

BOISE AIRPORT:

AIRPORT INFLUENCE AREA (AIA)

ZONING OVERLAY

The Boise Airport is an important regional asset and has operated at its current location since 1936. Once an isolated airfield surrounded by farmland, it is now surrounded by a growing city.

City Council established the Airport Influence Area (AIA) in 1974 to protect the community, support the airport's long-term operation and promote compatible development by:

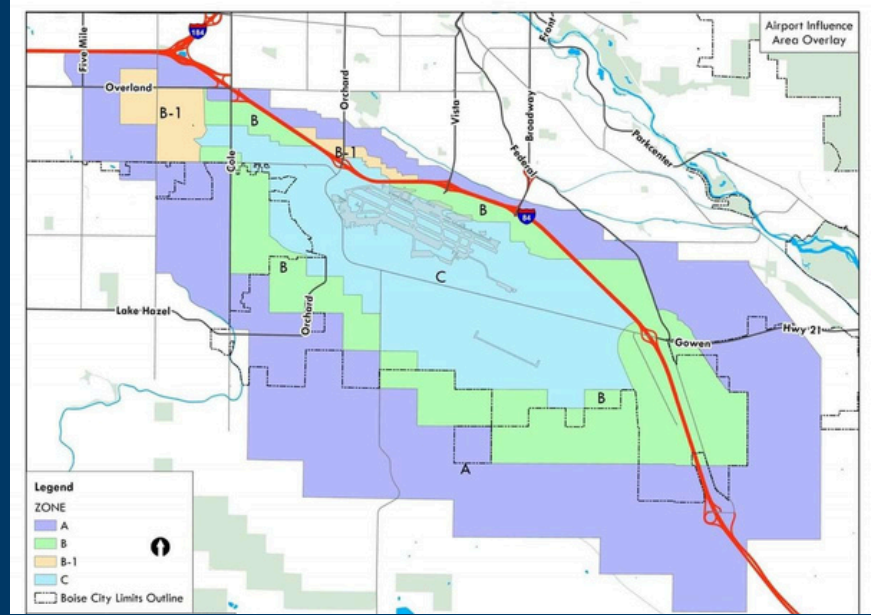
- Promoting development that is compatible with the safe operation of the Airport
- Ensuring development is compatible with noise generated by Airport operations
- Coordinating future development with the Airport Master Plan
- Ensuring compliance with applicable federal regulations and guidance
- Minimize risks to public health, safety and welfare by reducing exposure to hazards associated with airport operations

The AIA provides a critical framework for protecting and maintaining compatibility between airport operations and the surrounding development.

Additional details:

- The AIA has 3 Zones, with 2 subzones in Area B, approved by City Council in 1998.
- The Boise Airport's 2015 Part 150 Noise Study Update is publicly available through the Airport's [Noise Compatibility Program](#).
- Appendix C of the Part 150 Study includes a Noise Level Construction Technical Report that provides design guidance for development.
- All development within the Airport Influence Area (AIA) requires an aviation easement. Information about obtaining an easement is available through the Airport's [Noise Compatibility Program](#).
- City Council ultimately determines whether a proposed development is compatible with applicable zoning requirements.

The FAA does not regulate military aircraft operations. Questions or complaints regarding military aircraft noise may be directed to the Department of Defense Noise Working Group at denix.osd.mil/dodnoise.



AREA A

(Purple)

- Area experiences 60–65 Day Night Average Sound Level (DNL) and/or aircraft traffic below 1,000 feet.
- New residential and noise-sensitive development, like schools and care facilities, must provide 25 dB of noise reduction.

AREA B-1

(Peach)

- New residential development must provide 30 dB of noise reduction.
- Noise-sensitive areas of commercial development must provide 25 dB of noise reduction.
- Noise-sensitive development, like schools and care facilities, are prohibited.
- Residential development within the 60 DNL noise contour is limited to 5 units per acre.
- Residential development outside the 60 DNL noise contour may allow up to 25 units per acre.
- Qualifying ADUs, duplexes and Tiny Homes on Wheels are exempt from these density limits.

AREA B

(Green)

- Existing residential and other noise-sensitive uses are considered legally nonconforming.
- New residential and other noise-sensitive uses, including schools and care facilities, are prohibited.
- New development and redevelopment must provide 35 dB of noise reduction within noise-sensitive areas of facility.

AREA C

(Blue)

- Existing residential and other noise-sensitive uses are considered legally nonconforming.
- New residential and other noise-sensitive uses, including schools and care facilities, are prohibited.
- Manufacturing, industrial and commercial uses permitted by the base zoning district are allowed, but noise-sensitive areas must be insulated when developing or redeveloping.

AREAS B-1, B, C

Uses or site designs that may create wildlife hazards to aircraft are prohibited, including waste management facilities and water features that may attract wildlife.