in combat overseas. That sound isn't

only "the sound of freedom", it's the sound of lives being saved! Be thankful that we don't live in the Middle East where they actually do fly all hours.

[Lin Paporello](#) from [Columbia Village](#) 3d ago

The military is wonderful the noise I can deal with.....the potential loss in value of my property do to the required related rezoning of it, is the issue.

[Dana Gross](#) from [Columbia Village](#) 3d ago

Thank you all above comments! Holy cow! Get a life people! I also love hearing and seeing those aircraft flying overhead. I feel very safe and protected!

[Stephen Leonard](#) from [Columbia Village](#) 3d ago

Since the squeaky wheel gets oiled, those of us who LOVE those jet fighters need to let the powers that be know.

[Eric Swanson](#) from [Columbia Village](#) 3d ago

I couldn't agree more with Mandy! Every time I see and hear a fighter jet coming or going from Gowen Field it brings such a rush of adrenaline. Even after living in Columbia Village for nearly 20 years I still stop and watch with pride and awe as they fly over our neighborhood. That is the sound of freedom and I have no problem with that!

[Joe Newton](#) from [Columbia Village](#) 3d ago

Whatever.....Free airshow daily!

[Jennifer Buatte](#) from [Columbia Village](#) 3d ago

I love the planes! The noisier the better! My family gets so excited when we feel the vibrations of the jets as they fly over and we race to see who can see them first. Fun! Love them! Plus when we are at sports games at the Simplot fields its like our own personal Ceremonial Fly Over . . . so cool!

[Kristi Swanson](#) from [Columbia Village](#) 3d ago

I grew up in Mt. Home listening to jets, and I bought a home here knowing I would continue listening to jets. And it's just fine with me.

[Steve Brocksome](#) from [Columbia Village](#) 3d ago

Pretty sure that everyone that lives here and the HOA Board is well aware of the various aircraft that fly over our neighborhood.

Please note that in the CC&Rs that you received when you bought your ... [View more](#)

[Lin Paporello](#) from [Columbia Village](#) 2d ago

I'm not surprised at the emotional response because it keeps the focus of a city governments attempt, without public knowledge or input to alter a large portion, 10,000 homes without fore knowledge or public hearing. "The military is wonderful the noise comes with the territory I enjoy the air show also. That is not the issue. The potential loss in value of my property do to the required related rezoning of it, not fit for residential dwelling, is the issue." Question? We all live in the area, presently without complaint about the noise, planes, etc so why should we have to be reclassified and our property devalued? If a financial hit of that immensity doesn't effect you, that's great, for many it is devastating. All I was hoping to do was inform....ignorance isn't always bliss.

[Mandy Lynch](#) from [Columbia Village](#) 2d ago

How did the F-4 noise affect house values up here back in the 90s when they were flying out of Gowen? Just curious

[Mark Eisenman](#) from [Columbia Village](#) 2d ago

I am another who supports the military. I also don't mind the planes. Actually, I don't really notice them too often.

That said, I do want to thank Lin for sharing the information as I think it is important and useful. After the zoning issues surrounding the apartments in CV, I am going to be paying a whole lot more attention to the actions of the city officials.

[Hans Lienke](#) from [River Heights](#) 2d ago

i spent 3 month staying right next to the Airprt in Tucson Az this summer and I have been around F15Es and F16s my entire adult life. I can tell you from personal experience that the noise level of the F35 is no more that an F16 and they will be adhering to their strict noise abatement procedures. The attempt to bring F35s here will also bring hundreds of millions in construction as well as hundreds of high paying jobs. FWIW.

[Charles Eddy](#) from [Surprise Valley](#) 2d ago

Sound of freedom. I love hearing it every day. I stop and watch every time I hear a jet start to take off and wish I could be in the pilot seat. Don't ever take our freedom for granted. There are 100s of thousand of refugees wishing they were listening to those jets every day protecting them.

[Connie](#), [Jennifer](#), [Chris](#), and [5 others](#) thanked [Charles](#)

-----Original Message-----

From: FRAZ [<mailto:fraz@drfphoto.com>]

Sent: Friday, October 16, 2015 5:40 PM

To: Kim Hughes; Sean Briggs

Subject: BOISE AIRPORT NOISE

Kim Hughes--

Regarding the noise issue at the Boise airport. I want to assure you I have attended several community meetings and reported on the matter in my Boise GUARDIAN newsblog.

Without question the response of citizens is overwhelmingly opposed to noisy F-15 and F-35 high performance combat fighter aircraft using the same runways and airspace as commercial and general aviation aircraft.

It makes no sense to have these aircraft flying over the most densely populated area of the entire state of Idaho-- especially when a traditional USAF Base exists at Mountain Home...only minutes away by air. Both Mountain Home and Gowen Field (BOI) share the same gunnery and bomb ranges.

Rather than a "noise compatibility survey," the proper name should be "noise INcompatability."

Please put me in the NO NOISY PLANE category. My observation has been that fighter jocks and politicians want the hot wings while citizens and home owners would be perfectly happy with C-17, C-130, Drones, Helicopters, Tankers, or other less intrusive aircraft. I question if the politicos and officials have honestly lobbied the USAF and DOD to represent the views of citizens.

Regardless of the new mission, existing members of the Idaho ANG will face retraining. It might as well be in aircraft favored by the locals.

Thanks for your consideration,

DAVID R. FRAZIER, editor
boiseguardian.com

From: Leopardstripes [mailto:leopardstripes@yahoo.com]
Sent: Friday, October 16, 2015 9:13 PM
To: Kim Hughes
Subject: Regarding the proposed military airplanes at the Boise Airport

To whom it may concern:

My family and I would like to express our deep opposition to having a larger military jet presence at the Boise Airport. We experienced a bit too large of a taste of what that would be like, when the military had jets there this past summer. They were loud, disruptive, and terrible for business (I work on South Cole Road, and they completely drowned out telephone conversations, disrupted business transactions, etc.). Having more and even louder planes at this airport is totally incompatible with any decent quality of living for those of us who live and work in the south part of town. We also feel that it would be unsafe- why on earth would you place these in a residential area? Mountain Home AFB would be a much better choice for these planes. They do not belong in the most populous city in the entire state of Idaho.

Thank you for considering our comments.

Sincerely,
The Rodman Family

From: Fran Ciarlo [mailto:fran_ciarlo@hotmail.com]
Sent: Friday, October 16, 2015 9:34 PM
To: Kim Hughes
Subject: jet noise

I don't know exactly what I am supposed to do with this but here's my comments on the proposed jet traffic at Gowen Field:

1. The F15's are very loud and the F30's are disgustingly loud. Conversation is impossible, telephone conversation is impossible. Noise pollution is pollution. It is harmful to people and animals. A much better place for these very noise jets is Mt Home, not over a very populated area. I, personally, do not mind the F10's, especially if it is not constant. But the F30's (35??) will be flying at night, disrupting sleep and are a hazard. The fact that over 1000 homes will be affected and many homes will have to be condemned does not bode well. This is something that should not happen.

PLEASE CONSIDER THEM A POLLUTANT THAT DOES NOT NEED TO BE IN BOISE AND PUT THEM AT ANOTHER AIR BASE.

Thank you.

Fran Ciarlo
5970 W. Oreana Dr
Boise 83709
208.512.4511

From: Karoline [mailto:skiingupastorm@gmail.com]
Sent: Saturday, October 17, 2015 11:03 AM
To: Kim Hughes
Subject: Airport Noise

To whom it may concern,

I was told this was the email to send my comments about the upcoming LOUD fighter jets, that are being proposed to reside in the Boise airport.

To be honest, I don't know why this is even a question for the general public? Isn't it obvious everyone that isn't benefitting financially would think this was the most absurd idea ever?!

These loud fighter jets belong at a large military base, like the Mountain Home Air Force Base. These screaming jets have no business being near residential homes, and elementary schools.

I live by the airport, and everytime one of those fighter jets takes off, the noise is deafening when I'm working in my yard. If I'm visiting with someone outside, or playing with my children, or talking on the phone, I can't hear anything they're saying when a fighter jet flies over! Hell I can't even hear myself over that awful noise. If daily and extreme noise like this is going to be implemented by a residential area, people's and children's hearing and the quality of living will be permanently impacted. Here America is fighting for other countries to have quality living, and yet we seem to not even take care of our own people.

I've lived in the airport area when I was a child, 30 some years ago, and now as an adult. As a child, I never experienced the awful noise till the past few years. My son has told me the fighter jets go over Owyhee Elementary, and all of the kids stop what they're doing to cover their ears when they're out for recess. My son told me it's been getting worse lately, and it hurts his ears!

And yet, you're still proposing to bring in more fighter jets, that will be stationed here in our Boise airport right on top of a residential area?!

In all honesty, I'm trying to figure out the best way to move out of here the fastest I can! However, I know nobody would buy a place like this, that will be deemed uninhabitable by anyone looking at it.

Health factors, pollution, noise, and living a reasonable lifestyle will be out of the question for many families. The top bench homes from the airport all the way over to Hillcrest, will be impacted heavily by this tragedy. However as a whole, the tragedy will also hit Boise.

As a former military family, I love my country and fighter jets, but they belong in a military base, like the Mountain Home Air Force Base, where the base is far away from civilian homes and children.

Thank you,

Karoline Philp
3404 Catalina rd Boise

From: Robin Herche [mailto:rlherc@outlook.com]
Sent: Monday, October 19, 2015 10:09 AM
To: Kim Hughes
Subject: Noise impact study

My name is Robin Herche. I live at 7236 Sunnybrook Dr, Boise. I carried mail in Boise for 30 years while raising 3 children by myself. I was privileged to retire last year. After all those years I was looking forward to finally having the time to enjoy and work on my home. Now with jets blasting over, not only can I not enjoy my house in peace and quiet (inside or outside) but am looking at my property value declining because of those same jets. Please don't tell me the City of Boise cares so little for it's citizens; especially one who has served faithfully for so many years. Please find another way to make money for our community. Thank you for your consideration.

-----Original Message-----

From: Bob Blurton [<mailto:bobbblurton@gmail.com>]

Sent: Monday, October 19, 2015 5:46 PM

To: Kim Hughes

Subject: Boise airport noise survey

I own a house on an acre of land, one mile to the north of the east end of the Boise airport runway.

The F-15s that flew out of Gowen Field this summer were unacceptably loud. I am often outside, since my entire property is an orchard, and every time those F-15s took off it was deafening and I had to plug my ears.

I hear that the F-35s are twice as loud as the F-15s, so I am absolutely astonished that anyone would be stupid enough to think that they should be placed in what is the second largest city in the Northwest, when we have an active military base just 30 miles to the east of us where they would be appropriate.

The Idaho Governor, Boise Mayor and City Council have come out saying that we support the placing of these extremely loud jets in Boise, but that is simply not true. The majority of people in the city do not want their quality of life destroyed for the promise of a few military dollars flowing into our economy. Even if Boise lost the national guard base because the federal government was denied placing the jets here, I would still choose peace and quiet.

No F-15s, no F 35s.

Bob Blurton
2700 S. Virginia Ave
Boise Idaho 83705



Part 150 Study Update

Noise and Land Use Compatibility Study

Open House # 2 • September 2, 2015 (Extended to 10/12/15)

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

If it were possible to change the flight pattern to put the boom over the desert maybe that would quiet some of the neighborhood voices.

Our U.S. military airplane noise is not a big problem. You simply stop talking for a moment then start again!

We are proud of our boys and want them to train in a safe environment.

We have NO objection to these flights & we are in the pattern.

Contact Information

Name

Organization

Address

Phone

Jim & Bonita Perkins
6909 W. Sunnybrook Dr

208-375-1201

Email: *james.e.perkins@gmail.com*

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments tonight via the comment box, or mail/email to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by September 28th, 2015.

From: Fran Ciarlo [mailto:fran_ciarlo@hotmail.com]
Sent: Saturday, October 17, 2015 6:11 PM
To: Kim Hughes
Subject: airport noise

My wife and I moved to Boise three years ago, after buying a nice house on the upper bench. It is close to downtown, is an established neighborhood, has irrigation so we have a beautiful garden. It was perfect until the noise of the F35's this summer. We understood it to be a temporary thing because of some paving issues at Mt Home. The noise has to be heard to be believed. When we are gardening it is impossible to hear each other when we're talking, we can't hear the phone ring - it is deafening. This level of noise has no business being anywhere near a major population center. It has to be dangerous to little ears (there's a child care center a few houses down from us), I have personally seen little kids cover their ears and one child complained it hurt his ears. And now I am to understand that the military is considering moving the F35's to Gowen Field *PERMANENTLY*. Please introduce me to the brain trust behind this idiotic, hurtful, wrong idea. Over 1000 households will be directly affected and you are dreaming if you think this won't affect all of Boise. Noise pollution is a real thing. It is harmful to people and animals, affects the quality of life (which Boise is so proud of and touts it every chance they get) and is completely disruptive to activities...and life in general.

May I suggest an intelligent alternative? Put them in Mt. Home. Where they belong. Not in the middle of Idaho's biggest population center. This idea is not in the best interest of the thousands of people who will be directly affected and the 100,000 others who will be indirectly affected. Noise pollution is pollution and cannot be tolerated in Boise. This is not a 'sound of freedom' issue - it is a quality of life issue. Please consider Mt. Home and please take into consideration the thousands who will be negatively affected by this poorly thought out plan.

Thank you for your time and consideration.

Sincerely,
Gary R. Kunkel
5970 W. Oreana Dr
Boise 83709

From: George Slaughter [geslaughter@hotmail.com]

Sent: Friday, October 23, 2015 6:43 PM

To: Kim Hughes

Subject: Boise Noise Impact Study

Ms. Hughes,

I am a resident homeowner in South Boise who will be impacted by the introduction of F-35 aircraft into Gowen Field/Boise airport.

I attended a presentation last year where we saw a visual chart of the noise impact on our property. We live within the zone which has maximal noise interference. Gowen Field currently has A-10s with the ANG unit there now, and although they are considerably noisier than large civilian aircraft, they are still tolerable. The occasional F-15s and F/A 18s that fly in and out are very disruptive but tolerable by their infrequency of operations. The noise levels of the F-35s would be unacceptable to me and my neighbors and would cause a serious decline in my property values.

I am a former USAF pilot, have loved airplanes all my life and know that they are essential to our nation's defense. However, the Sound of Freedom occasionally overrides my quiet pursuits and I don't want to see that happen on a regular basis.

Thank you for your consideration of my views.

Sincerely Yours,

George A. Slaughter

Subject: Neighbors Oppose Jet Noise In Survey
Date: Tuesday, October 27, 2015 4:33:32 PM

I am part of the Borah Neighborhood Association who has of yet conducted a formal survey on the city's plans to bring F-15 / F-35 to Gowen, but by the number and nature of the comments posted to date it would appear that our views on this matter are much the same as the Vista Neighborhood Association shown below.

Vista Neighbors Oppose Jet Noise In Survey

The Vista Neighborhood Association released a survey about airport noise and to the surprise of few, folks don't want F-35 and F-15 noisy jet fighters.

Some of the results:

- Fifty-five percent of respondents say they were negatively impacted by the F-15 jets which were at Gowen during the summer while the runway at Mountain Home was being resurfaced.
- Eighty-sever percent were unaware of open house meetings in June and September.
- Seventy-seven percent opposed basing the F-35 in Boise.
- Eighty-five percent favored basing the F-35 at Mountain Home.

No doubt the survey is slanted toward Vista Neighbors since they were directly contacted about the survey. None-the-less, the results certainly are a worthwhile reflection of that area's homeowners.

The entire survey results: [survey monkey results](#)

- Dan

Dan Marler
6525 W Fairfield Ave
Boise, ID 83709

208-914-8939

dan.marler@gmail.com

Boise City Council member Elaine Clegg responds to Bench neighborhood jet-noise concerns

I would like to respond to concerns about jet noise that have been raised by citizens living in the Bench neighborhood near Gowen Field. First of all, I care very much about the quality of life for people living in this neighborhood. Residents here (as elsewhere in Boise) deserve to have their quality of life protected.

The current Idaho Air National Guard mission is combat-support training on the A-10. The A-10 is a relatively low-noise military aircraft. Prior to the A-10 mission, Gowen hosted F-4s, which are noisier than the F-15s. In other words, residents of the neighborhood have been exposed to the noise being predicted if the mission were to change. Here is the situation as I see it:

The Air National Guard missions require minimal flights per day (most often 12 total, in two rounds of six). The F-15s in Boise this summer were preparing to deploy and, therefore, were flying constantly while here. That is not what would happen with a new mission; it would be the same as today's mission in number of flights, just with a different aircraft.

Some time ago, the Air Force (in D.C.) decided the A-10 would be retired in 2018. Boise City therefore voluntarily initiated a noise study. We wanted to understand what we might be facing if that plane were retired. We also wanted to become eligible for mitigation grants, if needed. Not doing a study to prepare for a potential replacement would be irresponsible.

Congress subsequently stepped in, postponed the A-10 retirement plans, and asked the Air Force to provide evidence that it had another aircraft that could fill the role of the A-10. That's going to take some time, since no other aircraft seems viable in that role. The current draft study still assumes the A-10 will be gone by 2020, which is no longer accurate. We know that now, but the draft under review was completed before that was clear. The once-likely scenario of a new aircraft arriving in Boise before 2020 is now unlikely, and I will advocate that the final study reflect that probability.

In the meantime, if and when the A-10s are retired (now some years off), the Air Force is the entity that will choose or not choose to give Gowen Field a new mission and, if so, what aircraft will be assigned. (Many believe there should be a new mission, for a variety of reasons; others are concerned about the change.) At that point an environmental assessment would be triggered, which would require much public input in order to be completed.

Moving the Air National Guard to Mountain Home is not a good option, since the Air National Guard probably could not fill their pilot seats in Mountain Home. Pilots choose Boise due to the same quality-of-life issues that the Bench neighborhood cites.

Finally, the solution to all of this is to build a third airport runway one mile south. That would put all of the noise contours out of range of the neighborhood. At an estimated cost of \$100 million, however, the city can't begin this project until we are eligible for federal grants, unless we bond all of our airport revenue capacity to the project—not a very good business practice.

So there we are: The longer this mission question takes to resolve, the more likely we can build the third runway. In the meantime, the airport has been responsible in trying to learn the potential impacts of a changed Air National Guard mission.

—Elaine Clegg, Boise City Council

-----Original Message-----

From: Kevin Bayhouse [<mailto:dlpkmb@spro.net>]

Sent: Tuesday, November 03, 2015 1:57 PM

To: Kim Hughes

Subject: Boise Airport Noise

To Whom it may concern,

I am a lifelong resident of Boise (53 years) and I live near the Depot station on the Bench. I have lived with car and air traffic on the Bench since 1973. I am fairly well removed from the immediate noise impacts of the airport, for the most part. Life Flight helo traffic impacts me way more than most traffic coming out of the airport these days. I believe that mitigation should always be a serious consideration of any decisions by airport managers. Quality of life is a precious thing that Boiseans cherish, and always have.

The recent announcements of new missions coming to the Air National Guard base at Gowen Field are important and I feel that our quality of life will be impacted with the return of high performance combat aircraft such as F-15s or the F-35. My personal opinion of the F-35 is that it is a total waste of money and does not meet its mission criteria as it is over engineered and overpriced. But, that's a whole other debate vs the noise issues.

My hope is that the A-10s will be retained and refreshed in a SLEP (service life extension program). It performs its mission as designed and is very quiet. I have a hard time understanding why the F-35 would be considered for an ANG mission at Gowen Field in the first place. It seems more like a USAF posting for such a new aircraft would be the norm. F-15s moving in would be expected in my view. Yes, they are noisy and I wish that they would remain operating from MHAFB as their primary base. I really feel for those nearby the Boise Airport if we get loud combat aircraft missions.

Now.....moving to another issue that may impact me as much if not more than the noise issue. I have already heard rumors that if a new runway is installed to handle more military and/or commercial air traffic....that new flight approach plates will change the designation of the status of all the BLM land south of Kuna Mora Rd, where currently it is open range just south of the 500KVlt powerlines for all of us recreational shooters. We have been using that land for this purpose for many years, and as the City of Boise has built out over the decades, open public shooting opportunities have been removed. The BLM land out south is now the ONLY large open space that we can use within reasonable distance from the city. I have been in contact with Tate Fisher of the BLM office of Land Use planning and he assured me that there are NO plans to change the status of the BLM land out there....but then this airport business is still percolating. The many, many users of this BLM land need to know that we will NOT be impacted by any new changes from the airport expansion planning. I will be staying in touch with Mr. Fisher and others on this development.

Best regards and thanks,

Kevin Bayhouse
Boise

From: JOAN BRONSON [mailto:joan2gma@yahoo.com]
Sent: Monday, September 21, 2015 1:44 PM
To: Kim Hughes
Subject: Boise Airport Noise Comments

Resident Comments

We believe more neighborhoods are impacted by the F15 noise than are indicated on the maps.

My husband and I are retired and live at 6714 Holiday Dr. so e are at home most days. This summer we found out how loud the F15s from Mountain Home Air Force Base really are. When they took off (1 to 4 at a time), we could not carry on a conversation, could not hear our TV or music, and our windows shook!

We both have some hearing loss and we are afraid the loud noise from the F15s would contribute to more hearing loss. We have been updating our 1955-built home in order to sell it within the next 4 to 5 years to downsize and be in a house on one level for our later years.

If the noise pollution in our area will be increasing, how can we sell our home? We have lived in this area for 33 years. Commercial flights and the A10s make some noise, but it's always been tolerable. I don't think we can tolerate the noise (day or night) from the F15s.

Neighborhoods just outside the flight paths need to be included in this plan because the noise does not just stop where the lines are drawn on the maps, we definitely hear the noise and are affected negatively by it!!!

Joan Bronson
6714 Holiday Dr
Boise ID 83709
208-861-4427
joan2gma@yahoo.com

From: [Jill Singer](#)
To: [Rebecca Hupp](#); [Matt Petaja](#); [Sean Briggs](#); [Amy Snyder](#); [Kim Hughes](#); [Caroline Pinegar](#)
Subject: FW: New fighter planes in Boise
Date: Wednesday, November 04, 2015 2:26:46 PM

FYI

Jill Singer
Airport Project Manager
Phone: 208/972-8394
Fax: 208/343-9667
jsinger@cityofboise.org

Boise Airport
3201 Airport Way, Suite 1000
Boise, ID 83705-6530

From: boi
Sent: Wednesday, November 04, 2015 12:07 PM
To: Jill Singer
Subject: FW: New fighter planes in Boise

To send to Kim. Thanks

From: Sue Froshiesar [<mailto:froshiesar@yahoo.com>]
Sent: Tuesday, November 03, 2015 5:41 PM
To: boi
Subject: New fighter planes in Boise

I thought I heard on the radio that we could make a comment about the newer fighter planes coming to Boise. When I typed in Iflyboise.com it went to the Boise Airport site and I didn't see a comment section. So please forward my comments onto whomever is taking this information.

My name is Sue Froshiesar. I live by Roosevelt and Overland roads. I welcome the new jets to the Boise Airport. I love the noise and so do my grandkids (they live with me). I understand the newer planes will be louder than the F15's but bring it on. I want our military to be prepared and what better place to live and work than in Boise.

Thank you for your time.
Sue Froshiesar

From: KATHLEEN R DAVIS [mailto:kathleenrdav@msn.com]
Sent: Friday, November 06, 2015 10:05 AM
To: Kim Hughes
Subject: The F-35's

This is my third comment on the coming of the F-35's to the Boise Airport. Since Boise City has presented with the financial facts of having them here would you consider the financial facts of all the residents it will effect, either in loss of their home or the noise effects from the F-35's.

Looking at the next 10 years in a financial sense, wouldn't it make more future monetary sense to add another runway at the present airport? Wouldn't this be a possible win, win for both the Air Force and and Boise City? Exploring air traffic with another runway as Boise continues to grow in the long run, it might just prove to be feasible financially.

What dismays me, is many, many Boise City employees and numerous Vista Neighborhood Residents have worked tirelessly to Energize this grand old neighborhood. New Fire Station, New walking path all around an Elementary School, just a couple of the updates so far. Energize your Neighborhood, I do believe, will continue for another 2 years.

If the F-35's arrive with the plan the residents have been presented with to date, the realization is, the homes that remain in the "NOISE" path will be considered unsaleable, interest in even living in the area will diminish and Vista Avenue (the Gateway to the Capital City of Boise) will become not a beautiful entrance but an entrance into a decaying neighborhood brought about by the entrance of the Jets into our lovely City.

From: Don May [mailto:don.may.email@gmail.com]
Sent: Saturday, November 07, 2015 11:36 AM
To: Kim Hughes
Subject: Airport noise from fighter jets

As a long time Boise resident and property investor as well, I am furious with the Air Force's decision to temporarily fly noisy fighter jets out of the Boise airport. I wondered what the heck was making so much noise this summer and now I know why. I moved away from San Diego in large part because of the noise pollution from fighter jets. The screeching booming noise is NOT short lived or temporary as some would have you think. It is extremely loud and disrespectful and disruptive. One cannot carry on a normal conversation or take a nap. It's horrible and I demand many more public hearings that are well advertised. I will be sure to do my best to vote against ANYONE who supports having the loud fighter jets in Boise like we had this summer.

Move them back to Mountain Home where they belong. As a property investor, I typically strongly support businesses that will bring new jobs and population to Boise. But this is one job creator I absolutely will NEVER support. The negative impact to our quality of life is way too much.

Thank you.

Donald May
4759 S Chex Way
Boise ID 83709

Investment properties throughout downtown Boise.

From: Gregg Servheen [mailto:gregg.servheen@me.com]
Sent: Saturday, November 07, 2015 8:21 PM
To: Kim Hughes
Subject: Noise study at Boise airport

Dear Ms. Hughes,

I am very interested in the airport noise issue as my home is relatively close to the airport and the flight path for planes taking off and landing. My home is located at 2816 Colorado ave in Boise and I am not aware of the extent the study has taken into consideration the effects of jet noise on my neighborhood (Southeast Boise).

It has been my experience that noise from military aircraft are far more disturbing than normal commercial aircraft. As a result of this experience, it is extremely important to me that mine and other public input be thoroughly and fully considered. To my disappointment, I have heard little about the HNTB study with the exception of an open house at the airport only a day or two before it was to be held. As a result, I was unable to make that open house and provide my input. Further, I think it has not been entirely clear from what little information I have been able to collect, what the implications are of the study and its results. Who is funding the study? What is its purpose? How will its results be used? What is the purpose of public input on such a study? If the study is objectively measuring noise levels, how will public input be measured and collected as compared to noise measures?

My interest in this issue is very high and I hope to remain informed and involved in all current and future studies, discussions, and evaluations concerning the use of the airport by the military planes and other aircraft. Please include me in all further correspondence, notices of public input and involvement related to Boise airport use and changes of use.

This email can be used to contact me as can mail addressed to my address above.

Thank you.

Sincerely,

Gregg Servheen

Sent from my iPad

-----Original Message-----

From: margaret lauterbach [<mailto:melauter@earthlink.net>]

Sent: Sunday, November 08, 2015 5:07 PM

To: Kim Hughes

Subject: Airport noise

The reason many of us affected by the noise of the F-16s every summer (they seem to be "working on runway repair" every summer) is that we've found complaint falls on deaf ears. We've got some of those ourselves, created by the noise. We are at the mercy of the military-industrial complex, must pay taxes, and endure horrific noise. Conversations have to pause to wait for tolerable silence. Why did IDT put up the noise barriers to protect us from Interstate noise?

Frankly, the problem is more than just beleaguering humans who've lived on this bench for many years (43 for us), more noise could render our property and that of others in hearing distance unmarketable. In my view, that's a violation of the 5th Amendment of the U.S. Constitution. It is ridiculous to have a major air base so close that's not used by the Air Guard. The city could supply transport to guards people to Mtn. Home if the base were moved there. Margaret Lauterbach, 2317 W. Sunrise Rim Rd., Boise, ID 83705 . P.S. That noise is NOT the sound of freedom; we were free long before the advent of noisy jets, thanks to the U.S. Army, Navy, Marines, Coast Guard, and two oceans.

From: John Hormaechea [mailto:hoigbasco@outlook.com]

Sent: Monday, November 09, 2015 12:04 AM

To: Kim Hughes

Cc: Kelly Parker

Subject: Thoughts on Gowen Field

The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program. You may mail or email the comment form to the address below or you may email khughes@hntb.com directly with your comments.

Please share any comments you may have regarding this study:

First, the notice given for this study was poorly communicated. Facebook, a few lines in the newspaper, posts to local news no one watches anymore is not adequate. Postcards to homes or sandwich boards across town is "adequate".

For the topic of bringing F-35s to Gowen, it is time Gowen is consolidated at Mt. Home. They have the facilities and good access to training. The new planes are too loud, even with a new runway. Most of the persons working there will remain in Boise and commute, much like people do from Caldwell to Boise today. Economic impact will be minimal. The amount of noise that homes that predate Gowen is unfair and lowers the quality of life for tens of thousands of residents.

Contact Information

Name _____ John Hormaechea _____
Organization _____
Address _____ 3508 w Windsor drive _____
Phone _____ 2088415528 _____ Email: _____ hoigbasco@outlook.com _____

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street Arlington,
Virginia 22206

Please submit all comments by November 13, 2015.

From: Kelly Parker Hormaechea [mailto:kjp1492@outlook.com]
Sent: Monday, November 09, 2015 1:07 PM
To: Kim Hughes
Subject: In re Part 150 Noise and Land Use Compatibility Study

Ms. Hughes,

Please find attached my response to the Noise and Land Use Compatibility Study.

Kelly Parker



Part 150 Study Update

Noise and Land Use Compatibility Study

Comment Form

The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program. You may mail or email the comment form to the address below or you may email khughes@hntb.com directly with your comments.

Please share any comments you may have regarding this study:

- **Dismay with inadequacy of notice:** The stealthiness with which this “study” has been undertaken is such that the process feels almost deceitful. By contrast, our local highway district regularly provides ample, public notice when it undertakes planning for a process that will affect numerous people. For one recent project, they put up sandwich boards in areas where they would be visible to most people living in the area. For another, they had both sandwich boards and postcards. And both projects provided for easy public feedback in the form of open houses *and* online surveys. By contrast, for the F-35 Noise and Land Use Compatibility Study . . . we got some lousy PDF to fill out, which is cumbersome and would be challenging to use for residents who do not have consistent computer access, such as the elderly.
- **Noise:** I’ve read that the noise that will be generated by the F-35 will be audible “only” a few minutes out of the day. If the month of August is any indication—during which time the F-15 made its temporary home at Gowen/BOI—this will be intolerable, damaging quality of life and property values. I work from a home only a few miles from BOI and use noise-canceling headphones. These headphones were no match for the roar and reverberation of those jets. It was a ridiculous amount of noise that interrupted my train of thought. Such an amount of noise is unconscionable in a city of this size. Consider, for example, that MHAFB—where the F-35 would be better based—is many, many, many miles from the town of Mountain Home itself. By contrast, BOI is very nearby many neighborhoods. The possibility of building a third runway a mile away from the present site will likely not make much difference.
- **Commute:** The notion that a commute from Boise to MHAFB would be unbearable is absurd. The Treasure Valley is filled with people who regularly make commutes of a similar distance. Yet somehow those people have adapted to the distance and time it requires. Furthermore, the stakeholders here have enough organizational moxie to arrange for a transit option that would make the commute less onerous for those who would have to make it.

Contact Information

Name Kelly Parker Hormaechea

Organization Private citizen _____

Address 3508 W Windsor Drive _____

Phone NA _____ Email: kjp1492@outlook.com _____

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street Arlington,
Virginia 22206

Please submit all comments by November 13, 2015.

From: Roberta Johnson [mailto:bobbie6217@gmail.com]
Sent: Tuesday, November 10, 2015 3:03 PM
To: Kim Hughes
Subject: Oppose F-15 and F-35 at Gowen Field

I live off of Hwy.21, above Columbia Village, and I oppose bringing the F-15's and F-35's jets in to Gowen Field. Gowen Field was built at it's location in 1939 when it was far-removed from the city, and sitting alone in the desert. Now that residential housing has nearly surrounded the facility, it's use must be re-assessed.

During the summer when the jets were flying out of Gowen Field, windows on my house rattled, and it was impossible to carry on a conversation when outside, and it halted conversations inside. To think of more and more of these jets taking off and landing in a flight pattern over my home is disturbing! Even the cats and dogs in the neighborhood cower when the jets are flying overhead, and their sensitive ears must be bursting from the noise. Although it fortunately has not occurred yet, the chances of a crash (usually at take-off or landing) increases with the influx of planes, and it would mean deaths of many citizens of this town.

It is not a matter of patriotic-ness...I know it is purely a matter of money for you. Idaho would still benefit if the jets were housed in Mountain Home AFB, with more open land around it. You cannot say you care about neighbors and the community if you bring such a disruptive and dangerous event in to the homes of South Boise. There is no place for a jet base in Boise. My vote is NO!!!!

Roberta Johnson

Attachments: [Study comments.pdf](#)

From: Patti Hindberg [mailto:phindberg@nwhospitality.com]
Sent: Tuesday, November 10, 2015 5:34 PM
To: Kim Hughes
Subject: Part 150 Study



Part 150 Study Update

Noise and Land Use Compatibility Study

Comment Form

The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program. You may mail or email the comment form to the address below or you may email khughes@hntb.com directly with your comments.

Please share any comments you may have regarding this study:

I live in the area of Cole and Victory. I love hearing the A-10's flying over, and when the F-15's were in town, it was even better! Yes, they are loud but, my gosh, what a sight it is to see them flying over my house! I was running outside to watch them every time I heard them coming!

People who have issues with the noise should not have bought a home near the airport! However, I have spoken with no one who has a complaint about the jets at all.

Contact Information

Name Patricia Hindberg
Organization _____
Address 3218 S. Jupiter Ave, Boise, ID 83709
Phone (208) 869-3622 Email: hindberg.patti@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by November 13, 2015.

Attachments: [BOIPart150CommentForm11-13.pdf](#)

From: Travis Anderson [mailto:spctravis@gmail.com]
Sent: Thursday, November 12, 2015 4:50 PM
To: Kim Hughes
Subject: Part 150 Study

Please see attached.



Part 150 Study Update

Noise and Land Use Compatibility Study

Comment Form

The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program. You may mail or email the comment form to the address below or you may email khughes@hntb.com directly with your comments.

Please share any comments you may have regarding this study:

I have no problem with the noise from the Air Force. I loved hearing the F15s when they were here.

The F22 will do a lot of good for the Air Base in Boise. Please let them come here.

Contact Information

Name Travis Anderson
Organization _____
Address 10971 Reutzel Boise ID 83709
Phone 350-0380 Email: spctravis@gmail.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by November 13, 2015.

From: Tom Berry [mailto:tomberry_gt@msn.com]
Sent: Thursday, November 12, 2015 6:54 PM
To: Kim Hughes
Subject: Airport/Gowen/F35&F15

Please add me to the population of those who do not want Boise Airport/Gowen to house/station F35, F15, F16, or similar fighter aircraft. The surrounding residential, school, commercial, community has grown too dense and expansive to be flown over with jets as loud and pollutive as the fighters that the air force is considering. The fighters would have a measurable negative impact on the value of my property and the quality of life I expect as a tax payer and a free citizen.

Thomas Berry
83709

From: Barbara Schenk [mailto:bschenk@boisestate.edu]

Sent: Friday, November 13, 2015 1:36 PM

To: Kim Hughes

Subject: Part 150 Study Update

Attached is a Comment Form for the Part 150 Study Update.

I appreciate the opportunity to comment, but wish that individuals in my neighborhood had been sent notification so they could attend the local meetings. Many of us attended meetings and commented when our area was under consideration for housing F-35's a number of years ago. We thought we had put that issue to bed only to have it come again.

We do not live in the City of Boise, so our opinions are not considered important by city leaders. We do, however, live in an area that is greatly impacted by the airport and the addition of fighter planes to Gowen Field would greatly decrease our property values and make our homes uninhabitable.

Please add my e-mail address, so I may receive updates regarding this issue.

Barbara Schenk
6974 Rim Acres Ln.
Boise, ID



Part 150 Study Update

Noise and Land Use Compatibility Study

Comment Form

The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

You may mail or email the comment form to the address below or you may email khughes@hntb.com directly with your comments.

Please share any comments you may have regarding this study:

I live in Southwest Boise and would like to express my concern about F-15's and F-35's. Moving to Gowen Field. The noise level, when these types of planes are using Gowen is unbearable. I have been startled from a deep sleep, after 10:00 at night, by these planes. Moving these types of planes to our area would greatly de-grade the quality of life for most people living in Boise & unless the Guard wants to build a new facility 15 miles south. If that is not feasible, they need to move to Mountain Home. The fact that the affected public was not notified about the latest comment meeting. An example of the noise level is that you could not hear the cashiers at Wal-Mart, east of the airport during fly-overs.

Contact Information

Name

Barbara Schenk

Organization

Address

6974 Rim Acres Ln., Boise, ID 83709

Phone

208-378-8503

Email:

bschenk@boisestate.edu

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by November 13, 2015.

From: Dave Kangas [mailto:davekangas@msn.com]
Sent: Friday, November 13, 2015 4:44 PM
To: Kim Hughes
Subject: Boise airport noise study

As a neighborhood leader I have a number of concerns about this study.

First and foremost was the lack of public engagement early in the process. It was not until the end of the study shortly before the first comment period was to end, that the public at large started to become informed. I feel that since this study was contracted in November 2014, the lack of public engagement, education and transparency was totally lacking. As a result I feel that the public is still largely uninformed about this process and what it means. The comments I see online seem to support a military mission at Gowen Field, but they have little understanding of what it means or the cost to mitigate 400 homes, improve and update the infrastructure at Gowen Field or why the third runway is not being fully explored.

Secondly, I feel that the Noise Compatibility Program is incomplete. I do not feel that the third runway alternative was fully explored or explained as an alternative to mitigating against 400 +/- households. The cost to improve the runway has been tagged at \$60M - \$100M. Yet the cost to mitigate 400 homes was not mentioned or budgeted, not very transparent. Since the third runway has not been fully explored, discussed or budgeted I do not feel that this NCP is complete or should be accepted by the FAA. The cost to upgrade this runway is expensive. However, when the cost saving of not mitigating 400 homes is calculated in, the cost is greatly reduced. Furthermore the public relations aspect of not displacing 400 households is incalculable.

Overall I do not support a fighter mission at Gowen Field as currently configured. To me it just does not make sense. Boise has grown dramatically since the f-4's were stationed. The main draw for new residents is the quality of life and access to outdoor recreation. Both of which will negatively impacted by the addition of a loud fighter like the f-15, f-16 or the f-35. Furthermore the cost, turmoil and struggle to displace 400 households is not warranted when there is an alternative that has not been fully explored. For me this Noise Study and the NCP is incomplete, was poorly executed and should not be accepted by the FAA.

President
Vista Neighborhood Association
1715 Canal St
Boise, ID 83705
davekangas@msn.com
www.vnaboise.org

From: John Gannon [mailto:johngannon200@gmail.com]

Sent: Friday, November 13, 2015 7:14 PM

To: Kim Hughes

Subject: Boise Airport Study Comments

Attached are my comments regarding Boise Airport Noise Study

Thank you

John Gannon

November 13, 2015

Administrator
Boise Airport Noise Study 2015
Via Email: Khughes@HNTB.com

Dear Administrator:

I write as an airport neighbor and as a legislator for this area. Just as widening a road requires the purchase of affected properties and mitigation measures such as on Ustick Road and Cole Road, a tremendous expansion of the noise level at the airport to an incompatible level by FAA standards, requires compensation and substantial mitigation. Unfortunately, it is difficult to competently comment on the contents of the 400 page study because like others, I only became aware of this noise study around September 23. But, I have the following thoughts:

1. The noise study endorses a tremendous displacement of people and homes. LU 9 discusses the purchase of homes within the 65 decibel contour and adjacent to that contour. Your study says 1000 people who live in 419 homes in that 65 decibel contour will not be compatible with airport noise if the F-15's arrive, and 327 homes will not be compatible with a squadron of F-35's. 89 of these homes will be incompatible no matter what. This is tremendously significant.

A. The mitigation recommendation does not include a cost benefit analysis. I submit that the purchase of only 200 homes will cost \$150,000 x 200 or a whopping \$30 million. 400 homes will cost \$60 million. Correct?

B. This mitigation recommendation was made with virtually no input from the public contrary to FAA advisory bulletins and the Code of Federal Regulations. There was no citizens advisory committee ever, and the two meetings prior to the October 6 meeting were poorly noticed. I, as an elected official heard about this study from constituents around September 23. The October 6 meeting had no handout – no one was given the handout that the two or three people at the September 2 meeting received. I quote from 14 CFR 150.23(d):

“Prior to and during the development of a program, and prior to submission of the resulting draft program to the FAA, the airport operator shall afford adequate opportunity for the active and direct participation of the general public to submit their views, data, and comments on the formulation

and adequacy of that program. Prior to submitting the program to the FAA the airport operator shall provide notice and the opportunity for a public hearing.”

Prior to the “development of a program” the public was not involved.

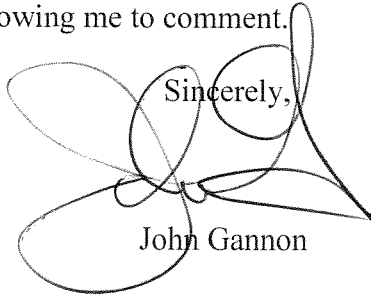
2. The Noise Study does not consider the cost/benefit or even mention the far South runway which could be expanded so that the military would have its own home and fly into the desert.

A. The cost was estimated to me by the Airport Director to be \$60 million. A City Council member Elaine Clegg endorsed this option. I think it has merit to even mitigate the 89 homes that the study says will be impacted regardless of whether the F-15's or F-35's come.

But, this option is not considered or discussed, and it makes this study flawed and not in conformance with 14 CFR 150.23

3. Conclusion: I believe the Noise Study should be rejected and the work started over. All mitigation ideas need to be addressed and discussed.

Thank you for allowing me to comment.

Sincerely,

John Gannon

-----Original Message-----

From: Autumn [<mailto:autdam@gmail.com>]

Sent: Saturday, November 14, 2015 1:35 AM

To: Kim Hughes

Cc: Robert Lockerby

Subject: Noise Compatibility Program

To Whom it May Concern,

My family and I recent moved to the Borah neighborhood from Southeast Boise, in search of a larger home and more acreage that would still be a short drive to most destinations in the Boise area. We LOVE our new neighborhood on the bench. When considering this move, a key concern was noise pollution from both the airport and the freeway. Our new neighborhood was the closest to both of those concerns that we could comfortably live and still enjoy our much larger yard and the 6-12 miles of walking/running we do per day in our neighborhood alone or with our dog.

This summer when the F-15 planes were flying the noise pollution was a noticeable and disruptive addition to the neighborhood. We would not have chosen to move to this neighborhood if F-15 planes and/or F-35 planes regularly flew in/out of the airport. They are just too loud for peaceful and enjoyable residential living. Beyond our personal needs, in terms of not having the noise pollution increase, I think it's a shame to bring the fighter jets to Boise and turn the nearby neighborhoods into what would essentially become an extension of a military airbase.

While I greatly respect and understand that our service men and women live in the Boise area as well, Mountain Home is already an established military airbase. By choosing to bring F-15 and F-35 planes into Boise, we are knowingly devaluing long established and wonderful neighborhoods along the bench. With all of the literal space in Idaho, these neighborhoods should be protected.

Boise is the most wonderful city I have lived in and that is primarily because of the quality of live afforded by the vast majority of its residents--something that will be greatly impacted by too many people and too many neighborhoods should either of these aircrafts be allowed to fly in and out of Boise on a regular basis.

I am writing to request that these planes NOT be permanently based in Boise and that an alternative solution--such as basing the planes out of Mountain Home or another less populated area than Boise--be reconsidered and found to be a better solution for the community at large.

Thank you for your time and consideration.

Respectfully,

Autumn A. Lockerby

6531 W. Fairfield Ave.

Boise, ID 83709

Autdam@gmail.com

-----Original Message-----

From: Robert Lockerby [<mailto:rlockerby66@gmail.com>]

Sent: Saturday, November 14, 2015 1:43 AM

To: Kim Hughes

Subject: Noise compatibility progra

This is my wife's letter but I absolutely concur. Please consider this my letter too.

Robert Lockerby

To Whom it May Concern,

My family and I recent moved to the Borah neighborhood from Southeast Boise, in search of a larger home and more acreage that would still be a short drive to most destinations in the Boise area. We LOVE our new neighborhood on the bench. When considering this move, a key concern was noise pollution from both the airport and the freeway. Our new neighborhood was the closest to both of those concerns that we could comfortably live and still enjoy our much larger yard and the 6-12 miles of walking/running we do per day in our neighborhood alone or with our dog.

This summer when the F-15 planes were flying the noise pollution was a noticeable and disruptive addition to the neighborhood. We would not have chosen to move to this neighborhood if F-15 planes and/or F-35 planes regularly flew in/out of the airport. They are just too loud for peaceful and enjoyable residential living. Beyond our personal needs, in terms of not having the noise pollution increase, I think it's a shame to bring the fighter jets to Boise and turn the nearby neighborhoods into what would essentially become an extension of a military airbase.

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Boise is the most wonderful city I have lived in and that is primarily because of the quality of live afforded by the vast majority of its residents--something that will be greatly impacted by too many people and too many neighborhoods should either of these aircrafts be allowed to fly in and out of Boise on a regular basis.

I am writing to request that these planes NOT be permanently based in Boise and that an alternative solution--such as basing the planes out of Mountain Home or another less populated area than Boise--be reconsidered and found to be a better solution for the community at large.

Thank you for your time and consideration.

Respectfully,
Autumn A. Lockerby
6531 W. Fairfield Ave.
Boise, ID 83709
Autdam@gmail.com
Sent from my iPad



Part 150 Study Update

Noise and Land Use Compatibility Study

Comment Form

The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program. You may mail or email the comment form to the address below or you may email khughes@hntb.com directly with your comments.

Please share any comments you may have regarding this study:

PLEASE see and read ATTACHED two pages.
The A-10's are not a problem!

Contact Information

Name Yvonne Schmidt
Organization _____
Address 7450 W. Desert Ave., Boise, Id
Phone 208-362-2880 Email: FY57450@Q.Com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments to:

Kim Hughes, PE
KHughes@HNTB.com
HNTB Corporation
2900 South Quincy Street
Arlington, Virginia 22206

Please submit all comments by November 13, 2015.

It is a shame we have to revisit the possibility of F-15s and F-35s flying around South Boise, this was addressed in February 2012, I have attached areas of concern . I have finally retired and enjoy working in my back yard and reading a good book for enjoyment.

I have to tell you in August of this year the F-15s used Gowen Field for their temporary home and my peaceful existence was completely disturbed! Outside my ears felt like they were going to explode, having a conversation on my phone or with my husband was impossible. Inside my windows rattled and my glasses and dishes rattled in my cupboards. Watching a program on TV was impossible. Afternoon naps were disturbed completely. My blood pressure increased and my mood became sad and out of patience,

This is a description of my personal complaints and the attached EIS list is the other reason this should not happen. There is a reason we have Mountain Home AFB as their location is designed and ideal for the practice of these high-speed warplanes.

The Draft F-35 Environmental Impact Study for the Boise, Luke, Tucson, and Holloman Air Force Training sites is seriously flawed with errors, omissions, and shoddy work, and cannot be used as the basis for the Final EIS or NEPA Recorded of Decision. There are too many serious deficiencies that must be addressed first as outlined in the list below. I am requesting an indefinite stoppage/postponement of the NEPA process until the deficiencies in the Draft EIS are corrected.

1. There are no definitive DB loudness boundary maps, studies or numbers published for the F-35. Perform them if you have not done so, or publish them if you have them. As the off-site loudness has been shown to cause hearing damage, it is essential that the area maps show DB magnitudes at all sensitive locations. These measures or estimates already exist since they are required to develop the DNL measures which are listed for all sensitive locations.
2. Over 10,000 residents will find their homes reclassified as "Not Suitable for Residential Use" if the F-35s are brought in. This will result in millions of dollars of lost property value. It is essential that a full house by house appraisal and valuation be done. Who is responsible to do this?
3. Over 1,000 residents will be exposed to very high noise levels due to the unusually close proximity of residential houses to the runways. 1,400 afterburner take offs will occur annually. It is essential that a full noise study be done of the afterburner noise situation.
4. 4 schools and 13-day care centers will be in very high DNL and noise magnitude areas. What mitigations will be done to avoid deteriorating learning levels? This must be studied in depth.
5. The world health organization states that DNL levels of 50 and above can cause health and mental problems. It is essential that the EIS include boundary maps for 50DNL, 55 DNL, and 60 DNL.
6. Several thousand residents will be exposed to DNL and sound magnitudes above the 65 DNL. Multi DNL boundary maps and studies are needed for 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL. Also, what mitigations will be used to avoid the severe health, mental, and financial impacts.
7. In order for individual homeowners to understand their options, a residence by residence list of all properties and any and all Avigation Easements that encumber each property is required.
8. Present clarification of the "No Action Alternative." Does this mean all four locations will continue to be candidates for basing F-35s as additional planes become available?
9. What are the next steps in the bed down process after the final EIS? Will actions be taken to reconcile the airspace and land use conflicts that are identified in the EIS? Will Joint Use Land Studies be authorized? Will zoning ordinances in conflicted areas be enforced. Will rezoning occur? Will a program be initiated to move residences out of the 65DNL, 70 DNL, 75 DNL, 80 DNL, 85 DNL, and > 85 DNL areas identified in the EIS?
10. Will the Air Force bring several F-35s to Boise to conduct a typical daily training routine of 50 sorties. Take off 5 times under full afterburner. Take off and land at night 5 times. Measure the loudness. Let the residents of all of the Boise Valley hear the future for themselves. If the Air Force is unwilling to do this, please list the reasons why.
11. The EIS states that the F-35s I Boise will contribute over 250 tons of Carbon Monoxide to the area around the Boise Airport. This is over 250% more than allowed by EPA rules. The Air Force mitigation is to request an exemption from the rule. This does nothing to address the CO impact. Analysis of the health impacts on residents, especially children is required, as are the financial impacts of Boise becoming EPA non compliant on Air Quality standards.

Responses to Comments

Responses to Comments on Draft Boise Airport Part 150 Study
Comments Received through November 13, 2015 (Draft publication – August 26, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
01	Barbara Priest	83705	1	Why would the study suggest that new homes should be allowed to be built anywhere close to the Airport?	14 CFR Part 150 establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). That methodology includes a single system of measuring noise at airports for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise along with a separate single system for determining the exposure of individuals to noise. It also identifies land uses that are considered to be "compatible" with various exposures of individuals to noise around airports; the study states that residential uses are "compatible," as defined by 14 CFR Part 150, in locations with less than DNL 65 dB.
			2	What about existing 40 homes etc. that were suggested to be purchased in previous studies? They still have yet to be taken care of.	The previous study offered a voluntary acquisition program for 40 homes within the DNL 65+ dB noise contour, similar to the type of voluntary program offered in the current study. 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.
			3	The study should take into account the property in its entirety when considering noise impacts; not only the interior noise levels.	14 CFR Part 150 requires the use of day-night average sound level (DNL) as the standard for measuring aviation noise in a community. The primary measurement of noise impact is the exterior noise measurement of cumulative yearly DNL, depicted as noise contours. The noise contours therefore represent exterior sound levels. A noise-impacted noncompatible structure must be experiencing existing interior noise levels that are 45 dB or greater with the windows closed to be considered eligible for mitigation.

Responses to Comments on Draft Boise Airport Part 150 Study
Comments Received through November 13, 2015 (Draft publication – August 26, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
02	Henry Wiebe	83705	1	The map does not reflect the noise impact.	The FAA has adopted the use of the Day Night Average Sound Level (DNL) metric as the primary measurement of aircraft noise exposure, and in cooperation with other federal agencies, identified land use compatibility guidelines using the DNL metric. The noise model computes the overall annual average daily noise exposure (e.g., DNL) at points on the ground around BOI. From the grid of points, contours of equal daily sound level are drawn by the noise model for overlay onto land use maps. Inputs to the noise models include weather, climate and terrain. DNL has been widely accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning. Chapter 3 and Appendix B of the study provide details related to noise, the metrics used to define it, and its effect on people.
			2	Not aware of open houses; should have been direct mailed.	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). 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 three 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, including nearby HOA's identified on the Registered Neighborhood Associations on the City's web site and social media outlets. http://pds.cityofboise.org/planning/comp/neighborhood/associations/ .

Responses to Comments on Draft Boise Airport Part 150 Study
Comments Received through November 13, 2015 (Draft publication – August 26, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
03	Carl Rowe	83705	1	Opposed to increase in presence of military jets using Boise Airport due to noise;	<p>Comment noted.</p> <p>14 CFR Part 150 requires the NEMs show existing noise conditions as well as a projection of noise exposure five years into the future. In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a continuation of the existing A-10 mission, a replacement F-15 mission, and a replacement F-35 mission. Both potential replacement missions assume an approximate equal number of military aircraft in 2020 as in 2015. The 2020 NEM adopted by this study represents the replacement of the current A-10 mission with F-15 operations, which was selected because this future NEM represents a worst-case scenario (largest noise contours) so that the City of Boise and Ada County can make informed land use and zoning decisions.</p> <p>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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport.</p>
			2	Jets should be stationed at Mountain Home AFB.	<p>The Idaho Air National Guard (IDANG) is a separate reserve component of the USAF with the mission to recruit and properly equip Idaho Air National Guardsmen, 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.</p>

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04	Mike Chambers	83705	1	Concerned about voluntary acquisition program boundaries and potential to decrease home value, negatively impact neighborhood, etc.	<p>The ability to use federal funding to assist in the voluntary acquisition of residential property is limited to homes within the DNL 65 dB. Therefore the proposed program area is limited to the only area around BOI where non-compatible (residential) uses are within the existing (2015) DNL 65 dB contour. Several parcels in the neighborhood adjacent to the DNL 65 contour have been included in the proposed program area that are outside of the DNL 65 dB contour; per FAA policy, if the sponsor proposes to expand noise mitigation just beyond the DNL 65 dB contour to include parcels contiguous to the project area (referred to as block rounding), the ADO has the option to approve this request, given that certain requirements are met.</p> <p>Homes purchased as they are available for sale through this program could be razed and/or converted into compatible uses with deed restrictions and easements. Over time, if a contiguous area is available for conversion to a compatible use, this area could be a benefit to the neighborhood (i.e., active park area, neighborhood commercial, etc.). However, it is possible that in the meantime neighborhood cohesiveness could be affected as some parcels become vacant. The Airport would be responsible for the maintenance of the purchased property; however the ability to re-use individual residential properties until a contiguous area is created would need to be considered. The reuse plan of parcels in this area would be included in the Airport's next Noise and Land Reuse Plan Update. Refer to Section 7.2 and Table 7.18 for full details of the voluntary acquisition program.</p>
05	Chuck Thomas	83709	1	Opposed to F-35s at Gowen Field; concern about impact to health and community.	See response to Comment #3, Part 1.

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			2	Has submitted testimony for previous 2012 F-35 hearings; request that Air Force & F-35 proponents bring forth all of official hearing records, data and flight overlay chart for upcoming 2015 F-35 hearings;	The current BOI Part 150 Study Update is independent of the USAF's 2012 F-35A Training Basing Environmental Impact Statement (EIS). The purpose of a Federal Aviation Administration (FAA) 14 CFR 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. See response to Comment #3, Part 1.
			3	Jets should be stationed at bases like Holloman AFB or Mountain Home AFB;	See response to Comment #3, Part 2.
			4	Not aware of open houses and difficult to submit "testimony."	See response to Comment #2, Part 2.
06	Kathleen Davis	83705	1	Were any studies made as to how this will affect home sales in the next decade?;	14 CFR Part 150 does not require this type of study. The Part 150 Study Update identifies the one residential area around Boise Airport that is currently defined as non-compatible with the existing (2015) contours in accordance with established FAA noise compatibility standards. The study recommends a potential solution for correcting the existing non-compatible land use. If the voluntary acquisition program measure in the NCP is approved by the FAA, the Airport would then begin the development of a strategy and program for the purchase of these homes as they become available for sale. The approval of this measure by the FAA would not automatically trigger this program to begin. Also see response to Comment #4.
			2	Are homes going to be purchased and moved or demolished to make room for runway additions and Jet Storage spaces?	Homes purchased are not intended to be converted for airport operations or expansion. The homes purchased may be razed or converted into compatible uses (e.g., neighborhood commercial, active recreation) with deed restrictions and easements.

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07	Steve Tornga	83705	1	Opposed to F-15s and F-35s at Gowen Field based on health; quality of life; property values; and economic impact.	Comment noted. See response to Comment #3, Part 1 and #6.
08	Christiane Rudd, President, Hillcrest Place Homeowners Association	83705	1	Not aware of open houses, issue with public outreach;	See response to Comment #2, Part 2.
			2	Oppose condemning neighborhoods (voluntary land acquisition program);	Comment noted. Condemnation is not recommended in the Part 150 Study. See response to Comment #6 regarding the voluntary acquisition program.
			3	Opposed to increase in presence of military jets using Boise Airport due to noise and quality of life.	Comment noted. See response to Comment #3, Part 1.
09	Preston Creer	83709	1	Land use map shows a small subdivision at the top of Raymond Street as Industrial; should be Large Lot Residential; Compliments effort of study.	The future land use map (Figure 4-3) in the Final Part 150 Study has been updated to reflect the area bounded by W. Elder Street and Raymond Street as Large Lot/Rural Residential within this subdivision. As of November 2015, this is the recommendation of the City; however, a City Council meeting is scheduled for January 12, 2016 to discuss the Comprehensive Plan Amendment. Note that although this change has been made on the future land use map in the Part 150 Study, Figure 4-3 is not the City's official future land use map and should only be used for information purposes in the Part 150 Study.
10	Lenise Heath	83709	1	Land use map shows a small subdivision at the top of Raymond Street as Industrial; should be Large Lot Residential;	Comment noted. See response to Comment #9.

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	Commenter	Zip Code	Part #	Comment Summary	Response
				Compliments effort of study.	
11	Kerry Cooke	83705	1	Not aware of open houses, issue with public outreach;	See response to Comment #2, Part 2.
			2	Opposed to increase in presence of military jets using Boise Airport due to noise and quality of life;	Comment noted. See response to Comment #3, Part 1.
			3	Request to extend public comment period.	The comment period was extended through November 13, 2015.
12	Jose and Heather Flores	83709	1	Want house to stay large lot residential on the Boise City Master Plan; Raymond Street neighbors are in jeopardy of being converted to Industrial, not large lot residential.	Comment noted. See response to Comment #9.
13	Kyrsten Chaplin	83705	1	Opposed to F-15s using Boise Airport due to noise and quality of life;	Comment noted. See response to Comment #3, Part 1.
			2	Temporary F-15's at Boise Airport this summer was extremely noisy and caused vibrations.	Comment noted. In August 2015, Gowen Field at Boise Airport hosted some of the F-15's from Mountain Home AFB while the runway at the base was undergoing necessary maintenance. The relocation started and ended in August. The Boise Airport Part 150 Study is independent of that temporary relocation and the noise contours were developed prior to the temporary relocation.
14	Patrick Harren	N/A	1	Opposed to F-15 and F-35s at Boise Airport;	Comment noted. See response to Comment #3, Part 1.

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			2	Jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 2.
15	Marvin Askey	83705	1	Concerned that the Study is a feasibility study to increase the noise footprint at BOI;	The purpose of a Federal Aviation Administration (FAA) 14 CFR 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. A Part 150 Study is a voluntary study created in accordance with the Aviation Safety and Noise Abatement Act of 1979; the study has established guidelines that must be adhered to for acceptance and approval. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.
			2	Not aware of open houses, issue with public outreach;	Comment noted. See response to Comment #2, Part 2.
			3	Opposed to increase in presence of military jets using Boise Airport due to noise and quality of life;	Comment noted. See response to Comment #3, Part 1.
			4	Temporary F-15's at Boise Airport this summer was disruptive and unacceptable.	Comment noted. See response to #13, Part 2.
16	Marilyn Frazier	N/A	1	Opposed to increase in presence of military jets using Boise Airport due to noise;	Comment noted. See response to Comment #3, Part 1.
			2	Jets should be stationed at Mountain Home AFB;	Comment noted. See response to Comment #3, Part 2.
			3	Concerned about property values.	Comment noted. See response to Comment #6.
17	Carol Casler	83705	1	Concerned that impact will be massive and that increase in noise will impact Bench Community in	Comment noted. See response to Comment #3, Part 1.

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	Commenter	Zip Code	Part #	Comment Summary	Response
				particular;	
			2	Not aware of open houses, issue with public outreach.	Comment noted. See response to Comment #2, Part 2.
18	Dennis Finegan	83705	1	Questions regarding noise data collection times, methods;	<p>14 CFR Part 150 requires the use of an annual average day (AAD) to assess noise exposure. Annual average daily operations are representative of all aircraft operations that occur over the course of a year. Since airports and air traffic are complex systems that vary from day to day due to weather, airline schedules, and other factors, the use of average annual daily operations allows these dynamics to be included in the evaluation of aircraft noise exposure. FAA radar data (which provides information on actual flight operations at Boise Airport including date, time, aircraft type, runway use, flight track, etc.) was used in this study.</p> <p>This study uses the Integrated Noise Model (INM) to model civilian aircraft noise and the Department of Defense model (NOISEMAP) to model military operations. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring.</p> <p>Chapter 3 and Appendix B of the study provide details related to noise, the metrics used to define it, and its effect on people.</p>
			2	Concerned about quality of life for residents;	Comment noted. See response to Comment #3, Part 1.
			3	Not aware of open houses; should have been direct mailed.	Comment noted. See response to Comment #2, Part 2.

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19	Andrea Blades	83716	1	Opposed to increase in noise at Boise Airport due to negative impact to quality of life;	Comment noted. See response to Comment #3, Part 1.
			2	Concerned about property values.	See response to Comment #6.
20	Connie Messley	83705	1	Noise study is flawed if averaged for impact and should be redone;	See response to Comment #18.
			2	Not aware of open houses; should have been direct mailed.	See response to Comment #2, Part 2.
21	Lin Paporello	83716	1	Concerned about property values: "Not suitable for residential dwelling" not acceptable;	See response to Comments #1 and #6.
			2	Does not think the study informs the community;	Comment noted. See response to Comment #15.
			3	Airport noise and F-15 and F-35 are not similar.	Comment noted. See response to Comment #3, Part 1.
22	Pamela Wells	83705	1	Home/ Day care center is shown as Open Land; it is zoned as day care center.	The zoning map was updated to reflect this as R-1-C and land use designated at commercial, per request.
23	Ryan Harris	83702	1	Opposed to increase in noise at Boise Airport due to negative impact to quality of life;	Comment noted. See response to Comment #3, Part 1.
			2	Wildlife and birds may also be adversely affected.	Comment noted. 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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport. A NEPA study would identify any impacts to wildlife and birds due to any specific new flying mission.

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24	Kathleen Davis	83705	1	Vista Neighborhood would be vastly affected if jets come to Boise; If Federal government (Air Force) brings planes, it will destroy hard work involved in the pilot federal grant to Energize your Neighborhood;	Comment noted. See response to Comment #3, Part 1.
			2	Reconsider and take planes to another Base that will affect fewer residents.	Comment noted. See response to Comment #3, Part 2.
25	Larry Stevens	83705	1	Not aware of open houses; should have been direct mailed.	Comment noted. See response to Comment #2, Part 2.
			2	Concern that noise levels are not accurate for the non-regulated jet aircraft used by the Air Force.	Comment noted. See response to Comment #18, Part 1.
			3	Disagree with the noise plume shown in the handout caused by USAF aircraft such as F-15s.	The Noise Exposure Maps (NEMs) represent noise exposure contours, which are different than noise plumes. See response to Comment #18, Part 1.
			4	Were decibel meters used in local neighborhoods during research for the study, particularly during F-15 presence in August?	Sound level meters were not used. Noise levels were analyzed in accordance with 14 CFR Part 150. Per FAA requirements, the BOI Part 150 Study Update uses Annual Average Day (AAD) operations to compute existing and future aircraft noise exposure. The AAD operations are representative of all aircraft operations that occur over the course of a year. As such, the total existing and future annual operations are divided by 365 days to determine the AAD operations. The FAA uses the Day-Night Average Sound Level (DNL) in Part 150 studies. DNL is the average noise exposure level over a 24-hour period, with a 10 dB penalty added for aircraft noise occurring during nighttime (defined as 10:00 p.m. through 7:00

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					a.m.). This weighting reflects the added intrusiveness of nighttime noise events due to the fact that community background noise levels typically decrease by 10 decibels at night. DNL does not represent the noise level heard at any particular time, but rather represents the total noise exposure for the average annual day. DNL is the metric required by the FAA in noise contour development for the assessment of annual average day noise exposure. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring. The specific data and methodology used in developing the noise exposure maps is included in Chapter 2 of the study. For discussion of the noise models used, see response to Comment #18, Part 1, Chapter 3 and Appendix B of the Part 150 Study.
26	Kevin Cahill	83703	1	Requests that study document what it does and does not do. To what extent does this report assess the socio-economic impact of incremental noise? In particular, does this report include a proper assessment that weighs the benefits of incremental noise against the costs of incremental noise?	The Part 150 Study was developed in accordance with Title 14 CFR Part 150 requirements. Refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study. See response to Comment #15.
			2	To what extent does this report consider the negative impacts of incremental noise outside of the DNL 65 db area? For example, what abatement measures have been considered for someone who experiences an increase in noise exposure from DNL 30 db to DNL	See response to Comments #1 and #4.

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				64.9 db?	
			3	To what extent does this report consider variations in noise levels as a unit of measure? For example, are variations in noise levels considered if the area affected does not exceed a mean value of DNL 65 db?	See response to Comments #1 and #4.
			4	To what extent has this analysis examined outcomes relative to other cities that have experienced similar increases in noise in the past, and what issues arose in those communities?	See response to Comment #15. The Part 150 Study was developed in accordance with Title 14 CFR Part 150 requirements. Refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study.
			5	To what extent is your analysis based on a survey of Boise's citizens and how they might be impacted by incremental noise?	See response to Comment #2, Part 2.
			6	To what extent has your team conducted an independent review of FAA metrics? That is, did you just blindly take FAA metrics as a given with no thought as to the reasonableness of these measures as they apply to the Boise community?	This type of analysis is not required as part of a 14 CFR Part 150 Study. See response to Comments #1 and #15. The FAA requires the use of the Day-Night Average Sound Level (DNL) in Part 150 studies. DNL is the average noise exposure level over a 24-hour period, with a 10 dB penalty added for aircraft noise occurring during nighttime (defined as 10:00 p.m. through 7:00 a.m.). This weighting reflects the added intrusiveness of nighttime noise events due to the fact that community background noise levels typically decrease by 10 decibels at night. DNL does not represent the noise level heard at any particular time, but rather represents the total noise exposure for the average annual day. DNL is the metric required by the FAA in noise contour development for the assessment of annual average day noise exposure. Computer-based noise

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					<p>modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring. The specific data and methodology used in developing the noise exposure maps is included in Chapter 2 of the study. For discussion of the noise models used, see response to Comment #18, and Chapter 3 and Appendix B of the Part 150 Study.</p> <p>DNL has been widely accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning. The DNL has also been identified by the U.S. Environmental Protection Agency (USEPA) as the principal metric for airport noise analysis. As directed by the U.S. Congress in the Aviation Safety and Noise Abatement Act (ASNA) of 1979, the FAA and other branches of the federal government have established guidelines for noise compatibility based on annoyance.</p>
27	Jake Armstrong	N/A	1	Requests field measurements to validate accuracy of noise model, and is concerned that the model uses an average.	<p>Comment noted. See response to Comments #18 and #25.</p> <p>The Noise Compatibility Program (NCP) of the Final Part 150 Study was updated to recommend the implementation of a Noise Monitoring Program. Noise monitors can be useful in supplementing or verifying noise being generated over the community, however DNL is required for use in a Part 150 Study and has been widely accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning.</p>

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28	Monty Mericle	N/A	1	Elected officials are fixated with bringing in high performance combat aircraft regardless of the impact to surrounding neighborhoods. What alternatives to the F-15 and F-35 options have been pursued?	Comment noted. See response to Comment #3, Part 1.
			2	What other efforts at citizen communications have been made?	See response to Comment #2, Part 2.
			3	Why specifically are the city and Air Force study noise maps so different?	For the F-35A Training Basing EIS, the assumption was a fully active F-35 training base, whereas the Part 150 Study Update was based on the operations from an F-35 Air Guard unit. For one squadron, the Joint Strike Fighter Pilot Training Center assumed over 20 military jets per day (annual average day), and the Part 150 Study assumes four (4) military jets per day. Thus, the level of daily military operations differs by a factor of five with a significantly lower usage of pattern operations. Other factors include updated noise data for the F-35, changes in departure flight tracks, and limited F-35 operations to runway 10R/28L.
			4	Why are no actual sound readings taken, especially in view of the wildly divergent outcomes between the Air Force and city study?	See response to Comment #25.
			5	Why has no economic analysis of this project been done? When will the analysis be done?	See response to Comment #15. The Part 150 Study was developed in accordance with Title 14 CFR Part 150 requirements. Refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study.

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			6	These easements take away all rights of any resident signing them to the use and control of the airspace over their homes. The city requires them for new developments around the airport, and they frequently slip them in to existing homeowner paperwork as part of projects requiring city approval. Their constitutionality has been the subject of numerous lawsuits since their use began in the 1970s. Please provide maps showing all properties with existing Avigation Easements. Please provide a map showing the boundary of the area where Avigation Easements are required.	Refer to Figure 7-3 of the Part 150 Study for a map of properties with avigation easements. The City seeks avigation easements for properties within the Airport Influence Area (AIA). Although the use of navigable airspace by aircraft is a federal prerogative, an avigation easement provides an additional mechanism of right-of-way and disclosure to the property owner that his or her property is within the AIA and therefore is subject to the AIA planning standards. Detailed discussion of avigation easements is included in Chapter 4 and 7 of the Part 150 Study.
			7	Please justify why a study with a 75% error rate does not have to be reviewed and corrected.	Unclear what commenter is referring to with "75% error rate." See response to Comment #26.
			8	I contacted one of the city council members to discuss this, and was told that the mayor and city council have no intention of holding any public meetings on this project. Please have the Mayor and City Council address the noise issue and why no City Council meetings are supported.	Comment noted. See response to Comment #2, Part 2.

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			9	The "study" is a manipulated project to justify what has already been decided by our elected officials. It will be used to incorrectly justify the new F-15 or F-35 mission without acknowledging or fairly valuing the price in lost property values and quality of life for residents surrounding the Boise Airport and Gowen Field.	Comment noted. See response to Comment #3 (Part 1) and #6.
29	Homeacre Subdivision members (Multiple): Linda Robens Fraise Garry Fraise Gayla Whipple Charles Whipple Grant Yee Lee Eyerman Randall Wood Dee Wood Shelby Nutting Jared Donaldson-Morgan James Chapman Audrey Chapman Ben Lee Grant Reddington Lorena Ayon Antonio Ayon	83709	1	Request neighborhood remain residential on the Future Land Use Map (Figure 4-3, p. 98) from industrial back to large lot residential consistent with its usage.	Comment noted. See response to Comment #9.

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			2	How will it affect our property rights if our designation remains Industrial and the military A-10 is replaced by the F-35 or the 65 DNL contour moves over our neighborhood?	The future land use shown in the Part 150 Study was developed based on 2011 Blueprint Boise data. The future land use map has been updated based on the City's recommendation for this area as of November 2015. The future land use illustrated in the Part 150 Study would not be used as the basis for the City's land use decision-making.
			3	Can the noise study provide us with maps showing the noise levels if F-35's are eventually stationed at Boise?	In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a replacement F-35 mission. Refer to Appendix D, Record of Consultation, of the Part 150 Study, for the 2020 noise contours developed for the replacement of the A-10 mission with the F-35 displayed and discussed at the first Open House.
			4	Why have the contour levels enlarged since the 2004 study when the number of operations has dropped by over 60,000 (over 1/3)? The current and future airport noise contours do not show Homeacres subdivision within the 60 DNL currently. How would we be notified of changes?	The most valid comparison between the two studies is a comparison of the 2009 NEM (Future Condition) from the 2004 Study and the 2015 NEM (Existing Conditions) from the current study. The DNL 65 dB contours between these two years of analysis are very similar. While the operational levels have dropped appreciably for the 2015 NEM, the aircraft that contribute to the noise exposure levels the most extensive operations (air carrier and military) have remained relatively consistent between the two study years. The reason for the increase in noise exposure for 2020 is driven by the inclusion of F-15s instead of A-10s in the military operational mix. The Part 150 includes the F-15s as a worst case substitution for A-10s by the year 2020.
			5	How are the noise contours developed concerning single event maximum allowable noise?	See response to Comments #15 and #18.

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			6	What actions are the FAA and airport taking in light of studies showing significant health concerns from noise exposure, especially around airports?	See response to Comments #1 and #26. 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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport. A NEPA study would identify any impacts to wildlife and birds due to any specific new flying mission.
			7	Please provide us with a copy of the new map with change to large lot residential from industrial.	The updated future land use maps are included in the Final Part 150 Study.
			8	Would be willing to participate in any reasonable market-value based buyout program.	Comment noted.
30	Dave Hopkins	83705	1	Opposed to increase in noise at Boise Airport due to negative impact to quality of life;	Comment noted. See response to Comment #3, Part 1.
31	Steve Tornga (Petition Included - 40 resident signatures)	83705	1	Opposed to F-15 and F-35s at Boise Airport; do not believe noise level results are credible.	Comment noted. See responses to Comment #3 (Part 1) and #18.
			2	Increased noise will negatively impact quality of life.	Comment noted. See response to Comment #3, Part 1.
			3	2012 investigation on potential F-35 at Gowen Field was a major issue; questions differences in noise level between the military aircraft.	See response to Comment #28, Part 3.
			4	Opposed to F-15s and F-35s at Gowen Field based on health; quality of life; property values; and	Comment noted. See response to Comments #3 and #6.

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				economic impact.	
			5	Submitted a "Petition of Opposition to the Proposed Boise Airport Change from A10's to F-15's and F-35's" with 40 signatures. Reasons for opposition: "The current A1-'s flown from Gowen Field would be replaced with F15's and F-35's - Unacceptable Noise!"	Comment noted. See response to Comment # 3, Part 1.
			6	"Night-time flights are be part of the new plan & will cause sleep interruption resulting in a reduced quality of life in a wide area around the Boise Airport. Current A10 flights occur only during the day."	Comment noted. See response to Comment # 3, Part 1.
			7	"Significant loss in property values impacting a large area around the Boise Airport."	Comment noted. See response to Comment #6.
			8	"Elements of the study have not been performed, such as public involvement."	Comment noted. See response to Comment #2, Part 2.
			9	"The study uses an outdated computer model."	This study uses the Integrated Noise Model (INM) to model civilian aircraft noise and the Department of Defense model (NOISEMAP) to model military operations which was the FAA-required noise model at the time of the noise analysis conducted for this study. As noted in the informational materials and the Draft Part 150 Study, on May 29th, 2015, the FAA released the Aviation Environmental Design Tool (AEDT)

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					Version 2b to replace the INM as the FAA-required noise model for use in a Part 150 Study. Because this Study commenced prior to May 29th, INM is approved for use in this Part 150 Study. Both of the noise models generate noise exposure levels (e.g., DNL contours) based on input data developed specifically for the airport under consideration. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring. (Note that INM and AEDT modeling methods are similar and use the same type of input data and algorithms, therefore differences in contours would be minimal.)
32	Dan and Pat Marler	83709	1	Opposed to increase in presence of military jets using Boise Airport due to noise;	Comment noted. See response to Comment #3, Part 1.
			2	jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 2.
33	Bob Ianson	83705	1	DNL does not accurately reflect the real impact of noise; F-15 and F-35 noise is considerably louder than "normal" airport noise; F-15/F-35 is inappropriate mission for urban airport such as Boise; Part 150 does not reflect the real impact of these missions.	See response to Comments #18 and #25.
34	Jamie Van Eaton		1	Opposed to increase in presence of military jets using Boise Airport due to noise;	Comment noted. See response to Comment #3, Part 1.
			2	jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 2.

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35	JB and Rena Alexander	83709	1	Opposed to increase in presence of military jets using Boise Airport due to noise;	Comment noted. See response to Comment #3, Part 1.
			2	Concerned about property values.	Comment noted. See response to Comment #6.
36	Kenneth L Pidjeon	83705-4819	1	Does not believe adequate opportunity was given for public to submit its views; time allotted for meeting notice not acceptable; public information meetings are not the same as public hearings; new comment deadline (Oct. 6) not adequate.	See response to Comment #2, Part 2; comment deadline was extended through November 13, 2015.
37	Henry Wiebe		1	Includes a public survey and results regarding Gowen Air Field and the Boise Airport.	Comment noted. Survey and results provided in Appendix D.
38	Kerry Cooke	83705	1	Not aware of open houses; should have been direct mailed; Comment period should be extended 90 days.	See response to Comment #2, Part 2; comment deadline was extended through November 13, 2015.
39	Bret Seidenschwarz	83709	1	Average sound levels are not helpful; need peak noise level comparison;	Comment noted. See response to Comments #18 and #25.
			2	Not aware of open houses; should have been direct mailed.	Comment noted. See response to Comment #2, Part 2.
40	Mary Beth Chandler	83705	1	Jets should be stationed at Mountain Home AFB.;	Comment noted. See response to Comment #3, Part 1.

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			2	unclear if residence is included in the government buyback boundary;	See response to Comment #4 regarding the voluntary acquisition program. Figure 7-12 illustrates the proposed program area boundary for the voluntary acquisition program; the commenter's address is not within the proposed program boundary, which includes residences within the <u>existing</u> DNL 65 dB contour and several adjacent properties (to create a contiguous area).
			3	where can we provide input to the military rather than our local airport officials?;	Refer to the Idaho Air National Guard 124th Fighter Wing website, which provides key phone numbers and instructions on where to direct noise complaints. http://www.idaho.ang.af.mil/
			4	Not aware of open houses, public outreach lacking.	Comment noted. See response to Comment #2, Part 2.
41	Jake Armstrong		1	Could hear military jets overhead while wearing ANSI certified hearing protection.	Comment noted.
42	Arlene Bell	83705	1	Opposed to F-15 coming to Gowen Field;	Comment noted. See response to Comment #3, Part 1.
			2	F-15's last summer were loud;	Comment noted. See response to #13, Part 2.
			3	Study is flawed by use of daytime average noise ratings.	The study uses Day-Night Average Sound Level (DNL), which includes and penalizes nighttime noise in addition to daytime noise. See response to Comment #2, Part 1.
43	Brenda Brill Tornga	83705	1	Opposed to F-15s and F-35s at Gowen Field based on health; quality of life; property values; and economic impact;	See response to Comments #3 (Part 1) and #6.
			2	Fear that the study will be used to allow the jets in;	See response to Comment #15.

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			3	Not aware of open houses.	See response to Comment #2, Part 2.
44	Jeanine and Derek Sauerwein	83709	1	How were residential areas notified of these meetings?;	See response to Comment #2, Part 2.
			2	Why are results so different from the 2012 Air Force Study?;	See response to Comment #28, Part 3.
			3	What is the difference between F-15 and F-35 noise;	F-15 noise contours are typically larger than F-35 noise contours due to the noise profiles of the two aircraft. In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a replacement F-15 mission and F-35 mission. Refer to Appendix D, Record of Consultation, of the Part 150 Study, for the 2020 noise contours developed for the replacement of the A-10 mission with the F-35 displayed and discussed at the first Open House. The noise contours for the F-35 mission cover less area than the noise contours for the F-15 mission. The future NEM adopted by this study represents the replacement of the current A-10 mission with F-15 operations, which was selected because this future NEM represents a worst-case scenario (largest noise contours) so that the City of Boise and Ada County could make informed land use and zoning decisions.
			4	Concerned with property values;	See response to Comment #6.
			5	Does not want an "Air Force Base" next to home.	Comment noted. See response to Comment #3, Part 1.
45	Ron and Althea Haberman	83705	1	Opposed to F-15 and F-35s at Boise Airport;	Comment noted. See response to Comment #3, Part 1.
			2	Jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 2.

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46	Rex Chandler	83705	1	Not aware of open houses; should have been direct mailed.	See response to Comment #2, Part 2.
			2	Methodology of report questionable (e.g., averages used)	See response to Comments #18 and #25.
47	Gary Grimm	83705	1	Public meetings not well publicized;	See response to Comment #2, Part 2.
			2	the study did not include F-15 jets stationed at Boise this summer;	The study was conducted in late 2014 - early 2015, upon initiation of the Part 150 Study; therefore the most recent radar data for the 12 months available prior to the start of the noise analysis was used. Chapter 2 of the study provides details related to the methodology, fleet mix, operations, forecast and date ranges of the data used to conduct the noise analysis.
			3	the DNL is not a measure of the sound level when military jets are taking off, but the study did not provide any data about this noise level;	See response to Comments #18 and #25. See Appendix B for illustration of single event sound exposure levels for F-15s and F-35s as well as a sample of aircraft currently flying into and out of BOI.
			4	concerned about quality of life when noise levels are studied; "the people who live near the airport, especially those who have lived here for many years, should be able to decide on the acceptable jet noise level and produce a contemporary and future looking noise ordinance."	See response to Comments #1 and #3 (Part 1).
48	Justin Devinaspre	83705	1	Opposed to F-15s replacing A-10s at Boise Airport based on quality of life and property values;	See response to Comments #3 (Part 1) and #6.
			2	Noise in the summer with the temporary location of F-15s to	Comment noted. See response to #13.

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				Gowen Field was interruptive;	
			3	Owyhee Harbor Elementary School is nearby and is concerned with 2020 noise impact to the school.	Per 14 CFR Part 150 Noise and Land Use Compatibility Guidelines (see Table 4.1 of the Study), schools are not a compatible land use within the DNL 65 dB noise contour. No "corrective" land use measures are recommended at this time, as the school is not within the DNL 65+ dB. The elementary school is also not within the DNL 65 dB contour of the 2020 NEM, however it is nearby. If a new aircraft flying mission is to be implemented at Gowen Field, the USAF will have to comply with the National Environmental Policy Act (NEPA) prior to changing the flying mission. At that time, noise contours would be developed that include the anticipated flying mission; if any schools are within the DNL 65+ dB contour, the NEPA document will identify the impacts and address mitigation for any schools or other non-compatible land uses (i.e., residential) at that time.
49	Molly Devinaspre	83705	1	Opposed to F-15s replacing A-10s at Boise Airport based on quality of life and property values;	See response to Comments #3 (Part 1) and #6.
			2	Noise in the summer with the temporary location of F-15s to Gowen Field was interruptive;	Comment noted. See response to #13, Part 2.
			3	Owyhee Harbor Elementary School is nearby and is concerned with 2020 noise impact to the school.	See response to Comment #48, Part 3.
50	Commissioner Elliott Werk		1	Comment period extension inquiry;	The comment period deadline was extended through November 13, 2015.

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			2	Online comment process contributes to perception that the study was done in a way that would minimize public comment (2010 military process raised fears and awareness on the Bench);	The comment form (PDF) was provided at the open houses if commenters wished to leave the form at the meeting or mail it in; the comment form was subsequently placed online with the other meeting materials. Emailing comments directly to khughes@hntb.com (without the form) was an acceptable method to submit comments and was the method used by many commenters. Once it was apparent that some commenters did not realize they could email comments without the form, notification of this method was placed on the airport website.
			3	Opposes F-35 mission and requests noise monitoring of F-35s to evaluate true noise impact;	See response to Comment #3 (Part 1), #18 and #25. Noise monitors can be useful in supplementing or verifying noise being generated over the community, however DNL is required for use in a Part 150 Study and has been widely accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning.
			4	Requests clarification of issue with afterburners used for takeoff of the F-35.	For the 2015 Part 150 Study F-35 departure operations were modeled with afterburner use 10% of the time. The previous EIS used an afterburner rate of 8.62%
51	Michelle Wood		1	Does not appreciate constant jet noise. Recommends having them fly higher or only every other week.	Comment noted.
52	Jo Henderson	83709	1	Opposed to increase in presence of military jets using Boise Airport due to noise, economic health and quality of life;	See response to Comments #3 (Part 1) and #6.
			2	jets should be stationed at Mountain Home AFB.	See response to Comment #3, Part 2.

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			3	Noise in the summer with the temporary location of F-15s to Gowen Field was disconcerting.	Comment noted. See response to #13, Part 2.
53	Justin Devinaspre	83705	1	Academic paper submitted as a comment: "Evaluation of a Drug Study."	Comment noted.
54	Lee Eyerman	83709	1	Discouraged by the way land is being purchased and taken care of in neighborhood; what is the timeframe you have set to purchase all the land?	Comment noted. The City has purchased properties to the west of the Airport over time as property has become available and as funding has permitted. Although this area is not within the existing or future DNL 65+ dB noise contour, the area has historically been within the DNL 65+ dB contour.
			2	Why isn't the land the Airport purchased available for Residential development even though you claim it is designated Residential?;	Although this area is not within the existing or future DNL 65+ dB contour, the area has historically been within this contour and subject to airport noise. The Airport would like to ensure that future development is compatible with airport operations.
			3	Requests his community is designated as residential on the Boise Airport Map, the Boise Future Planning Map, and all other materials.	Comment noted. See response to Comment #9.
55	Stephen Leonard, MD	83716	1	Advocates for F-15s and F-35s to come to Gowen Field; Includes community bulletin board postings from https://columbiavillage.nextdoor.com , largely in favor of military jets coming to Gowen Field.	Comment noted. Community bulletin board posts are included in Appendix D.

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56	David Frazier	N/A	1	Citizens are opposed to noisy F-15 and F-35 high performance combat fighter aircraft using the same runways and airspace as commercial and general aviation aircraft;	Comment noted. See response to Comment #3, Part 1.
			2	Jets should be stationed at Mountain Home AFB;	Comment noted. See response to Comment #3, Part 2.
57	Rodman Family	N/A	1	Opposed to F-15s using Boise Airport due to noise and quality of life;	See response to Comments #3 (Part 1) and #6.
			2	Temporary F-15's at Boise Airport this summer was disruptive and terrible for business;	Comment noted. See response to #13.
			3	Having more and even louder planes is incompatible with those who live and work in the south part of town, unsafe.	Comment noted. See response to Comment #3, Part 1.
58	Fran Ciarlo	83709	1	F15s and F30s are loud, conversation is impossible; noise pollution is pollution;	See responses to Comments #1, #3 (Part 1) and #26.
			2	Put planes at another air base.	See response to Comment 3, Part 2.
59	Karoline Philip	83705	1	Jets should be stationed at Mountain Home AFB;	Comment noted. See response to Comment #3, Part 2.
			2	These screaming jets have no business being near residential homes, and elementary schools;	See response to Comment #1.

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			3	Health factors, pollution, noise, and living a reasonable lifestyle will be out of the question for many families. The top bench homes from the airport all the way over to Hillcrest, will be impacted heavily by this tragedy.	See response to Comments #3 (Part 1) and #6.
60	Robin Herche	83709	1	With jets blasting over, not only can I not enjoy my house in peace and quiet (inside or outside) but am looking at my property value declining because of those same jets.	See response to Comment #6.
61	Bob Blurton	83705	1	<p>Temporary F-15's at Boise Airport this summer was unacceptably loud;</p> <p>Hear that F-35s are twice as loud as F-15's; should not be placed in "the second largest city in the Northwest" when they could be placed at active military base.</p> <p>Even if Boise lost the national guard base because the federal government was denied placing the jets here, I would still choose peace and quiet. No F-15s, no F 35s.</p>	Comment noted. See response to Comments #3 (Part 1) and #13, Part 2.

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62	Jim and Bonita Perkins	83709	1	USAF airplanes are not a big problem. May be able to satisfy residents if changed the flight patterns to put the "boom" over the desert. No objection to flights and state they are in the flight pattern.	Comment noted.
63	Gary R. Kunkel	83709	1	Temporary F-35's [sic] at Boise Airport this summer was unacceptably loud;	Comment noted. See response to Comment #13, Part 2.
			2	opposed to increase in presence of military jets using Boise Airport due to noise and quality of life and potential health impacts;	Comment noted. See response to Comment #3, Part 1.
			3	jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #13, Part 2.
64	George Slaughter	N/A	1	Opposed to F-35s at Boise Airport based on quality of life and property values.	Comment noted. See response to Comment #3, Part 1.
65	Dan Marler	83709	1	States that it would appear the Borah Neighborhood Association views are similar to those in Vista Neighborhood Association survey; summarizes several of the survey results.	Comment noted.

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66	Elaine Clegg, Boise City Council	N/A	1	<p>Clarifies that the future Air National Guard mission would require the same number of flights as there are currently; the temporary F-15 noise last summer was constant because they were about to deploy.</p> <p>Congress has postponed the A-10 retirement plans and believes the study should reflect that change;</p> <p>Explains why moving the Air National Guard to Mountain Home is not a good option;</p> <p>Recommends building a third airport runway one mile south that would put the noise contours out of range of the neighborhood, however the cost is currently prohibitive;</p> <p>The airport has been responsible in trying to learn the potential impacts of a changed ANG mission.</p>	Comment noted.
67	Kevin Bayhouse	N/A	1	<p>Opposed to increase in presence of military jets using Boise Airport due to noise and quality of life; would like to retain the A-10's;</p>	Comment noted. See response to Comment #3, Part 1.

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			2	Concerned that if a new parallel runway comes that new flight paths will change the designation of the status of all the BLM land south of Kuna Mora Rd, where currently it is open range for recreational shooters. States "The many, many users of this BLM land need to know that we will NOT be impacted by any new changes from the airport expansion planning."	Comment noted.
68	Joan Bronson	83709	1	Believes more neighborhoods are impacted by the F15 noise than are indicated on the maps;	Comment noted. See response to Comment #2, Part 1.
			2	concerned about quality of life due to noise and property values;	Comment noted. See response to Comments #3 (Part 1) and #6.
			3	neighborhoods just outside the flight paths need to be included in this plan because the noise does not just stop where the lines are drawn on the maps.	Comment noted. See response to Comment #2, Part 2.
69	Sue Froshiesar	N/A	1	Welcomes new jets to Boise Airport and wants military to be prepared.	Comment noted.
70	Kathleen Davis	N/A	1	Concerned about property values;	Comment noted. See response to Comment #6.
			2	suggests adding another runway;	Comment noted.
			3	"Energize your Neighborhood" program is making positive	Comment noted.

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				changes, will continue another 2 years;	
71	Don May	83709	1	Furious with Air Force decision to temporarily fly noise fighter jets out of Boise Airport;	Comment noted.
			2	noise is NOT short lived or temporary;	In August 2015, Gowen Field at Boise Airport hosted some of the F-15's from Mountain Home while the runway at the base was undergoing necessary maintenance. The relocation started and ended in August. The Boise Airport Part 150 Study is independent of that temporary relocation and was conducted prior to the temporary relocation.
			3	demands many more public hearings to vote against it;	Comment noted. See response to Comment #2, Part 2.
			4	move jets back to Mountain Home where they belong;	Comment noted. See Comment #3, Part 2.
			5	negative impact to quality of life.	Comment noted. See response to Comment #3, Part 1.
72	Gregg Servheen	83706	1	Not aware of open houses, issue with public outreach;	Comment noted. See response to Comment #2, Part 2.
			2	is not aware of the extent the study has taken into account his neighborhood (Southeast Boise);	Based on the address provided, your neighborhood is not within the DNL 65+ dB noise contour for Boise Airport for existing conditions (2015) or potential forecast future operations (2020). 14 CFR Part 150 establishes a uniform methodology for the development and preparation of airport noise exposure maps. That methodology includes a single system of measuring noise at airports for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise along with a separate single system for determining the exposure of individuals to noise. It also identifies land uses which, for the purpose of this part are considered to be compatible with various exposures of

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					individuals to noise around airports. The DNL 65 dB noise contour is the noise level at or above which certain land uses (including residential) are not considered to be compatible. Because DNL 65 dB is the federal threshold for considering certain land uses as compatible, noise-sensitive land uses located outside of the DNL 65 dB noise contour are not considered to be impacted by airport related noise. They are not eligible for mitigation funding unless a lower local standard is formally adopted.
			3	who is funding the study?; how will the results be used?;	The study is funded mostly (90%) by the Federal Government under the Airport Improvement Program with the remaining 10% funded by the City of Boise. The Noise Compatibility Program (NCP) component of the study sets forth the measures that an airport operator has taken or has proposed for the reduction of existing noncompatible land uses and the prevention of additional noncompatible land uses within the area covered by the NEMs. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures. Also see response to Comment #15.
			4	what is the purpose?;	See response to Comment #15.
			5	what is the purpose of public input on such a study?; if the study is objectively measuring noise levels, how will public input be measured and collected as compared to noise measures?	The Airport takes into account public comments as it relates to the accuracy of the NEMs and the data collected for the study, as well as input related to the recommended measures in the NCP.
			6	would like to be informed of any future public involvement related to Boise Airport use and changes of	Comment noted.

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				use.	
73	Margaret Lauterbach	83705	1	Noise complaints from F-16s every summer fall on deaf ears;	See response to Comment #16. F-15's were temporarily located at Gowen Field in August 2015. See response to Comment #13, Part 2.
			2	noise is not tolerable;	Comment noted.
			3	Concerned about property values; violation of the 5th amendment because homes are "unmarketable;"	See response to Comments #3 and #6. Related to the Fifth Amendment, no private property is being taken. Refer to Section 7.2 and Table 7.18 for full details of the voluntary acquisition program. Additionally, the purpose of an FAA 14 CFR 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. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.
			4	Air Guard should move to Mountain Home.	Comment noted. See response to Comment #3, Part 2.
74	John Hormaechea	83705	1	Notice given for the study was not adequate;	Comment noted. See response to Comment #2, Part 2.
			2	Gowen (and F-35s) should be consolidated at Mountain Home;	Comment noted.
			3	noise of jets lowers quality of life for tens of thousands.	Comment noted. See response to Comment #3.
75	Kelly Parker	83705	1	Dismay with inadequacy of notice;	Comment noted. See response to Comment #2, Part 2.

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			2	If the month of August is any indication, this will be intolerable, damaging quality of life and property values;	Comment noted. See response to Comment #3, Part 1. The temporary mission in August 2015 is not indicative of a potential 2020 mission at Gowen Field.
			3	F-35's should be based at Mountain Home AFB;	Comment noted. See response to Comment #3, Part 2.
			4	The notion that a commute from Boise to MHAFB would be unbearable is absurd	Comment noted.
76	Roberta Johnson	N/A	1	Gowen Field was built at it's location in 1939 when it was far-removed from the city, and sitting alone in the desert. Now that residential housing has nearly surrounded the facility, it's use must be re-assessed.	Comment noted. See response to Comment #15.
			2	Opposed to F-15s using Boise Airport due to noise and quality of life; temporary F-15's at Boise Airport this summer was extremely noisy and caused vibrations.	Comment noted. See response to Comment #3, Part 1.
			3	To think of more and more of these jets taking off and landing in a flight pattern over my home is disturbing!	Comment noted. See response to Comment #3. The temporary mission in August 2015 is not indicative of a potential 2020 mission at Gowen Field.
			4	disruptive and dangerous; no place for a jet base in Boise.	Comment noted. See response to Comment #3, Part 1.
77	Patti Hindberg	83709	1	Enjoys hearing the sound and sight of the military jets in town.	Comment noted.
78	Travis Anderson	83709	1	No problem with the jet noise from the Air Force; encourages them	Comment noted.

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				coming to Boise.	
79	Tom Berry	83709	1	Opposed to F35, F15, F16, or similar fighter aircraft using Boise Airport due to noise and negative impact to property values and quality of life.	Comment noted. See response to Comment #3, Part 1.
80	Barbara Schenk	83709	1	Not aware of open houses; should have been directly notified;	Comment noted. See response to Comment #2, Part 2.
			2	Commented when F-35's were under consideration a number of years ago; thought we had put that issue to bed only to have it come again.	Comment noted. See response to Comment #5, Part 2.
			3	Opposed to increase in presence of military jets using Boise Airport due to noise; jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 1.
81	Dave Kangas (President, Vista Neighborhood Assoc.)	83705	1	Lack of public engagement early in the process;	Comment noted. See response to Comment #2.
			2	NCP is incomplete; third runway alternative was not fully explored or explained as an alternative to mitigation against 400 +/- households; should not be accepted by the FAA.	The NCP does not recommend mitigating the households within the 2020 NEM contours due to the uncertain nature of what will come to Gowen Field in 2020. Therefore the voluntary acquisition program includes the homes within the <u>existing</u> DNL 65 contour; the noise exposure that exists with airport operations today. Additionally, the Final Part 150 Study recommends a new potential measure in the NCP to provide a sound insulation program to homes within the DNL 65+ dB contour and the several homes adjacent to the DNL 65 contour

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					<p>in the South Hillcrest subdivision (approximately 112 homes in total). However, this mitigation program, if implemented, would offer mitigation to homes within the <u>existing</u> DNL 65+ dB contour.</p> <p>The Part 150 Study evaluates noise with existing conditions (2015) and forecast conditions in 5 years (2020, in this case). The construction of an additional runway is not ripe for decision and is very unlikely to be constructed within the next five years, therefore the noise contours for a new runway were not considered. Additionally, unlike a NEPA document, the Part 150 Study is not intended to explore various "build" alternatives. The purpose of a 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. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.</p> <p>The third runway development is included in the Airport's Master Plan, a 20-year plan for guiding development of airport facilities.</p>
			3	Does not support a fighter mission at Gowen Field as currently configured. Too much population and quality of life, especially outdoor recreation will be negatively impacted.	Comment noted. See response to Comment #3, Part 1.

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	Commenter	Zip Code	Part #	Comment Summary	Response
82	John Gannon	83705	1	The noise study endorses a tremendous displacement of people and homes;	The Part 150 Study provides an assessment of noise and land use compatibility in the area surrounding Boise Airport and recommends measures to correct existing incompatibilities and to prevent potential future incompatibilities. Noise exposure maps were developed for the existing condition (2015), and for a condition five years in the future (2020). The study does not "endorse" or recommend displacement of residents.
			2	The mitigation recommendation does not include a cost benefit; commenter states purchase price of 200 homes or 400 homes;	Refer to Measure LU-13 in the study for explanation of the voluntary acquisition program. This is a mitigation program that may be offered to residents if approved, however it is voluntary and includes the only residential area that is within the <u>existing</u> DNL 65+ dB contour. A cost estimate is provided in Table 7.17 of the study if 25% of the population within this program boundary (<u>existing</u> DNL 65+ dB) were to participate. The mitigation would be entirely voluntary for homeowners within the existing DNL 65+ dB contour that wish to relocate. If a new aircraft flying mission were to be implemented at Gowen Field, the USAF would have to comply with the National Environmental Policy Act (NEPA) prior to changing the flying mission. At that time, noise contours would be developed that include the anticipated flying mission; if any homes or other incompatible uses are within the DNL 65+ dB contour (non-compatible), the NEPA document would identify the impacts and address mitigation for non-compatible land uses (i.e., residential) at that time.
			3	Virtually no public input (Prior to the "development of a program" the public was not involved");	Comment noted. See response to Comment #2, Part 2.
			4	Study does not consider the cost/benefit or mention the South runway; this option is not considered or discussed and it makes this study	In accordance with 14 CFR Part 150, the Part 150 Study evaluates noise with existing conditions (2015) and forecast conditions in 5 years (2020, in this case). The construction of an additional runway is not ripe for decision and is very unlikely

Responses to Comments on Draft Boise Airport Part 150 Study
Comments Received through November 13, 2015 (Draft publication – August 26, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
				flawed and not in conformance with 14 CFR 150.23;	to be constructed within the next five years, therefore the noise contours for a new runway were not considered. Additionally, unlike a NEPA document, the Part 150 Study is not intended to explore various "build" alternatives. The purpose of a 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. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.
			5	The Noise Study should be rejected and the work started over to discuss all mitigation ideas.	Comment noted.
83	Autumn Lockerby	83709	1	Opposed to increase in presence of military jets using Boise Airport due to noise and quality of life;	Comment noted. See response to Comment #3, Part 1.
			2	jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 2.
84	Robert Lockerby	N/A	1	Opposed to increase in presence of military jets using Boise Airport due to noise and quality of life;	Comment noted. See response to Comment #3, Part 1.
			2	jets should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #3, Part 2.
85	Yvonne Schmidt	N/A	1	It is a shame we have to revisit the possibility of F-15s and F-35s flying around South Boise, this was addressed in February 2012;	See response to Comment #5, Part 2.
			2	F-15's using Gowen Field in August was a major disturbance;	Comment noted. See response to Comment #13, Part 2.

Responses to Comments on Draft Boise Airport Part 150 Study
Comments Received through November 13, 2015 (Draft publication – August 26, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
			3	Jets should be stationed at Mountain Home AFB;	Comment noted. See response to Comment #3, Part 2.
			4	Comments related to 2012 F-35 EIS are included.	See response to Comment #5, Part 2.

Public Hearing

December 9, 2015

Boise Airport held a public hearing to accept final comments related to the 2015 Draft Part 150 Study on December 9, 2015 in the Boise River Conference Room at Boise Airport. All written and verbal comments received at the public hearing, as well as responses to comments and advertisement for the public hearing are included in ***Appendix E, Public Hearing***.

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APPENDIX E

Public Hearing

APPENDIX E – PUBLIC HEARING

List of Contents

Public Hearing Information

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Frequently Asked Questions / Comments and Answers Handout

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Written Comments Received at Public Hearing

Responses to Written Comments Received at Public Hearing

Public Hearing Transcript

Responses to Verbal (Transcript) Comments Received at Public Hearing

APPENDIX E

Public Hearing

Boise Airport held a public hearing to accept final comments related to the 2015 Draft Part 150 Study on Wednesday, December 9, 2015 in the Boise River Conference Room at Boise Airport.

Date: December 9, 2015

Time: 5:30 – 7:30 PM

Location: Boise Airport, Boise River Conference Room

Individuals attending the public hearing had the opportunity to submit verbal comments which were recorded, transcribed, and are included in this appendix. Commenters were allotted three minutes to provide his/her verbal comment.

Forty (40) people attended the public hearing. Twenty-seven (27) people provided verbal comments at the public hearing, and five written comments were received. Responses to the verbal and written comments from the public hearing are included in this appendix, following all of the comments.

A handout with Frequently Asked Questions/Comments and Answers was provided for the public hearing attendees. The handout, sign-in sheet, notification of the public hearing, and comments and responses are all included in this appendix.

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Notice / Advertisement

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263180	0002130476	LEGAL NOTICE Notice of Public Hearing B	Noise Study	\$44.32	1	32

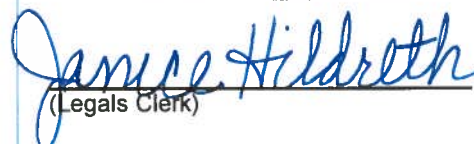
Attention: SEAN BRIGGSBOISE AIRPORT
3201 AIRPORT WAY SUITE 1000
BOISE, ID 837056530**LEGAL NOTICE**
Notice of Public Hearing
Boise Airport 14 CFR Part 150
Airport Noise Compatibility
Planning Study

Notice is hereby given that the City of Boise will hold a public hearing to accept public comment on the Draft Federal Aviation Administration (FAA) 14 Code of Federal Regulations (CFR) Part 150 Airport Noise Compatibility Planning Study Update for the Boise Airport in the Boise River Conference Room at Boise Airport (BOL) from 5:30 – 7:30 p.m. on Wednesday, December 9, 2015. Parking will be validated. The study defines existing and forecast aircraft noise exposure levels at BOL and updates the previously approved noise compatibility program for BOL. The draft study is available online at <http://www.flyboise.com/airportguide/about-the-airport/noise-compatibility-program/>.

Pub. Dec. 3, 2015

000213047601

JANICE HILDRETH, being duly sworn, deposes and says: That she is the Principal Clerk of The Idaho Statesman, a daily newspaper printed and published at Boise, Ada County, State of Idaho, and having a general circulation therein, and which said newspaper has been continuously and uninterrupted published in said County during a period of twelve consecutive months prior to the first publication of the notice, a copy of which is attached hereto: that said notice was published in The Idaho Statesman, in conformity with Section 60-108, Idaho Code, as amended, for:

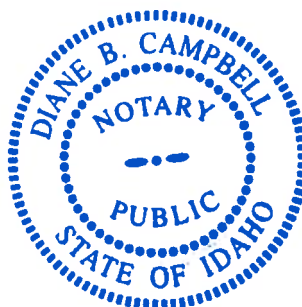
1 InsertionsBeginning issue of: 12/03/2015Ending issue of: 12/03/2015
(Legals Clerk)

STATE OF IDAHO)

.SS

COUNTY OF ADA)

On this 3rd day of December in the year of 2015 before me, a Notary Public, personally appeared before me Janice Hildreth known or identified to me to be the person whose name subscribed to the within instrument, and being by first duly sworn, declared that the statements therein are true, and acknowledged to me that she executed the same.


Notary Public FOR Idaho
Residing at: Boise, IdahoMy Commission expires: 7/23/2021

GUEST OPINION COVERAGE GAP

We can make Idaho healthier



BY KEVIN RICH

As a physician, I care about my patients and I want to see them healthy and well. As an Idahoan, I know that we all want our friends and neighbors to be able to go to the doctor and get the care they need without facing disastrous medical bills.

And as a person of faith, I pray that fewer of

our neighbors will suffer costly and painful emergencies that could have been prevented with earlier care.

Idahoans are working hard to build a future for their families, and I can tell you from experience that too many of my patients face financial catastrophe from a single illness or injury.

That's why we need to close Idaho's coverage gap and pass the Healthy Idaho Plan. Our current system has made reduced-cost coverage available to middle-income families, but because Idaho has not taken

action, low-wage earners have been left without the ability to get health insurance they can afford. Nearly 78,000 Idahoans are in this predicament. When illnesses or injuries arise, they don't have the security to continue working and contributing to their families and our economy.

There are thousands of working Idahoans who make too little to qualify for reduced-cost coverage through Your Health Idaho, our state-based health exchange. When Idahoans don't have health coverage, the consequences can be disastrous for fam-

ilies, our state and the economy. Too often I see patients with treatable diseases that become serious medical issues because they can't afford simple procedures. Many have to choose between food and needed medication, and some are putting off treatment until they reach the eligibility age for Medicare. This can be prevented. There is no good reason things have to be this way.

Let's think about ways to strengthen our economy.

Think about a state where kids get off to a better start because their

parents are healthy.

Think about how much less costly and painful treatment is when cancer is detected early.

Think about how much better our economy will be when our neighbors don't miss work or lose their jobs because they have to go without their medication. In fact, studies commissioned by the state of Idaho have found that we would have seen \$173 million in savings over 10 years if our Legislature had passed the Healthy Idaho Plan in 2015. We could still see over \$100 million in savings over nine years if the

Legislature acts in 2016. An ounce of prevention really is worth a pound of cure. For far too long, we have spent too much time and money treating conditions that could have been avoided. Affordable health insurance makes both physical and fiscal sense for Idaho. Let's close the health coverage gap and build a healthier Idaho.

Dr. Kevin Rich is a family physician and currently serves as the chief medical officer and director of operations of Family Medicine Residency of Idaho and of its clinic system. He is the faculty champion for FMRI's Patient Centered Medical Home transformation.

FROM PAGE 4C

PODIUM

and things get out of whack.

Overall, public school funding took a hit in 2006 when legislators eliminated the basic property tax used to help maintain and operate school districts. The idea was that the state would replace that loss, but not long afterward Idaho and the nation went into a recession, and eventually public school funding was cut. As this newspaper reported in June, school districts have yet to recover: In 2006-07 dollars, schools are still getting less this year than they spent a decade ago, even with more students to educate.

There's always a question about how much is enough, and someone always pops up to say that money doesn't buy a good education. But as former State Superintendent of Public Instruction Jerry Evans, a Republican, used to say, money may not buy a good education, but it certainly buys the things that make for a good education: up-to-date textbooks and lab equipment, highly qualified teachers, more days of instruction, and so on.

That 2006 decision and its aftermath led directly to the other two big problems: unequal levels of support from district to

district (is that uniform?) and fees students are paying to public schools (is that free?).

It's hard to blame schools for trying to make ends meet by adding things here and there for students to pay for. Those charges range from the \$110 pay-to-play athletic fee in West Ada School District to charges for classes that use consumable materials, to the long and detailed lists of required supplies for elementary classes.

I priced out one of those lists. It came to \$37.99 plus tax, although the young couple shopping next to me for their child's supplies pointed out that I really should add in the cost of a backpack to carry everything. The \$37.99 is not much for some people and a lot

for others, but it certainly isn't free.

The day after I shopped, 4th District Judge Richard Greenwood ruled in one family's case that the fees charged to the children violated the constitutional right to a free public education. We'll find out in time whether that decision is an isolated case or a harbinger of things to come.

Just as worrisome is the growing inequality among school districts. Back before the 2006 elimination of the M&O property tax, state funds were the great equalizer: property-rich districts (Blaine or Kootenai counties, for example) got less state money and property-poor one (Hagerman or Troy) got more. The result — and this is a vast oversimplification of a highly

complex system — was that every classroom in the state, regardless of location, had about the same amount of money behind it.

The 2006 decision didn't include equalization. As state school support slowed and then dropped, taxpayers in school districts rose to the occasion by approving supplemental levies. Today, taxpayers in 91 of the state's 115 districts are levying almost \$187 million on themselves just to make ends meet.

The Idaho Center for Fiscal Policy, which tracks information on public schools, health care, taxes and other topics, has a good analysis of "Idaho Public School Funding — 1980-2013" at <http://idahocfp.org/publications/>.

The report concludes that "Idaho didn't get to its current state of affairs with respect to public school funding overnight. A series of incremental steps ... have brought us to this point. It is probably not realistic to expect a quick fix."

Still, unless we get started, there won't be any fix at all, and public education — the foundation of our democracy — will continue in Idaho to be a function of where the child lives, what the taxpayers are willing to do and how much money families have to pay fees to take part in that "free" education.

Lindy High, of Boise, is a retired Idaho state employee who worked for elected officials of both parties.



Public Hearing Noise & Land Use Compatibility Study

Boise Airport, Boise River Conference Room
Wednesday, December 9, 2015
5:30 p.m. - 7:30 p.m.

The City of Boise will hold a public hearing to accept public comments on the draft 14 CFR Part 150 Airport Noise Study Update on December 9, 2015. Parking will be validated.

The study defines existing and forecast aircraft noise exposure levels at BOI and updates the previously approved noise compatibility program for BOI.

The draft study is available online at <http://www.iflyboise.com/airport-guide/about-the-airport/noise-compatibility-program/>

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Public Hearing

Noise & Land Use Compatibility Study

Boise Airport, Boise River Conference Room

Wednesday, December 9, 2015

5:30 p.m. - 7:30 p.m.

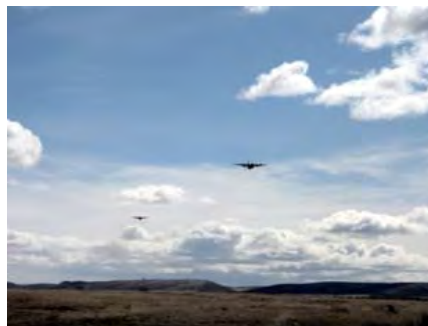
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Public Hearing - Draft Part 150 Noise Study
Wednesday, December 9, 2015
5:30pm - 7:30pm
Boise Airport, Boise River Conference Room

The Boise Airport will hold a public hearing to accept final comments related to the 2015 Draft Part 150 Noise Study. The purpose for this public hearing is to accept comments from any individual who did not have an opportunity to submit a written or electronic comment regarding the study or those individuals who wish to make an additional comment. **Each individual wishing to make a public comment will have three minutes to provide his/her verbal statement.** All comments at the public hearing will be recorded, transcribed, submitted for inclusion in the study and a written response will be provided at a later date.



Please note; the public hearing is only for commenting on the 2015 Draft Part 150 Noise Study.

The Boise Airport has hosted three open house meetings and attended multiple neighborhood association meetings where the study was presented to the public and questions were answered. The public hearing is solely for accepting comments and will not include a presentation nor a question & answer period. Comments/questions will be noted and responded to at a later date.

Parking will be validated.

Aviation Easement Forms

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- [Partnership](#)
- [Government Entity](#)

2015 Draft Part 150 Study

- [2015 Draft Part 150 Study](#)

2015 Part 150 Noise Study Draft - Open House 2, September 2, 2015

- [Open House Presentation](#)
- [Open House Displays](#)
- [Handout](#)
- [Comment Form](#)

2015 Part 150 Noise Study Draft - Open House 1, June 3, 2015

- [What is Part 150](#)
- [Noise Exposure Map](#)
- [Airport Layout](#)
- [2015 Draft Noise Exposure Map](#)
- [2020 Draft Noise Exposure Map \(FOrecast Operations with F-15 Mission\)](#)
- [Modeled Flight Tracks for Runways 10L and 10R](#)
- [Modeled Flight Tracks for Runways 28L and 28R](#)
- [Open House Presentation](#)
- [Comment Form](#)

Part 150 Noise Study

- [Boise Airport 14 CFR Part 150 Study Update: Updated Noise Exposure Maps & Noise Compatibility Program](#)
- [Assault Landing Strip \(aka: Third Runway\) Environmental Assessment "Finding of No Significant Impact"](#)

Maps

- [Airport Influence Area](#)

- [2003 Noise Exposure Contour on Existing Land Use](#)
- [2004 Noise Exposure Contour on Existing Land Use](#)
- [2008 Noise Exposure Contour on Existing Land Use](#)
- [2008 Noise Exposure Contour on Future Land Use](#)
- [2009 Noise Exposure Contour on Existing Land Use](#)

Flight Tracks

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- [East Approach NW](#)
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Subject:

Public Hearing - Boise Airport Draft Part 150 Noise Study - Preview

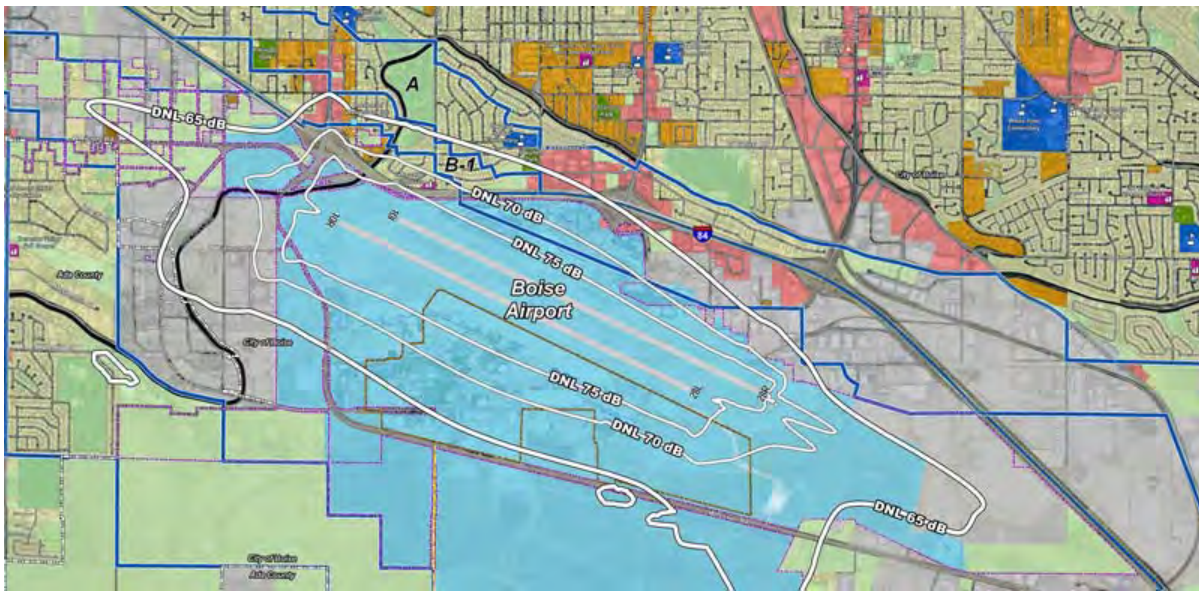
From: Boise Airport [<mailto:sbriggs=cityofboise.org@cmail20.com>] **On Behalf Of** Boise Airport

Sent: Wednesday, December 02, 2015 1:49 PM

To: Sean Briggs

Subject: Public Hearing - Boise Airport Draft Part 150 Noise Study - Preview

No Images? [Click here](#)



Public Hearing Boise Airport Noise and Land Use Study

Wednesday, December 9, 2015, 5:30 PM - 7:30 PM
Boise River Room - Third Floor of Airport

The Boise Airport will hold a public hearing to accept final comments related to the 2015 Draft Part 150 Noise Study. The purpose for this public hearing is to accept comments from any individual who did not have an opportunity to submit a

written or electronic comment regarding the study or those individuals who wish to make an additional comment. **Each individual wishing to make a public comment will have three minutes to provide his/her verbal statement.** All comments at the public hearing will be recorded, transcribed, submitted for inclusion in the study and a written response will be provided at a later date.

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The Boise Airport has hosted three open house meetings and attended multiple neighborhood association meetings where the study was presented to the public and questions were answered. The public hearing is solely for accepting comments and will not include a presentation nor a question & answer period. Comments/questions will be noted and responded to at a later date.

Parking will be validated.

[**Learn More**](#)

Boise Airport
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Boise, ID 83705

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Airport Public Hearing - Draft Noise Study

Public Information Office, Boise Airport, Sean Briggs from City of Boise

2 Dec

Public Hearing – Draft Part 150 Noise Study

Wednesday, December 9, 2015

5:30pm – 7:30pm

Boise Airport, Boise River Conference Room

The Boise Airport will hold a public hearing to accept final comments related to the 2015 Draft Part 150 Noise Study. The purpose for this public hearing is to accept comments from any individual who did not have an opportunity to submit a written or electronic comment regarding the study or those individuals who wish to make an additional comment. Each individual wishing to make a public comment will have three minutes to provide his/her verbal statement. All comments at the public hearing will be recorded, transcribed, submitted for inclusion in the study and a written response will be provided at a later date.

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Parking will be validated.

More information available at: <http://www.flyboise.com/airport-guide/a...>

Shared with 18 neighborhoods in City of Boise in General

▼

★ Julie, Mary Beth, Glenda, and 2 others thanked you

This discussion has been closed.

Frequently Asked Questions/Comments and Answers Handout

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BOISE AIRPORT
2015 FAA Part 150 Airport Noise Compatibility Study
Frequently Asked Questions/Comments and Answers

How was data collected and analyzed, and why is a daily average used rather than peak noise impact?

14 CFR Part 150 requires the use of an annual average day (AAD) to assess noise exposure. Annual average daily operations are representative of all aircraft operations that occur over the course of a year. Airports and air traffic are complex systems that vary from day to day due to weather, airline schedules, and other factors. The use of average annual daily operations allows these dynamics to be included in the evaluation of aircraft noise exposure. FAA radar data (which provides information on actual flight operations at Boise Airport including date, time, aircraft type, runway use, flight track, etc.) was used in this study.

This study uses the Integrated Noise Model (INM) to model civilian aircraft noise and the Department of Defense model (NOISEMAP) to model military operations. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring.

Were decibel meters used in local neighborhoods during research for the study?

Sound level meters were not used. Noise levels were analyzed in accordance with 14 CFR Part 150. Per FAA requirements, the BOI Part 150 Study Update uses Annual Average Day (AAD) operations to compute existing and future aircraft noise exposure. The AAD operations are representative of all aircraft operations that occur over the course of a year. As such, the total existing and future annual operations are divided by 365 days to determine the AAD operations.

The FAA uses the Day-Night Average Sound Level (DNL) in Part 150 studies. DNL is the average noise exposure level over a 24-hour period, with a 10 dB penalty added for aircraft noise occurring during nighttime (defined as 10:00 p.m. through 7:00 a.m.). This weighting reflects the added intrusiveness of nighttime noise events due to the fact that community background noise levels typically decrease by 10 decibels at night. DNL does not represent the noise level heard at any particular time, but rather represents the total noise exposure for the average annual day. DNL is the metric required by the FAA in noise contour development for the assessment of annual average day noise exposure. Computer-based noise modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring.

Why did the Study utilize the F-15 and F-35 aircrafts for developing future noise contours?

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. In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a continuation of the existing A-10 mission, a replacement F-15 mission, and a replacement F-35 mission. Both potential replacement missions assume an approximate equal number of military aircraft in 2020 as in 2015. The 2020 NEM adopted by this study represents the replacement of the current A-10 mission with F-15 operations, which was

selected because this future NEM represents a worst case scenario (largest noise contours) so that the City of Boise and Ada County can make informed land use and zoning decisions.

Can the Idaho Air National Guard operations be moved to Mountain Home Air Force Base?

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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport.

Was the F-15s activity/noise at Boise Airport in August of 2015 indicative of potential future noise if the Air National Guard Mission changes to F-15s?

In August 2015, Gowen Field at Boise Airport hosted some of the F-15's from Mountain Home AFB while the runway at the base was undergoing necessary maintenance. The relocation started and ended in August. The Boise Airport Part 150 Study is independent of that temporary relocation and the noise contours were developed prior to the temporary relocation. However, an F-15 Air Guard mission would likely represent only 1/3 of the noise experienced in August of 2015 due to the operational tempo.

Why was development of the 3rd runway not included in the noise study?

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 highly unlikely the 3rd runway would be available in five years, this alternative was not included 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.

How will the noise study and potential future aircraft operations impact home values over the next decade?

The Part 150 Study Update is not an economic impact study. Rather it is a land use planning study that identifies the residential area around Boise Airport that is currently defined as non-compatible with the existing (2015) contours in accordance with established FAA noise compatibility standards. The study recommends potential solutions for correcting the existing non-compatible land use. If the voluntary acquisition program measure in the NCP is approved by the FAA, the airport could then begin the development of a strategy and program for mitigating noise impacts. The approval of this measure by the FAA would not automatically trigger this program to begin.

How was information about the study communicated to the public?


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). 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 website and social media outlets.

Sign-In Sheet

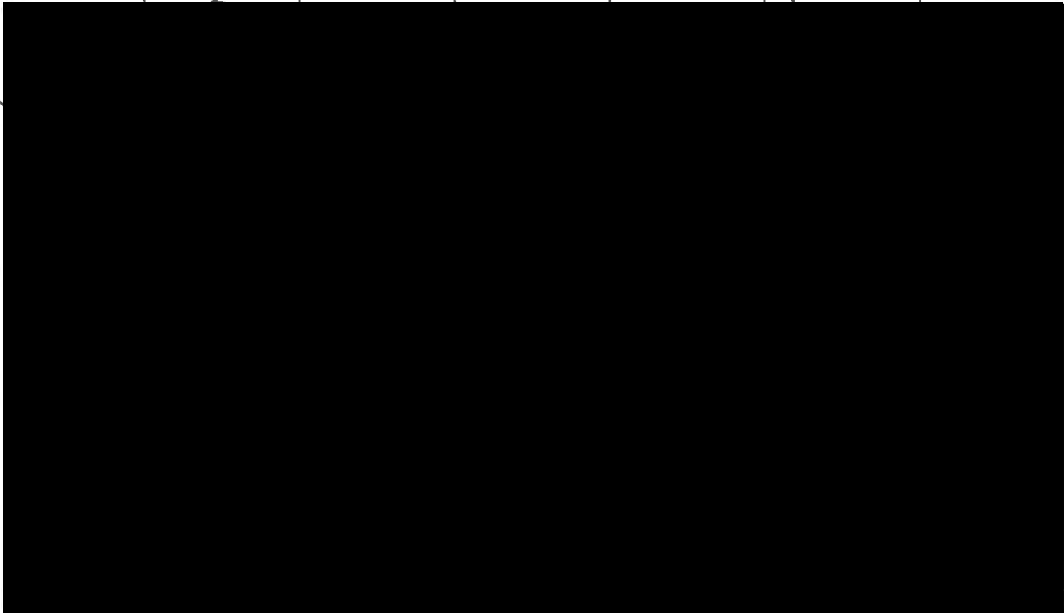
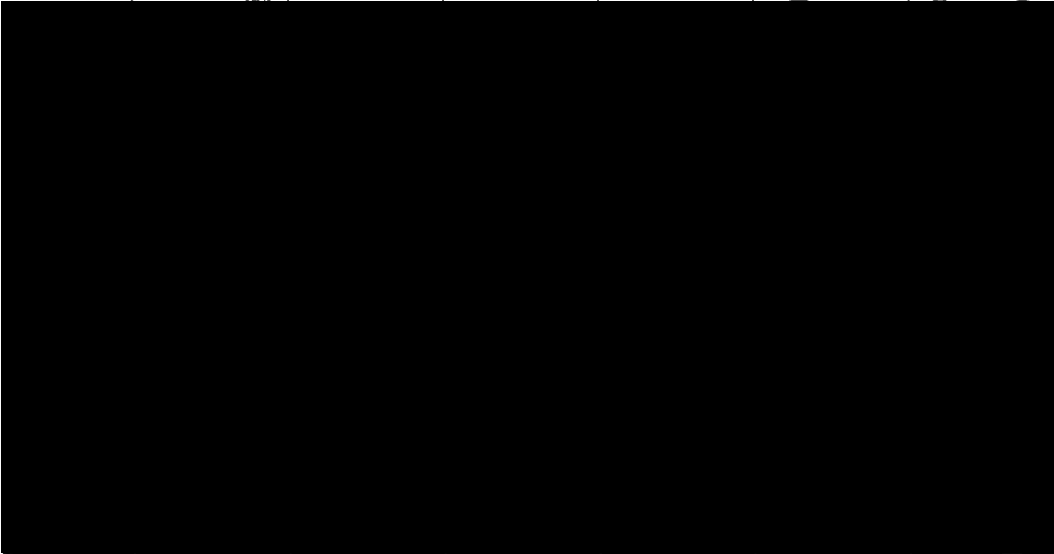
(1)

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
X RICHARD KAYLOR		<input checked="" type="checkbox"/>	
X Sarah Waltman		<input checked="" type="checkbox"/>	
X Grace Waltman		<input checked="" type="checkbox"/>	
X Judy Bloom		<input checked="" type="checkbox"/>	
X MONTY Mericle		<input checked="" type="checkbox"/>	
X CHRISTIANE RUDD		<input checked="" type="checkbox"/>	
X JEANNE WILSON		<input checked="" type="checkbox"/>	

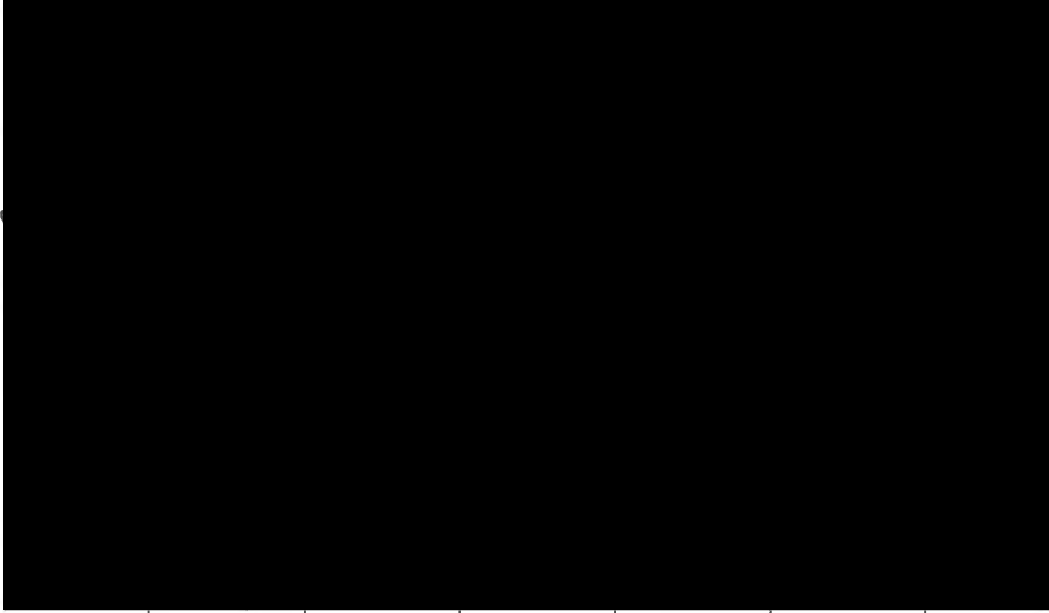

2

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
X KEVIN BAYHOUSE		<input type="checkbox"/>	
+ ROBERT BURTON		<input checked="" type="checkbox"/>	
+ Kim Hoppie		<input checked="" type="checkbox"/>	
X Bob Hoppie		<input checked="" type="checkbox"/>	
+ Lorraine Clayton		<input checked="" type="checkbox"/>	
+ RON CLAYTON		<input checked="" type="checkbox"/>	
X Sheng Hall		<input checked="" type="checkbox"/>	

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
X CHARLES THOMAS		<input checked="" type="checkbox"/>	
X MARYLE THOMAS		<input type="checkbox"/>	
X TRACY OLSEN		<input type="checkbox"/>	
X ARNOLD HAMMAR		<input checked="" type="checkbox"/>	
X JOHN? ALENE BELL		<input type="checkbox"/>	
X BEN J. VONNE TAYLOR		<input type="checkbox"/>	
X DOUG S.		<input type="checkbox"/>	

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
X <i>John Gamm</i>		<input checked="" type="checkbox"/>	
X <i>Jim Tomlinson</i>		<input checked="" type="checkbox"/>	
<i>Jeff Skene</i>		<input type="checkbox"/>	
<i>John Wilson</i>		<input type="checkbox"/>	
<i>Jack East</i>		<input type="checkbox"/>	
<i>Dan L. Marelle</i>		<input checked="" type="checkbox"/>	
X <i>REX! Marybeth Chandler</i>		<input type="checkbox"/>	

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
JUDITH WALKER		<input type="checkbox"/>	
JAMES THIEZE		<input type="checkbox"/>	
Kristin Hausstetter		<input checked="" type="checkbox"/>	
Ramela Wells		<input type="checkbox"/> ?	
Rick Lierz		<input type="checkbox"/>	
DAVE KANGAS		<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
X Cindy Fennell		<input checked="" type="checkbox"/>	
X LARRY THORNDIKE		<input type="checkbox"/>	
X Janell McGill		<input type="checkbox"/>	
X Pamela Poud		<input checked="" type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
SHANE GIBBS	[REDACTED]	<input type="checkbox"/>	[REDACTED]
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	

Printed Name	Street Address (Please Print)	Check if you would like to speak	E-mail Address
Greg Thiel	[Redacted]	<input checked="" type="checkbox"/>	[Redacted]
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	
		<input type="checkbox"/>	

Written Comments Received at Public Hearing

Date; 12-9-15

To;

Kim Hughes, PE KHughes@HNTB.com HNTB Corporation 2900 South Quincy Street
Arlington, Virginia 22206

Including;

Idaho Local & State officials & Lobbyist proponents as individuals & representatives for basing of the F-35 , F-22 & F-16s at Gowan Field knowing full well these aircraft will bring great harm to those who live within Gowan Fields flight path.

REFERENCE;

Official F-35 Testimony of Record to OPPOSE the basing , imbedding or use of Gowan Field for F-35s, F-22s & F-16s Field for any flight training , fueling or maintenance purposes.

To whom it may concern,

I've personally taken part in all previous hearings, submitted testimonies for the record & have placed my name on all lists concerning any future attempts to imbed the F-35s & other similarly loud aircraft that are incompatible to be based at Gowan Field due to the extreme health & financial damages these type of aircraft will bring to our community.

The lack of notification for these 2015 Hearings & difficulty to submit our testimonies officially makes it appear our federal, state , local political & developer industry F-35 proponents have taken effective steps to deter public opposition & testimony.

In 2012 & previous F-35 hearings with military & our local officials they have been very evasive & less than honest about the monumental negative financial & quality of life damages these exceptionally loud aircraft will bring to Boise, Meridian & our entire community.

Previous F-35 research & decibel data submitted in the previous 2012 hearings for the record by Save our Valley Now, myself & many other concerned citizens is still on your official hearings records, I'm officially requesting that the Air Force & F-35 proponents bring forth all of these

records, data & flight overlay charts to the public eye in the upcoming 2015 F-35 hearings.

The 2012 charts & data reflect how false & deceptive the current charts are being presented by F-35 in 2015, if forced through the consequences their own false & deceptive data will serve to convict them of criminal intent in the Courts.

The divisive tactics used by F-35 proponents in previous Boise hearings & within other communities will not be tolerated.

The widespread national political /corporate corruption americans are currently experiencing from all levels of their federal, state & local governments leaves little to question why public trust in our public servants is at an all time low.

The F-35 impact charts submitted as evidence by Save Our Valley Now & by numerous other citizens in our community during the 2012 hearings included all the extensive data necessary to permanently exclude Gowan Field from any future deployment to Gowan Field. The F-35s decibel ratings were overlaid onto Gowan Fields runways & over our community clearly showing that approximately 5,500 homes, schools & businesses in the Boise -Meridian communities would be rendered as worthless & uninhabitable by Federal EPA noise standards , my property is included.

Bringing the F-35 debacle back to Gowan Field would exhibit willful intent to bring great health damages & property loses to thousands of property owners in our community.

It will prove to be a major financial loss for F-35 proponents to ignore the facts & underestimate the response from effected citizens if they shove this corruption based business venture.

Extensive fact based prior F-35 evidence, studies & data submitted by the Boise community & other opposing cities nationwide validates that this type of aircraft needs to be deployed at bases that are located a safe distance away-from high density populated metro areas... Bases like Holloman AFB & Mountain Home are the only

common sense locations that are suitable for deployment of F-35 & similarly loud aircraft for training purposes.

Many like myself have a long history dealing with our corrupt local & state officials & Boise Mayor Bieter where money overwhelms the safety & financial welfare of our community.

The greedy cartel of development industry lobbyists who select, elect & wag all their political tails desire the many millions of taxpayer dollars that will fall into their pockets when & if F-35s cause the destruction & rebuilding of our 5,500 homes & businesses. Resulting hearing & health & our children's learning related issues & lawsuits will likely carry on for decades.

Rest assured if our feds & our corrupt officials & the Development Industry Cartel decides to ignore the facts & unleash this destructive assault on our community we as citizens will pursue a Major Class Action lawsuit against each & every individual involved in-order to recover full restitution for damages, loss of use of our properties , legal costs & make this travesty highly unprofitable to all F-35 proponents & officials..

2012 research has shown many prominent & experienced law firms are willing to accept cases such as this that reflect willful political & corporate intent to bring great health & property damages against communities. Hopefully common sense & ethics will replace the political & corporate greed that is driving this destructive proposal.

Sincerely,

Chuck Thomas
2370 Three Mile Creek Way
Boise, Idaho 83709
newrepublic1776@yahoo.com
freedomtree@cableone.net



Part 150 Study Update

Noise and Land Use Compatibility Study

Public Hearing # 1 • December 9, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

As an AF Brat - lived years on
military bases, - Decibels did not damage
my health or my brain.

Let's - The Sound of Freedom

Contact Information

Name

Pamela G. Dowd

Organization

Address

2220 Blue Spruce

Phone

208-891-0864

Email:

pgd83716@yahoo.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments **tonight** via the comment box:

Please submit all comments **TONIGHT**, December 9, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Public Hearing # 1 • December 9, 2015

Thank you for participating in tonight's Open House on Boise Airport's Part 150 Study Update. The purpose of this study is to define the aviation noise exposure levels around the Airport and receive input regarding the Draft Part 150 Study and the recommended Noise Compatibility Program.

Please share any comments you may have regarding this study:

By all indication this study was done in secrecy and under false pretenses. The current findings and the economic impact are both inaccurate and incomplete.

The City owes its tax paying property owners the opportunity to really voice their concerns. * Start over, get residents involved; residents who are impacted by the daily decibel disruption and destruction of this great city and the quality of life we've all moved here to enjoy.

The story of dogs crawling under the beds is real. Can't imagine what the impact is on the I.H.S.

Contact Information

Name

Janell McGill

Organization

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3001 S. ROOSEVELT #13 - 83705

Phone

863-5003

Email:

janell.mcgill@milliganevents.com

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments **tonight** via the comment box:

Please submit all comments **TONIGHT**, December 9, 2015.



Part 150 Study Update

Noise and Land Use Compatibility Study

Public Hearing # 1 • December 9, 2015

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Please share any comments you may have regarding this study:

This is a terrible idea to create a wasteland of neighborhoods near the airport when they're destroyed - For those houses that are not destroyed, they will be uninhabitable because of the noise & air pollution - The cost of buying all these homes, the loss of property taxes, and destruction of 2 or 3 Elementary Schools and West Jr. High would harm the children - I would lose the value of my home - The f35's need to be in Mountain Home

Contact Information

Name JEANNE WILSON
Organization HILLCREST PLACE Association
Address 3001 S ROOSEVELT #5 Boise ID 83705
Phone (208) 429-1325 Email: WSPW17@MSN.COM

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments **tonight** via the comment box:

Please submit all comments **TONIGHT**, December 9, 2015.

Part 150 Study Update

Noise and Land Use Compatibility Study

Public Hearing # 1 • December 9, 2015

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Please share any comments you may have regarding this study:

- ① NEED TO ESTABLISH "NIGHT TIME CURFEW" POLICY
- ② I LIVE 3 miles +/- FROM BOISE AIRPORT
AND WITHIN 500' OF ST AL'S
MEDICAL CENTER
I AM FREQUENTLY IN AND OUT TOWN
BUT DURING THE ~~THE~~ ^{SUMMER} OF 2015 I WAS
AWAKEN BY LOUD PLANE TAKE OFFS
NUMEROUS TIMES. 10/6 5:58 AM 10/10 5:32 AM
10/20 5:32 AM 10/25 1:10 AM 5:39 AM 5:43 AM, 6:13 AM
- ③ AVOID FUTURE NEEDS OF HUSH HOUSES
AND LIMITING ENGINE RUN-UPS
- ④ CLOUD SEEDING CAUSES CHEMICALS
TO FALL ON MY DRIVEWAY 3 MI +/- AWAY

Contact Information

Name

ANTHONY L. SPILLANE

Organization

Address

5619 W. GAGE ST., BOISE, ID 83706

Phone

719-315-0888

Email:

L78BARB@GMAIL.COM

☒ Resident ☐ Aeronautical User ☐ Government ☐ Business/Development Interest ☐ Other

Please return your comments **tonight** via the comment box:

- ⑤ CONTOUR SHOULD DEFINE AREA
OF "IMPACT TO QUALITY OF LIFE"
~~NOT~~ "AREA OF NOT - LIVABLE."
NOT

Please submit all comments TONIGHT, December 9, 2015.

Responses to Written Comments Received at
Public Hearing (December 9, 2015)

Responses to Written Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
01	Chuck Thomas	83709	1	Opposed to basing, imbedding or use of Gowen Field for F-35s, F-22s & F-16s; concern about impact to health and community.	<p>Note: This comment was also submitted and responded to during the Draft Part 150 Study Comment Period, and is included in Appendix D.</p> <p>Comment noted. 14 CFR Part 150 requires the NEMs show existing noise conditions as well as a projection of noise exposure five years into the future. In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a continuation of the existing A-10 mission, a replacement F-15 mission, and a replacement F-35 mission. Both potential replacement missions assume an approximate equal number of military aircraft in 2020 as in 2015. The 2020 NEM adopted by this study represents the replacement of the current A-10 mission with F-15 operations, which was selected because this future NEM represents a worst-case scenario (largest noise contours) so that the City of Boise and Ada County can make informed land use and zoning decisions.</p> <p>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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport.</p>

Responses to Written Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
			2	Has submitted testimony for previous 2012 F-35 hearings; request that Air Force & F-35 proponents bring forth all of official hearing records, data and flight overlay chart for upcoming 2015 F-35 hearings;	The current BOI Part 150 Study Update is independent of the USAF's 2012 F-35A Training Basing Environmental Impact Statement (EIS). The purpose of a Federal Aviation Administration (FAA) 14 CFR 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.
			3	Jets should be stationed at bases like Holloman AFB or Mountain Home AFB;	<p>The Idaho Air National Guard (IDANG) is a separate reserve component of the USAF with the mission to recruit and properly equip Idaho Air National Guardsmen, used primarily for training and preparedness. Holloman and Mountain Home AFB is an active military installation with a different mission than the IDANG based at Gowen Field.</p> <p>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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport.</p>
02	Pamela Dowd	83716	1	Lived on military bases for years; the noise did not damage health.	Comment noted.

Responses to Written Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
03	Janell McGill	83705	1	Study was done in secrecy under false pretenses, findings and impacts are inaccurate and incomplete.	The purpose of a Federal Aviation Administration (FAA) 14 CFR 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. A Part 150 Study is a voluntary study created in accordance with the Aviation Safety and Noise Abatement Act of 1979; the study has established guidelines that must be adhered to for acceptance and approval. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures. Refer to the federal regulation or Chapter 1 of the study for an introduction as to what is required of a Part 150 Study.
			2	Start over and get residents more involved.	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). 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 three 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, including nearby HOA's identified on the Registered Neighborhood Associations on the City's web site and social media outlets. http://pds.cityofboise.org/planning/comp/neighborhood/associations/ .

Responses to Written Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
04	Jeanne Wilson	83705	1	Concerned about neighborhoods near airport, including property values and destruction of schools would harm the children.	<p>The Part 150 Study Update identifies the one residential area around Boise Airport that is currently defined as non-compatible with the <u>existing</u> (2015) contours in accordance with established FAA noise compatibility standards. The voluntary acquisition program includes the homes within the <u>existing</u> DNL 65 contour; the noise exposure that exists with airport operations today. The study recommends a potential solution for correcting the existing non-compatible land use. If the voluntary acquisition program measure in the NCP is approved by the FAA, the Airport would then begin the development of a strategy and program for the purchase of these homes as they become available for sale. The approval of this measure by the FAA would not automatically trigger this program to begin.</p> <p>By including this measure in the Part 150 Study, the Airport has the ability to request federal funding to assist in the voluntary acquisition of residential property if it chooses to move forward with the program. Homes purchased as they are available for sale through this program could be razed and/or converted into compatible uses with deed restrictions and easements. Over time, if a contiguous area is available for conversion to a compatible use, this area could be a benefit to the neighborhood (i.e., active park area, neighborhood commercial, etc.). However, it is possible that in the meantime neighborhood cohesiveness could be affected as some parcels become vacant. The Airport would be responsible for the maintenance of the purchased property; however the ability to re-use individual residential properties until a contiguous area is created would need to be considered. The reuse plan of parcels in this area would be included in the Airport's next Noise and Land Reuse Plan Update. Refer to Section 7.2 and Table 7.18 for full details of the voluntary acquisition program. Also see response to Comment #1, Part 1.</p>
			2	The F-35s need to be in Mountain	See response to Comment #1, Part 3.

Responses to Written Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
				Home.	
05	Anthony Spillane	83706	1	Need to establish "night time curfew" policy;	It was not within the scope of this Part 150 Study Update to include the development or review of new noise abatement measures. Additionally, operational restricts must be considered under Code of Federal Regulation Part 161.
			2	Awakened by loud planes during summer of 2015;	Comment noted. In August 2015, Gowen Field at Boise Airport hosted some of the F-15's from Mountain Home AFB while the runway at the base was undergoing necessary maintenance. The relocation started and ended in August. The Boise Airport Part 150 Study is independent of that temporary relocation and the noise contours were developed prior to the temporary relocation.
			3	Avoid future needs of hush house and limiting engine run-ups;	It was not within the scope of this Part 150 Study Update to include the development or review of new noise abatement measures.
			4	Cloud seeding causes chemicals to fall on driveway 3 miles away;	Comment noted; however, cloud seeding is not applicable to this Part 150 Study.
			5	Contour should define "area of impact to quality of life" not "area of not livable."	14 CFR Part 150 establishes a uniform methodology for the development and preparation of airport noise exposure maps (NEMs). That methodology includes a single system of measuring noise at airports for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise along with a separate single system for determining the exposure of individuals to noise. It also identifies land uses that are considered to be "compatible" with various exposures of individuals to noise around airports; the study states that residential uses are "compatible," as defined by 14 CFR Part 150, in locations with less than DNL 65 dB.

Public Hearing Transcript

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File Name : 151209_0268

Length : 1:11:12

Speakers : 30+

Verbatim : No

Time codes : no

Rebecca Hupp: Welcome everyone! Good evening! Thank you for being here. My name is Rebecca Hupp and I am the airport director. I think I recognize several faces. I see some new faces, so welcome. We are hosting a public hearing this evening to allow everyone an opportunity to offer final comments on the noise study. If you have already commented, you do not need to comment again because your comment will already be noted in the study. We do have a few guidelines just to help us have the meeting run smoothly this evening. To be clear and we put it in our announcement there is not going to be a presentation and question and answer period tonight because there is no new information to present following the last public meeting and open house that we had. There are some frequently asked questions, so if you do have questions, or you are not sure we took some of those often asked questions and put together question and answers for you and there are handouts out there if you are interested. We are recording this evening, so we will transcribe the comments and everyone will receive a written response to their comment at a later date. We are going to take people in the order that they have signed up to speak and everyone will have three minutes to speak. We also will validate parking so hopefully you got that on your way in but if you did not, please do that on your way out. I think I have hit all the right points. With that, **Shawn** is going to give us the first name when you come up. If you would say your name and your address, so we have it for the record that would be fabulous. Thank you.

Richard Kaylor: My name is Richard Kaylor. K-A-Y-L-O-R. I live at 7355 West Ring Perch Drive, Boise, ID 83709. A couple of points here. The first one is I wish there was better publicity, I have attended these public meetings before but I did not say anything about prior meetings until this one. I would suggest you had contact the newspaper and have them print full-page article instead of just a couple of ads. The second point is your

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various maps at different scales and it is hard to tell how you map back and forth. I would be nice to have major roads better marked so you can tell where you live. Third one, the restricted zone south of the airport is good, but Boise is allowing a major residential subdivision around Lake Hazel and South Cole Road, Pleasant Valley South. Boise has doubled the allowed density in that area and that is in airport influence area A. I also would urge you that land use 8 fair disclosure of noise impact in the airport influence area is important as well as the potential new measure of land use 14 to amend the City of Boise zoning ordinance to include AIA overlay zoning district. Thank you.

Sarah Waltman:

I am Sarah Waltman. 2902 South Roosevelt Street. I would like to start by saying that I am proud to be an American. I am very proud to call Boise my home. I am a single mother and the decision to bring in military jets that will make my home and my children's home uninhabitable is heart-breaking. But I'm not here to talk about the impact this will have on my home, my investment, or my family's future. I want us as a city to really look at the hundreds of lives that will be impacted by the decision to bring the F-35s to Boise. Boise already has an affordable housing crisis, yet in the face of this crisis, our city considers bringing military aircraft to Boise and in the process demolishing hundreds of affordable homes that will be considered uninhabitable due to extreme noise levels. The families who live here would be displaced. Due to financial limitations, many of these families do not have the means to relocate to another part of Boise. As we are attempting to solve the critical issue of homelessness in our city, our politicians are considering spending 60 million dollars to destroy hundreds of much needed affordable homes. 536 of these marginalized people are considered low income and five hundred and eight are minorities. On one end of town right now, we are saying that our community cares about finding shelter for all of Boise's residents and at the other end, we are sending a clear message that we, as a city, don't care about the home you already live in. Go somewhere else. We want to turn your neighborhood, your homes, your parks and your schools into a wasteland! There are other options. One alternative that has not yet been evaluated is the existing currently unused third runway located a mile south of the airport, which could be rehabilitated for the same 60 million dollars that is currently targeted for destroying hundreds of affordable homes. That would preserve the housing property tax base for our city while salvaging some of the tens of millions of federal dollars that were originally used to build the third runway. The investment in modernizing existing infrastructure would not only serve the military for decades to come but could generate new growth possibilities for the city. If there are issues with these options,

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then let's work together to find solutions. Together as neighbors. Boise has a compassionate engaged community that cares about all of our residents, will we truly take pride in a city that will move military aircraft in and displace the very civilians that the military has sworn to protect? Thank you.

Grace Waltman:

My name is Grace Waltman and I live on 2902 South Roosevelt Street. I am 12 years old. I have attended at Owyhee grade school, a Maple Grove School, and I have friends who have attended Hillcrest Elementary School. I am currently attending West Junior High along with a thousand other school kids. We spend most of our time in class but have many outdoor activities as well. I have seen and heard the military jets when they have flown over and around my schools. They are very loud and talking is difficult when they flyover. It can be very hard to pay attention to the teacher once several jets are taking off at once. My reason for wanting to talk here this afternoon is I have been reading about the health and effects of the loud jet noise on children. Especially how it can damage hearing and affect our ability to learn. There are over 20 studies that all have similar conclusions. The loud and repeated jet noise has real health and learning effects on kids. I have copies of several studies if you are interested in seeing them or they are easy to find on the internet, here are a couple of quotations. Children entering noisy schools have higher blood pressures and perform more poorly on communitive tasks than children attend quiet schools; they also show the negative effects of the aircraft noise on the performance and help of this school children to not diminish over time. Another quotation for the 115 decibel noise level of the 535 maximum exposures to prevent hearing loss is 28 seconds, this are adult standards. Children are far more vulnerable I don't understand why the study the airport is doing does not any include any mention of the negative effects on the children the Part 150 Plan causes. Do they just not know nor do they just not care? It seems that raising healthy well educated children should be very high priority for elected officials but maybe that is not how they deal. Please make sure the study includes researching on how the f35 will affect the four schools that very close to the airport or if they don't care about the children education, please at least consider the harmful effect that jets noise will have on our pet now or later. Thank you.

Judy Bloom:

My name is Judy Bloom I live in 4330 West Meriwether Drive Boise 83705. I'm here to just say I reviewed the noise study and there is a comment here about this being a economic development of Boise and I think we need to take a closer look at that whether it's actually economic

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development or possibly an economic disaster. Looking at the cost to find out anywhere if depending on which claims you look at whether it's approximately a hundred homes or several hundred homes we're talking 20 to 50 million dollars to do so those homes will be bought and destroyed. They'll become blank, there will be no additional money we have no need of spending that money to buy those homes whether that money could be spend to further mitigate the sounds short of buying those houses such as develop for the third runway or possibly some other mitigation efforts. I would also say that any economic development we need to take a look of the businesses, stores and services in that area, that those will be adversely effected because I'm sure many of us who if we need to move or will not be staying within the Boise city limits or possibly even Eagle or Ada County, so I think we really need to take a look whether is it economic development or economic devastation.

Monty Mericle: My name is Monty Mericle I live in 4400 Meriwether. I have two areas that I want to make comments on; one is the noise contour that is part of the current airport study. It's a there's 400% difference between the results of the noise study for the f35 done by the airport versus what was done by the air force in 2015. The result is that the airport is saying that 300 homes would be considered not suitable for residential use; the air force said it's over a thousand homes. Why the big difference? I've been trying to dig that out for quite a while now and finally Matt Petaja provided me with information which is the Lmax between the plane takes off what's the maximum noise now I got something that I can compare and this two things what Matt provided me is exactly the same information that the air force used as a matter of fact it's a page of environmental impact statement it also shows that the F35 are four times as loud as F15 in so with that you will see that to this noise contour maps you should get probably a foot print for the F35 is 300% and what it is for the F15 instead what the airport is produce is their footprint use only 75% of the f15. That just not going to happen. You cannot take a plane that is four times as loud that has the same kind of flight profile and come up with the smaller footprint that it's simply wrong, it's impossible and using this as a basis for 5 years study It's not only misleading but it's unfair I think that's needs to be looked at and tried to repeatedly to get information on why the difference but all I know the inputs are the same the output is quite different. That's another thing I want to talk about I was ignoring cost effective mitigation option even if you assumed that the airport study is right 300 homes is going to be impacted reclassify as not suitable for residential use. That is 105 homes is what they will go after first and they do buy out and demolition. They requested money. They are going to be

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requesting money with this studies in submitted in 2015 for about 20 million dollar started going after the first 105 homes there's three or 400 eventually brought to destruction and in addition to, removing families, remove 300 to 400 homes that form the tax based so for three million and a half dollars a year and reduce revenues to the city what you get in return is she give basically waste land. It displaces families and there's a lot better way to do this.

Charles Thomas: I want to donate my time to Mr. Mericle, may I? I'm Charles Thomas.

Monty: There's alternative it's a third runway the chamber of commerce for 60 million dollars that much more progressive way to addressed mitigation going on.

Monty: This is different and I want pry more information out. I have to add what I know it's like feeling I'm learning a little bit more about how this is being done so thank you.

Christiane: Yes. I'm pulling my name is Christiane Rudd I'm the president of the Homeowners Association of Hillcrest Place, an owner-occupied community of 46 townhouse located on the golf course of the Roosevelt street. Probably like you I thought that we dealt with the issue 3 years ago, right? I'm pretty disappointed and frankly, really angry that we're here again to talk about this all over. Monty referred to a lot of the contradictory information in this information we got in this year but I also compared it to the information we have in 2012 which actually mentioned over 10,000 residents be in a location unsuitable for residential living according to air force report that their word not my word. I locate what you're telling now I frankly pretty skeptical? this year they are saying an average of thousand residents or less I don't really, I also don't like this method of averaging sound over 24 hours period and I'm saying oh it be that bad. That's meaningless to someone who lives in this area its meaningless to the kids in the 2 grade schools in this area so I would like parents to have that explanation given to them. I have a friend who live on Horseshoe Bend road way across the valley who have horses. He said these horses were regularly freaked out in August by military jets. I think it's important that we recognize it's not just this neighborhood that's going to be affected, it's the entire valley. So, we have new noise contour maps which don't look anything like the maps they did in 2012 with much smaller zones it suggests to buy around 227 homes way too low in my

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opinion but as what Monty said to classifying those houses that about is 50 – 60 million okay this is money that they just throw away. Tear down the house, leave a dirt lot whatever. My personal feeling is that Hillcrest place is actually left out of that contour out of that list of three hundred and 27 homes and we are actually within the 65 decibel contour map so what about us? We're left out of that and if we just apply a very reasonable market value to 46 units that's another ten million just for us. I'm sure you've all Googled Burlington Vermont, it's a really good -- they faced the same situation we did 3 years ago but they lost so you might check in with that devastation that's going to occurred there.

Christiane: Am I out of time? Okay.

Christiane: So I just want to say that I think that so far we're up to at least \$70 million now because a few people don't want to commute to Mountain Home Air Force Base here to at work I think it's not a good trade-off.

Christiane: When the mayor says this is good for economic development, I'd beg to differ.

Jeanne Wilson: My name is Jeanne Wilson. I lived near Christiane at 3001 S Roosevelt #5 and I have a personal experience. Last summer when the jets came from Mountain Home, I had a family get together and I had all the windows open because it was too hot and my 2-year old granddaughter was in the other room and all of a sudden the jets took off and she burst into tears. It was so painful for a little toddler's ears and this was the F15 and so and like Christiane said we should be included but then what are we going to be? There won't be any property taxes paid. Like I said before Bonnie said it will be a wasteland and all because some people refused to drive to Mountain Home because they'll be inconvenienced. They could take a bus but their job seemed to be more important than all these people in their homes and their way of life. Somebody's inconvenience versus people's homes. You know so I just find it. Reprehensible.

Robert Blurton: My name's Robert Blurton and I'm at 2700 S Virginia Avenue and I have no confidence in these people. I have no confidence in our government and I think they're liars and I think that they're pandering to whoever is making money off of this and I too thought were done with this many years ago. I've got an acre property about a mile to the north here and I'm doing sustainable agriculture. I have a permaculture food forage and I'm

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out there a lot and I thought Dave Bieter was behind being sustainable and he's green and he rides his bike. He's full of shit is what he is. You stood up and said we embrace this and Butch Otter we embrace these jets. We don't want these jets here, we are the people and so I want to speak to these people because they don't listen to us. I think everything we say is going to go into a paper shredder. I think everyone who cares enough to be here tonight needs to keep fighting as hard as you can, tell all your friends, bring all your neighbors and do whatever it takes to override these monsters who want to destroy our homes.

Kim Hoppie:

My name is Kim Hoppie. I live at 2918 S Garden Street across the canal from Hillcrest Place. We built our house nearly 25 years ago, we've lived on the bench our entire married life. My husband grew up on the bench and it's a special place for us. We have a great neighborhood and we have great neighbors and it's the most convenient place to get from here to there. When I heard briefly about the meetings this summer and I missed the first one because I've heard about it on the news too late and though I am an avid statesman reader from cover to cover every day I missed the two announcements for either the June or the August meeting but I did make it to the August meeting. I talked to the sound engineer and asked them where they put decibel readers in the neighborhood and he told me there were no decibel readers that they use a computer program. He said they couldn't use computer program or they couldn't use decibel readers because someone might start a lawnmower and that would skew the results. We put up with a lot for where we live because not only is there airport noise and jet noise there are airport fumes and jet fumes and during the winter that the scent on our neighborhood, every time you walk out of your house you can smell them. There are freeway fumes and freeway noises. So as far as I'm concerned, the decibel readers should be put there so they can measure the freeway, the jets, the airplanes and the lawnmowers and someone might have an idea of what it is that we deal with on a day to day basis and that we deal with to this point pretty well. And the thought of overloading that is awful and they are going to decimate a wonderful part of Boise. Thank you very much.

Bob Hoppie:

Correct enunciation thank you. I would be her husband by the way. I am Robert W. Hoppie who's at 2918 S Garden Boise Idaho 83705. For the record let's be clear I am military. I spent 21 years at active duty and National Guard, combat duty 19 years out there. Nineteen of those years is military aviation, 2 years of armory. I know noise, I like military noise but

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the fact is this proposal, the idea coming out of this airport study, talks about the mitigation plan buying homes should be cut dead in the water, stopped and turned into buying and building a third runway. This is not a neighborhood problem, this is a city problem. A minimum goes to whoever sells if not further will be grabbing the east and west ends. This airport noise is encompassing the entire city not just my house and Kim's or any other houses and local. It is a significant problem, the south runway would address it far better than buying property, taking up property off of cash loans and leaving this is several people it's a wasteland basically in our neighborhoods from maybe the second bench on probably the first bench on but makes no sense whatsoever. I'm good.

Lorraine Clayton: I'm Lorraine Clayton I live at 2734 S Garden Street Boise Idaho 83705. I would like to call into question several issues regarding the study. First dissemination information, second, study update as of it relates to noise, third quality of life including health factors and fourth, the economic picture. I learned of this hearing 24 hours ago. That has left little time to review the study and prepare remarks. How and where does a typical resident become aware of a public comment, opportunities and presentations? The computerized decibel averages are not acceptable. They do not reflect real life exposure. Measurements need to be realistic for those working and living in the vicinity. The measuring devices need to be placed in neighborhoods and in homes. We need accurate and definitive information about frequency and duration. What is the current F15 traffic do to our quality of life? Does it increase air pollution? That's a bigger issue than a neighborhood issue. It certainly impacts our city and it impacts the entire valley. I can tell you that the current F 15 traffic has added noise pollution. I tell you that from personal experience. And when sound becomes unwanted and it interferes with normal activities and conversation and disrupts and diminishes one's quality of life, we need to be concerned with sound pollution. Further, I scratch the surface of studies related to health issues and aircraft noise and air pollution. There's a lot out there. The Harvard School of Public Health and Boston University of Public Health published in 2013, linking aircraft noise to an increase of cardiovascular disease in older people. Older people meaning 65 and older. UCLA community health and advocacy training program published in 2010, press pool? Investigator, Adrian Castro sited excessive noise is associated with hearing loss, higher levels of psychological distress and impaired reading comprehension and memory among children. Further, method -- excuse me -- methodology exist to study ambient air toxins in urban areas. Are we headed for economic disaster? What are the costs for noise related stress? What are the costs for cancer cause by air pollution?

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Do we want more law suits? Will clean industry be attracted to a valley of noise and air pollution? Will children living in vicinity of the airport benefit from early childhood education, when studies say noise can cause health and learning issues? What is the bottom line for destruction and relocation? How much has already been spent to mitigate the F-15 dust? Thank you.

Ron Clayton:

Oh name sounds familiar. That was my spouse! My name is Ron Clayton, I live at 2734 South Garden Street, along the canal and I am proud to say that I live within the A line of the airport influence area. I am an aviation fanatic. I do to like to watch them. Sometimes I am not so enthused with the noise that they've produced recently. Having said that, it is very disappointing, and I am disappointed personally with the sparse and limited notification regarding the open house meetings for public input to Part 150 compatibility study. Each household and business within a two mile radius to the airport should have received a simple postcard mailing. Much like the ACHD does when they plan their work. It is a simple cost-effective method. I am suggesting that two mile radius because I have looked over the noise exposure maps and reported decibel readings on those maps and they do not appear realistic with what I have experienced. I understand this meeting is not the time to have questions answered, but a time to make comments. And why comments and questions that need to be addressed prior to the City of Boise proceeding with the approval of the updated plan are: what is the economic impact or cost of mitigating the noise exposure? If the mitigation involves demolition of existing homes and neighborhoods, how does that contribute to a healthy long range economy of Boise? Finally, will Boise undergo an economic misadventure -- excuse me -- will Boise undergo an economic misadventure if this city buys and destroys homes and neighborhoods versus exploration and the study of further developing a third runway for utilizing mountain home as a base of choice?

Charles Thomas:

My name is Charles Thomas, I live 2370 Three Mile Creek Way, and like many of you folks here we have been through to hearings in 2010... 12... we know what the real numbers are and several thousand homeowners and businesses, schools, involved in this destruction zone and if this thing is allowed to come in. I went on the website's link today and under the part that says, City of Boise Airport website for information like... I downloaded this grant of surface overhead Avigation easement contract thing. This forfeits your property rights. Everything that has of been any value to you... It says a grant of Avigation easement. It is over, upon, and

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across real property the Boise city. A municipal corporation and a grantee being of your local politicians. A grant and unobstructed use of passage of all types of aircraft and in and through the airport -- airspace at any height or altitude above the surface of the land, this forfeits your title to your property. You own it from the center of the earth to the heavens. Not anymore with this -- this terminates it. A lot of us are wondering why this is happening. I got involved with this forced annexation movement we have met at number of years ago, for several years, we spent a lot of the time within our local government and our state government. I found out real soon why a lot this -- things like this right here is happening. The lobbyists contractors, realtors, and developers, it owns local and state politics, not here but all over the country and in D.C they own what goes on in the state. If a bunch of homes are destroyed, the income from excavation, rebuilding, commissions and such or more sale in real estate is going to be huge. These lobbyists are going to profit greatly. They are the ones who spend the money to select and elect the people that are doing this to you. Anyway, if you are good at putting things together, it does not take long to see where this corruption is coming from. Like this gentleman said before, these folks do not give a rip, they are drawing their paycheck and they break the figures on this latest noise study. They say, someone told me out there and this has nothing to do with the F-35. I think we all know that is a little bit BS...

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Arnold Hammari: My name is Arnold Hammari. I live at 6927 Ashland Drive in Randolph Robertson Subdivision in Boise, which I think is a little bit outside the contours on the map. I have lived here 26 years, I retired from the United States Air Force as a T-7 Master Sergeant in 1994. I am familiar with jet noise as my family lived on mountain home air force base from 1978 to 1983. Our government quarters were on Elm Street which ran parallel to the runway on the air base. We were used to seeing F-111 aircraft up close taking off with their afterburners. We expected that there. Here in Boise, we are used to commercial aircraft in the air over our house as they fly toward the northwest. We also have not minded the A-10s because they are quieter and usually fly south of the airport, but I have been shocked by the loud noise of the F-15s recently so much that I have felt the need to run inside my house for relief. All conversation stops and one feels compelled to plug one's ears to mitigate the pain from the loud volume of the jet engines, I understand that having F-15s at Gowen was a temporary situation while the mountain home runways were being repaired. I would be very unhappy to have to hear such loud noise on a regular basis. I think those loud aircraft should stay at or be assigned to mountain home to

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preserve our quality of life in Boise. Even the residents of the city of mountain home have a 10 mile buffer of open range between them and airbase. I appreciate our service men and women and support their mission to defend our freedom, but I believe we can do it smarter by keeping the noise some distance from our city of trees. Thank you.

John Gannon:

My name is John Gannon, 1104 -- excuse me -- 2104 South Pond Street, and I am also one of your state legislators. Housing an affordable -- in affordable housing in particular is a problem in Boise. We have a problem right now that we do not have enough housing for people in Boise. Now the airport is proposing to buy houses. Now on page 8-4 LU-9, one of the noise mitigation factors is a hundred and five houses that you are going to be buying. If the cost ends up costing \$200,000 per house. Simple math it's \$21,000,000 that the airport will spend to buy hundred and five homes. That's their report. It is on page 8-4. We have the... the fact is that buying houses, moving in, and demolishing homes is not a solution. It is not economic development. It is economic devastation. If the F-50... if the F-35's come here and the airport is going to buy all the homes that are within the contour for the F-35, we're looking at around somewhere between 270 and 327 homes that are in that contour. The airport buys them. It's simple math \$200,000. Maybe it's \$150,000 I don't know because it feels the noise report is not complete. It does not tell us, but just do the math \$200,000 times 300 homes and you have \$60,000,000. The question then is, is there something else that we can do? There is. Maybe, I don't know because the 3rd runway is not discussed rep... Mentioned, talked about, referenced anywhere in this draft proposal. I heard on television reason then is because well then the next 5 years we may not build it. F-35's may not come here either. It should be discussed and figured out whether the runway will work. I don't know and I'm not going to tell you right now that there won't be homes purchased. If the runway is built. I don't know because it's not in your study. The bottom line is, that if we're going to have economic development let's look at a runway. If we're going to have economic devastation, we're going to look at buying homes.

Jim Tomlinson:

I'm Jim Tomlinson. 4507 Hillcrest drive. 83705.

Jim:

I used one that would share an account of the last two weeks when one evening we happen to have the F-15 taking off and I'm sure every one of you what day of the week it was. But it was what we have the inversion which doubles the noise and I have a lab that hunts everywhere and goes everywhere, that went crying into the bedroom when the third plane had

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taken off. This is during the winter when we're closed up, the house was cold. It was cold outside and we absolutely couldn't stand, so, that's all I'm about to mention on that, but at the other end of the airport, we have 300 apartments sitting in the zone. That we have a hard time explaining the sound of freedom from time to time to our residents. Those are a hundred thousand dollars each. There's \$30,000,000 sitting right there all in the zone. Sitting right off of the end of the runway in Columbia Village. That's all I have.

Dan Marler:

I am Dan Marler. I live on 6525 Fairfield Avenue. When all of a them just pointed out that it's just corraligned to what they say it's pretty bad. It's pretty bad where I live. It's going to be really bad for most of Boise. What bothers me more here is that{muttering} I'm wearing my hat , I wear it once a year I wore it tonight because I do feel strongly about the military. I'm not against the military. There's just some logical stuff involved here. I've watched this airport grow; come long way down on Boise River. I have a commercial pilot license. I have flown in and out of this airport a lot. This airport is going to continue to grow. Right now, if these be part of the system and it seem to be the history behind this whole thing, they're going to be bringing major growth and F35 and whatever comes after the F35 the future come. Here in the Boise, they may need to be addressing that. They need to be doing something different. This airport over hangs Boise, we're on the bench. As it grows it goes closer to Boise affects everybody. At the very least, they should be looking at this third runway. Where this project and future projects because this town is not going to stop growing. They're not going to stop looking at growth and what they think they need for. They need to start looking at the community and what it helps them. They need to start thinking of the people they represent. They could have it both ways. They could have their growths. They could have their airplanes. If we're proposing at same time leave this town intact. What we're proposing is they need to reconsider their options give serious consideration and then go back to growing more from another runway. Thank you.

Pamela Wells:

I'm Pamela Wells. I have a problem with my voice right now. I only learned about the meeting about 4:00 so I wasn't sure I could talk. I bet you can hear me.

Pamela:

Okay. I have a daycare. I live on the freeways right next to. I have the noise abatement from the wall that they built. The end of it at my front

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doors. Oncoming traffic it's open to my home which is also been a daycare since 1969. That's when I moved in, July 1st. I have a malaise of illnesses. I walked up here very well. Two months ago I had a major joint. I've had 7 tumors removed. We didn't know why I was having so many illnesses. We one-time tested and found hexane in my blood. There is no way I can point a finger at any one contributor. It could be a leak somehow in the pipeline. There are two pipelines where I live. One is Intermountain Gas and one is Chevron now to Tessoro pipe lines. It could be from the cars where they change the angle of the on ramp so it goes more towards my home and my daycare and then on. Instead of angling it away from our residences. They angled it towards our residences. It could be from the cars. When I looked and study about how and what I could be affected by. The airplanes themselves not even the military planes. The emissions from the airport and airplanes is hundreds of times more than a vehicle. Now you want to put in military planes. All you're doing is polluting an air over where people have lived and pay taxes made a living for a lot about the years. Our area where I live is older homes. People have been there forever in a day. There's more than one day care. Now they're saying that pollution could be affecting my children that I take care. I'm very proud. They regulate us very strongly and City the Boise. I am proud how well the kids have done...

Pamela:

I want it to be safe. If there's an answer with the third runway then please, please. Let's do it.

Dave Kangas:

My name is Dave Kangas. I reside at 1715 Canal St. 83705. Online, I've seen a lot of comments about people that -- if you live by the airport, you should take what's there -- you bought into it. At the same time, I don't see any arguments that if you signed up for the Air National Guard list in military, like guess what, you signed up for it, you should follow with the mission on the job takes you. I do not see that disrupting the homes of 400 households is worth saving a few -- of keeping it comfortable a few jobs for the Air National Guard. They can go to mountain home. There is option for third runway. This might be a different argument if there weren't options, but there are options and they're not being fully explored. Our mayor and the city administration have advertised for a year to make this town the most livable city in the country. People move here in droves for its quality of life, opportunity for outdoor recreation, safe neighborhoods. Disrupting 400 households for a fighter mission here does not fit any of those values or stated missions. It's going to be counted productive for every one of those missions. Our legislature, and our

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governor, time and again, year out, throughout his terms, since I've been here over the last twelve years have stated, "They fight for individual property rights. They hate eminent domain laws and they will fight against them". They hate the federal government, and here it is [Butch Otter, he's back tracking on every one of those values that he's run on and practiced on. He's not supporting 400 individual property rights, home owners, plus many others that will be adversely affected. He doesn't care about the eminent domain values that you'll be offered for your homes. He's hand-in-pocket for the federal government. He has run on those, but he's backtracking big time. The big issue here is there are alternatives. There is a third runway. If the economic model and the mission here is bringing that much money to the state and to the city. Investment in the third runway is miniscule over time. Yes, coming up with the money, might be tough, but they have to make a decision whether it's an investment or not. If this was an agricultural, if this was a chicken ranch or stock farm or dairy farm coming here. They're be tripping over themselves come up of ways of finding the money and making that happen. This is something that needs to happen. We do not want to see 400 households disrupted in order to make the Air National Guard employees comfortable and not having to commute. It's just not worth it. We need to explore...

Dave: ...the other options.

Sherryl Hall: Hi, I'm Sherryl Hall. I live at 1245 Lake Hazel Lane Boise, Idaho. I live between the airport and the new runway at River side Put in close to the intersection in the down road and broad way. I have my own meter, for noise. It's called my window fall out, literally. Airplanes go through past my house, they bank at the runway. Military men have told me, pilots and several, that they banked off at my house. Isn't that annoying? My windows fall out. I'm a six generation Idahoan. My grandfather got my property with his property when he came out West. Well, his father bought it, for a dollar an acre. My home is to be condemned now, and they need to pay me enough money to move on. Eight generations, for much like Walton's back. I want to seek mercy for my family. I have 7 children, 14 grandchildren, 5 great grandchildren. I hopped together around my table, every thanksgiving, until I'm old and gray.

Cindy Fennell: Hi. I'm Cindy Fennell. I live at 10890 Smoke Ranch 83709. My problem with this study is that I am at five mile and overland. I'm down here today because I cannot live with the new planes at my canal here. I cannot talk

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outside my house. I cannot hold a conversation outside my house. I am five miles that direction. The study does not cover me and it should. I do not want the third runway going out and covering the rest of South Boise out there. I grew up -- I've been here since '66. We used to have the sonic booms in town. We got rid of those. We need to have a limit on the size of the amount of decibels-, of anything that comes through here. I'm okay with passenger planes. I'm okay with military -- and I'm okay with spreading the wealth around the state and not keeping it in just Boise already have enough here in Boise. We have other options. Some of you probably already read the paper today and look the Boise State expecting to expand to possibly 35,000 kids, and we're going to take the closest houses away? We already have problems housing all those kids. My problem with this study is it needs to be expanded and we need to fight. As we need to start a Facebook page and knock on door-to doors to get our neighbors out, then we need to do that. Thank you.

Larry:

I'm Larry Thorngren. I'm staying at my daughter's place at 10890 West Whole Crane Drive. I spend a lot of time outside and it's late and damn noisy over there. I spend my summer in Donnelly, quiet. I hear sand hill cranes every morning and I come to Boise to spend the winter down here. I almost like to shoot some of the military planes down if I have some way to do it. To think of having an F35 coming over, out with my daughter and just sits five miles away, is insanity. It's been interesting, I saw President Obama's plane sail over last summer at the top of the house and we both get the incoming the stuff coming in with the commercial airplanes. Mountain home has been a nice location for military planes and I'm not sure if I like one or two. I think that it's a city growing like it is. The impact us so far that we need to think about, put all the military back out mountain home and making this strictly a commercial place and I have no desire to see a third runway coming in. Thank you very much.

Pamela Dowd:

My name is Pamela Dowd. I live at 2220 Blue Spruce Lane here in Boise, 83716. I realized I'm in the minority. I'm probably going to be the most affected by third runway. Right now Fedex comes over my house. My chandeliers rattled this summer, it only lasts for a brief period of time. The jets this summer when they flew over my house. I was excited because you know what? I grew up on military bases. Those are the sound of freedom. They don't bother me. I look forward to... If they can build that third runway right here... At night time I get helicopters that are doing night maneuvers and they get really close to the house. Then sometimes I think I ought to climb up on the house and shake their hands. They're that

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close. They're the sound of freedom. I for one really don't mind hearing the planes go over. I welcome them. I realize, I'm in a very deep minority in this one. Thank you very much.

Shawn: That's all we have.

Rebecca: Okay. At this point everyone who has signed up to speak has spoken. Does anyone want to speak?

Jack: My name is Jack Ely. I live at 4400 Hillcrest Drive. I've been a Boise resident for 2 years. I've been coming out here for 30 years. I've been involved about every piece of crap there could ever be because MK was our partner in New York so I know all about a deal is a deal. I want to put everybody's mind at ease a little bit because, there was a 200 thousand dollars spent on a study. To see how you people react to this new deal with the F35. I read in the paper that 469 thousand which was just spent on time study without the right airplanes here. I want to see how it worked over the schools. The schools who are involved in all your people's houses. The schools are involved with children. These decibels do not meet health codes or anything else for children. Whatever the town thinks, whatever you people think. We going to give them a run for their money, and they tell us about all these contracts. Four hundred sixty-nine thousand dollars for a study of decibels at the airports. We don't even have the airplanes here. It's a long way coming. **Rebecca** like a lot. First meeting I said to the crowd here with you people. She doesn't have a nickel in your homes. Does not have a bit of interests in your problems and she said, I agree. She's with the airport only. She's not involved in any studies or any complaints, or anything. She has a big job to do. This is really big political white wash. A lot of people are going to run for cover. The mayor, he's all for this but I've never see him at these meetings. I don't see the city council here. We're just talking amongst ourselves. Someday, they're all going to have to get up and explain where did the money go? Thank you very much.

Shayne Geib: Okay. That'd be great. My name Shayne Geib, I live at 4410 Meriweather Drive. I've lived here for roughly about 25 years. We moved in originally, there wasn't a lot of airplane noise. It seemed like that noise there, you got any kind of airplane noise. It was during a big cloud cover. Anymore, if I get off work early which is rarely. A lot of times in the 6 o'clock or 7 o'clock, when you get to some of the military planes and stuff coming right over our house. You can't even talk on you cell phone. This is going to really make a big impact. The only reason I found out about this

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tonight, and the only reason I'm late was because my neighbor Monty Miracle let my son know. Of course, my son didn't let me know until it was it was... The real reason I'm here. Anyways, I'm not a proponent of bringing these airplanes in, I think that they probably need a place to fly, but I think there's a lot of land near south really have a better impact a little more practice and stuff like that. I'd like to... Of course, I'm sure I'll be involved now in the future emails and correspondence and stuff about the airport. I'll be interested to see about what they want to do about the mitigation for noise and things like that. Now the airports have expanded over the years. They never built of any sound walls or any kind of like that to help protect the neighborhoods. Maybe that's one of the studies that they ought to look out as well. Thank you

Jeff:

My name is Jeff Farmons. CPA here in town. I live at Driscoll Lane down in Boise (DID NOT SIGN IN). Sometimes I hear, recently some of the... Probably, F15s taking off. Even that far away, I'm amazed "Wow, that's like I'm almost at the airport." Now, I'm a pilot. Been a pilot for long time. Flown in and out of Boise. I like the airports, I don't mind the noise. But What I hear about this idea destroying three or four hundred million dollars' worth of houses? \$30 million or Mr. Tomlinson's apartment buildings? That's insane! It's completely insane. You don't have the economic development by destroying assets. It's like that cash for clunkers program. How stupid was that? That's just the same stupidity. They need to look at that, they need to look at the third runway. Its orientation and no other airports there's departure procedures for noise abatement. Also, it's a complete no brainer. From the military aircraft. It just makes sense. It's possible this study is completely stupid.

Rebecca:

I appreciate everyone coming out tonight and giving us the comments. I would say that, a number of you commented about the third runway. If you look at that, frequently asked questions hand out that we provided at the beginning of the meeting, it does specifically address the third runway. We're not doing Q & A this evening. It was just simply an opportunity for people to provide testimony and comments. I do appreciate you coming out. I appreciate your interest. We will validate parking, and thank you all for you time. Thank you.

[Background conversation]

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Greg:

I'm, Greg Thiel from 4684 Arrowhead Way, just close to Cole and Amity. I would just like to say I'm against any more airport noise than we already have. We already have a lot of jets flying over and I feel like that's why they have Mountain Home Air Force base out in the middle of the desert to take the military planes to train where they don't have a lot of housing around. I feel like... it's a working class neighborhood over there that's why they haven't had very many people complaining about it. People can't get to the public meetings. If was the north end of Boise or somewhere else was being impacted you'd have a lot more people complaining about it. Well, that's all I have to say. Thanks.



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Responses to Transcript Comments Received at
Public Hearing (December 9, 2015)

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
1	Richard Kaylor	83709	1	Would prefer full-page advertisement in newspaper rather than several small ads;	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). 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 three 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, including nearby HOA's identified on the Registered Neighborhood Associations on the City's web site and social media outlets. http://pds.cityofboise.org/planning/comp/neighborhood/associations/ .
			2	Maps are difficult to understand; different scales are used and more major roads should be labeled.	Comment noted. The NEMs were developed in accordance with section A150.1 of Appendix A of 14 CFR Part 150. Other figures in the Study were scaled to accommodate the topic discussed. Additional labeling of major roads was included with in the NEMs of the final Part 150 Study.
			3	The restricted zone south of the airport is good, but Boise is growing a major residential subdivision around Lake Hazel and South Cole Road, Pleasant Valley South. Boise has doubled the allowed density in that area and that is an airport influence area A.	Comment noted. Residential uses are permitted, contingent on meeting specific noise level reduction standards, in Zone A of the Airport Influence Area.

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
			4	Supports measures for fair disclosure of noise impact in AIA and potential new measure to amend City of Boise zoning ordinance to include AIA overlay zoning district.	Comment noted.
2	Sarah Waltman	83705	1	Opposes military aircraft coming to Boise;	<p>Comment noted.</p> <p>14 CFR Part 150 requires the NEMs show existing noise conditions as well as a projection of noise exposure five years into the future. In consideration of the uncertain future of the Idaho Air National Guard's (ANG) current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential Idaho ANG missions, including a continuation of the existing A-10 mission, a replacement F-15 mission, and a replacement F-35 mission. Both potential replacement missions assume an approximate equal number of military aircraft in 2020 as in 2015. The 2020 NEM adopted by this study represents the replacement of the current A-10 mission with F-15 operations, which was selected because this future NEM represents a worst-case scenario (largest noise contours) so that the City of Boise and Ada County can make informed land use and zoning decisions.</p> <p>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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport.</p>

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

Commenter	Zip Code	Part #	Comment Summary	Response
		2	Hundreds of homes will be demolished and families will have to relocate and cannot afford it;	<p>The study does not recommend the demolition of homes or request that anyone relocate. The Part 150 Study Update identifies the one residential area around Boise Airport that is currently defined as non-compatible with the <u>existing</u> (2015) contours in accordance with established FAA noise compatibility standards. The voluntary acquisition program includes the homes within the <u>existing</u> DNL 65 contour; the noise exposure that exists with airport operations today. The study recommends a potential solution for correcting the existing non-compatible land use. If the voluntary acquisition program measure in the NCP is approved by the FAA, the Airport would then begin the development of a strategy and program for the purchase of these homes as they become available for sale. The approval of this measure by the FAA would not automatically trigger this program to begin.</p> <p>By including this measure in the Part 150 Study, the Airport has the ability to request federal funding to assist in the voluntary acquisition of residential property if it chooses to move forward with the program. Homes purchased as they are available for sale through this program could be razed and/or converted into compatible uses with deed restrictions and easements. Over time, if a contiguous area is available for conversion to a compatible use, this area could be a benefit to the neighborhood (i.e., active park area, neighborhood commercial, etc.). However, it is possible that in the meantime neighborhood cohesiveness could be affected as some parcels become vacant. The Airport would be responsible for the maintenance of the purchased property; however the ability to re-use individual residential properties until a contiguous area is created would need to be considered. The reuse plan of parcels in this area would be included in the Airport's next Noise and Land Reuse Plan Update. Refer to Section 7.2 and Table 7.18 for full details of the voluntary acquisition program.</p>

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
			3	Third runway (south of airport) alternative should be explored.	The Part 150 Study evaluates noise with existing conditions (2015) and forecast conditions in 5 years (2020, in this case). The construction of an additional runway is not ripe for decision and is very unlikely to be constructed within the next five years, therefore the noise contours for a new runway were not considered. Additionally, unlike a NEPA document, the Part 150 Study is not intended to explore various "build" alternatives. The purpose of a 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. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures. The third runway development is included in the Airport's Master Plan, a 20-year plan for guiding development of airport facilities.
3	Grace Waltman	83705	1	Concerned about effects of noise from military jets on schools, learning and negative effects to childrens' health; study should consider researching how the F-35 will affect the four schools close to the airport.	See Comment 2, Part 1. Per 14 CFR Part 150 Noise and Land Use Compatibility Guidelines (see Table 4.1 of the Study), schools are not a compatible land use within the DNL 65 dB noise contour. No "corrective" land use measures are recommended at this time, as Owyhee Harbor Elementary School (the closest school to the DNL 65 dB contour) is not within the DNL 65+ dB. No schools are within the DNL 65 dB contour of the 2020 NEM, either however Owyhee Harbor Elementary School is nearby. If a new aircraft flying mission is to be implemented at Gowen Field, the USAF will have to comply with the National Environmental Policy Act (NEPA) prior to changing the flying mission. At that time, noise contours would be developed that include the anticipated flying mission; if any schools are within the DNL 65+ dB contour, the NEPA document will identify the impacts and address mitigation for any schools or other non-compatible land uses (i.e., residential) at that time.

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
4	Judy Bloom	83705	1	Is it economic development or economic devastation?	A Part 150 Study is not an economic development or an economic impact study. Rather, the purpose of a Federal Aviation Administration (FAA) 14 CFR 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. A Part 150 Study is a voluntary study created in accordance with the Aviation Safety and Noise Abatement Act of 1979; the study has established guidelines that must be adhered to for acceptance and approval. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.
5	Monty Mericle	83705	1	Questions noise contour; difference between the results of the noise study for the F-35 done by the airport versus always done by the Air Force in 2012;	<p>Note: Commenter submitted similar written comment to Draft Part 150 Study. Comment and response is included in Appendix D.</p> <p>The current BOI Part 150 Study Update is independent of the USAF's 2012 F-35A Training Basing Environmental Impact Statement (EIS). The purpose of a Federal Aviation Administration (FAA) 14 CFR 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. See response to Comment #3, Part 1.</p> <p>For the F-35A Training Basing EIS, the assumption was a fully active F-35 training base, whereas the Part 150 Study Update was based on the operations from an F-35 Air Guard unit. For one squadron, the Joint Strike Fighter Pilot Training Center assumed over 20 military jets per day (annual average day), and the Part 150 Study assumes four (4) military jets per day. Thus, the level of daily military operations differs by a factor of five with a significantly lower usage of pattern operations. Other factors include updated noise data for the F-35, changes in departure flight tracks, and limited F-35 operations to runway</p>

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
					10R/28L.
			2	Demolition of homes is not a cost effective mitigation measure.	Comment noted. See response to Comment #2, Part 2.
	(Charles Thomas "donates" time to Mr. Mericle)		3	Third runway (south of airport) alternative should be explored.	Comment noted. See response to Comment #2, Part 3.
6	Christiane Rudd	83705	1	Opposes F-35's coming to Boise Airport; references 2012 study;	<p>Note: Commenter submitted similar written comment to Draft Part 150 Study. Comment and response is included in Appendix D.</p> <p>Comment noted. See response to Comment #2, Part 1 and Comment #5, Part 1.</p>
			2	Does not like average sound over 24 hours period;	<p>Noise levels were analyzed in accordance with 14 CFR Part 150. Per FAA requirements, the BOI Part 150 Study Update uses Annual Average Day (AAD) operations to compute existing and future aircraft noise exposure. The AAD operations are representative of all aircraft operations that occur over the course of a year. As such, the total existing and future annual operations are divided by 365 days to determine the AAD operations.</p> <p>The FAA uses the Day-Night Average Sound Level (DNL) in Part 150 studies. DNL is the average noise exposure level over a 24-hour period, with a 10 dB penalty added for aircraft noise occurring during nighttime (defined as 10:00 p.m. through 7:00 a.m.). This weighting reflects the added intrusiveness of nighttime noise events due to the fact that community background noise levels typically decrease by 10 decibels at night. DNL does not represent the noise level heard at any particular time, but rather represents the total noise exposure for the average annual day. DNL is the metric required by the FAA in noise contour development for the assessment of annual average day noise exposure. Computer-based noise</p>

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
					modeling allows for the projection of future, forecast noise exposure, and importantly, allows for the comparison of potential future scenarios that cannot be captured using noise monitoring. The specific data and methodology used in developing the noise exposure maps is included in Chapter 2 of the study. For discussion of the noise models used, see Chapter 3 and Appendix B of the Part 150 Study.
			3	Concerned about schools and homes with military noise; does not think this is good for economic development.	Comment noted. See response to Comments #3 and #4.
7	Jeanne Wilson	83705	1	Opposes F-35's coming to Boise Airport; references jets from Mountain Home last summer.	See response to Comment #2, Part 1. In August 2015, Gowen Field at Boise Airport hosted some of the F-15's from Mountain Home while the runway at the base was undergoing necessary maintenance. The relocation started and ended in August. The Boise Airport Part 150 Study is independent of that temporary relocation and was conducted prior to the temporary relocation.
8	Robert Blurton	83705	1	Opposes military jets coming to Boise Airport.	See response to Comment #2, Part 1.
9	Kim Hoppie	83705	1	Concerned that no decibel readers (sound meters) are used for study; a lot of jet noise and jet fumes in neighborhood.	Comment noted. See response to Comment #6, Part 2. The Noise Compatibility Program (NCP) of the Final Part 150 Study was updated to recommend the implementation of a Noise Monitoring Program. Noise monitors can be useful in supplementing or verifying noise being generated over the community, however DNL is required for use in a Part 150 Study and has been widely accepted as the best available method to describe aircraft noise exposure and is the noise descriptor required by the FAA for use in aircraft noise exposure analyses and noise compatibility planning.

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
10	Bob Hoppie	83705	1	Mitigation plan buying homes should not be in the Study;	Comment noted. See response to Comment #2, Part 2.
			2	A third runway should be considered.	Comment noted. See response to Comment #2, Part 3.
11	Lorraine Clayton	83705	1	Dissemination of information questioned;	Comment noted. See response to Comment #1, Part 1.
			2	Quality of life including health factors linked to noise and air pollution;	Comment noted. See response to Comment #2, Part 1.
			3	Computerized decibel averages are not acceptable;	Comment noted. See response to Comment #6, Part 2 and Comment #9.
			4	Questions destruction and relocation.	Comment noted. See response to Comment #2, Part 2.
12	Ron Clayton	83705	1	Dissemination of information questioned;	Comment noted. See response to Comment #1, Part 1.
			2	Concerned about economic impact; If the mitigation involve demolition of existing homes and neighborhoods, how does that contribute to a healthy long range in economy of Boise?	Comment noted. See response to Comment #2, Part 2 and Comment #4.
			3	What about a third runway or using Mountain Home AFB?	<p>Comment noted. See response to Comment #2, Part 3.</p> <p>The Idaho Air National Guard (IDANG) is a separate reserve component of the USAF with the mission to recruit and properly equip Idaho Air National Guardsmen, 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.</p>

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
					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 1969 (NEPA) prior to stationing new/additional military aircraft at Boise Airport.
13	Charles Thomas	83709	1	Avigation easements give up property rights;	<p>Note: Commenter submitted similar written comment to Draft Part 150 Study. Comment and response is included in Appendix D.</p> <p>The City seeks avigation easements for properties within the Airport Influence Area (AIA). Although the use of navigable airspace by aircraft is a federal prerogative, an avigation easement provides an additional mechanism of right-of-way and disclosure to the property owner that his or her property is within the AIA and therefore is subject to the AIA planning standards. Detailed discussion of avigation easements is included in Chapter 4 and 7 of the Part 150 Study.</p>
			2	Opposes F-35 coming to Boise Airport.	Comment noted. See response to Comment #2, Part 1.
14	Arnold Hammari	83709	1	Opposes military aircraft coming to Boise Airport due to noise and quality of life; aircraft should be at Mountain Home AFB.	Comment noted. See response to Comment #2, Part 1 and Comment #12, Part 3.

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
15	John Gannon	83705	1	Boise has a deficit of affordable housing; LU-9 has a mitigation factor to buy 105 houses; moving in and demolishing homes is not a solution; study does not state cost of buying all the homes in the contour.	Note: Commenter submitted similar written comment to Draft Part 150 Study. Comment and response is included in Appendix D. Comment noted. See response to Comment #2, Part 2 and Comment #4.
			2	Third runway should be discussed in study; study is incomplete.	Comment noted. See response to Comment #2, Part 3.
16	Jim Tomlinson	83705	1	Opposes military aircraft coming to Boise Airport.	Comment noted. See response to Comment #2, Part 1.
17	Dan Marler	83709	1	Airport growth effects everyone; noise is bad; wants town to be left intact.	Note: Commenter also submitted written comment to Draft Part 150 Study. Comment and response is included in Appendix D. Comment noted. See response to Comment #2, Part 1.
			2	Third runway (and other options) should be considered.	Comment noted. See response to Comment #2, Part 3.
18	Pamela Wells	83705	1	Opposes additional airplanes due to noise and emissions; concerned about children's health at her daycare;	Note: Commenter also submitted written comment to Draft Part 150 Study. Comment and response is included in Appendix D. Comment noted. See response to Comment #2, Part 1.
			2	Third runway should be considered.	Comment noted. See response to Comment #2, Part 3.
19	Dave Kangas	83705	1	Opposes military jets coming to Boise Airport;	Note: Commenter submitted similar written comment to Draft Part 150 Study. Comment and response is included in Appendix D. Comment noted. See response to Comment #2, Part 1.
			2	Third runway (and other options)	Comment noted. See response to Comment #2, Part 3.

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
				should be considered.	
			3	Does not want to see 400 households disrupted, references Eminent Domain.	Comment noted. See response to Comment #2, Part 2. Note that eminent domain is not considered or recommended in the study, and is very different than a voluntary acquisition program, as proposed.
20	Sherryl Hall	83705	1	Noise is bad; has noise meter;	Comment noted. See response to Comment #2, Part 1.
			2	Home is to be condemned now.	Comment noted. See response to Comment #2, Part 2. Note that condemnation is not considered or recommended in the study, and is very different than a voluntary acquisition program, as proposed.
21	Cindy Fennell	83709	1	Does not want new planes; lives five miles away.	Comment noted. See response to Comment #2, Part 1.
			2	Opposed to third runway; Are we taking the closest houses away?; More options should be explored.	Comment noted. See response to Comment #2, Part 1. The Part 150 Study evaluates noise with existing conditions (2015) and forecast conditions in 5 years (2020, in this case). Unlike a National Environmental Policy Act (NEPA) document, the Part 150 Study does not explore various alternatives. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.
22	Larry Thorngren	N/A	1	Opposed to military jets coming to Boise.	Comment noted. See response to Comment #2, Part 1.
23	Pamela Dowd	82716	1	Supports military mission at Boise Airport.	Comment noted.
24	Jack Ely	83705	1	Concerns with money spent on study.	Comment noted.

Responses to Verbal Comments on Draft Boise Airport Part 150 Study

Comments Received at Public Hearing (December 9, 2015)

	Commenter	Zip Code	Part #	Comment Summary	Response
25	Shayne Geib	83705	1	Opposed to military jets coming to Boise; wants to be included in notifications and involved.	Comment noted. See response to Comment #2, Part 1.
			2	Suggests looking at sound walls or similar mitigation to help protect neighborhoods.	Comment noted. The Noise Compatibility Program (NCP) component of the study (Chapter 8) sets forth the measures that the airport operator has taken or has proposed for the reduction of existing noncompatible land uses and the prevention of additional noncompatible land uses within the area covered by the NEMs. Upon approval and acceptance by the FAA, the Airport can request federal funding assistance in the implementation of approved measures.
26	Jeff Farmons	N/A	1	Does not mind the noise; disagrees with idea to destroy three or four hundred million dollars' worth of houses.	Comment noted. See response to Comment #2, Part 2.
			2	Should consider the third runway.	Comment noted. See response to Comment #2, Part 3.
27	Greg Thiel	83709	1	Opposed to military jets coming to Boise Airport; they should be stationed at Mountain Home AFB.	Comment noted. See response to Comment #2, Part 1 and Comment #12, Part 3.