

**RECORD OF APPROVAL**  
**FEDERAL AVIATION REGULATION PART 150**  
**NOISE COMPATIBILITY PROGRAM**

**BOISE AIRPORT**  
**BOISE, IDAHO**

**INTRODUCTION**

The Noise Compatibility Program (NCP) for Boise Airport (BOI) includes measures to abate aircraft noise, control land development, mitigate the impact of noise on non-compatible land uses, and implement and update the program. Federal Aviation Regulation (FAR) Part 150 requires that the Noise Exposure Map (NEM) contour apply to a period of no less than five years into the future, although it may apply to a longer period if the sponsor so desires. The airport sponsor has requested that the program measures be applied to the 2009 NEM (Figure 5-2) because it covers a larger area for potential mitigation.

The objective of the noise compatibility planning process has been to improve the compatibility between aircraft operations and noise-sensitive land uses in the area, while allowing the airport to continue to serve its role in the community, state, and nation. The approval actions listed herein include all those that the airport sponsor recommends be taken by the Federal Aviation Administration (FAA). It should be noted that the approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Subsequent decisions concerning possible implementation of these actions may be subject to applicable environmental procedures or aeronautical study requirements.

The program elements below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized program elements and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

The Airport sponsor has certified that the existing conditions shown in the 2003 NEM and the future 2008 NEM that were presented at the public hearing are representative of the 2004 and 2009 NEMs included in the submittal. At the time the FAA initiated its review of the NCP (mid-2005), we reaffirmed the NEMs continued to be representative of conditions at the airport for the existing and forecast year timeframes.

**PROGRAM ELEMENTS** A complete summary of the recommended program elements can be found in Chapter Eight of the Part 150 Update. Many of the program elements from the existing 1996 NCP were reevaluated for inclusion in this NCP update. The 1996 NCP was approved in 1997. Some of the existing measures have been slightly modified and are so noted. For reference, the complete 1997 Record of Approval for the existing program is in Appendix A of the document.

**NOISE ABATEMENT MEASURES**

**Noise Abatement Measure 1 – Preferential Runway Use:** . *[This measure would revise the existing measure to include designation of preferential arrival flow, and designation of north and south parallel runways as preferential for arrivals and departures, respectively.]* This measure would designate Runways 10L and 10R as the preferential flow for departing aircraft; Runways 28L and 28R as the preferential flow for arriving aircraft, per the discretion of the Boise Air Traffic Control Tower (ATCT). During either the east or west flow, the north parallel runway (10R/28L) would be designated as the primary arrival runway, and the south parallel runway (10L/28R) as the primary departure runway, 6-5 through 6-9, including Table 6.5 and Figures 6-1, 6-2 and 6-3. Also included in Table 6.14.

**FAA Determination: Approved** as a voluntary measure only as air traffic, weather and airspace safety and efficiency permit. Publication in the standard operating procedures (SOP) must not be construed as a mandatory procedure for noise abatement purposes. The Tower can select runways and procedures that maximize the efficiency of air traffic flow at all times; noise abatement procedures are voluntary and may be used when operating conditions permit.

**Noise Abatement Measure 2 – Departure Turn Altitudes:** *[This measure would delete the provision that applies to F-4s as they are no longer operating at BOI. It also revises the existing measure to include southbound headings.]* 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. Pages 6-9 through 6-11, including Table 6.6. Also included in Table 6.14.

**FAA Determination: Approved as voluntary.**

**Noise Abatement Measure 3 – Departure Turn Altitudes:** *[No change to existing procedure.]* 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. Pages 6-9 through 6-11, including Table 6.6. Also included in Table 6.14.

**FAA Determination: Approved as voluntary.**

**Noise Abatement Measure 4 – Departure Turn Altitudes:** *[No change to existing procedure.]* 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. Pages 6-9 through 6-11, including Table 6.6. Also included in Table 6.14.

**FAA Determination: Approved as voluntary.**

**Noise Abatement Measure 5 – Departure Turn Altitudes:** *[No change to existing procedure.]* 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. Pages 6-9 through 6-11, including Table 6.6. Also included in Table 6.14.

**FAA Determination: Approved as voluntary.**

**Noise Abatement Measure 6 – Downwind Arrival Flight Tracks:** *[New Measure.]* During nighttime hours, this measure would voluntarily reroute aircraft to use arrival flight tracks with downwind legs to the south of BOI. This would route aircraft over relatively low-density residential and vacant land uses. Pages 6-12 and 6-13. Tables 6.7 and 6.14. Figures 6-6 and 6-7.

**FAA Determination: Disapproved.** No demonstrable noise benefit would accrue if this measure were implemented on a voluntary basis. Vectoring aircraft to south downwind would create operational issues. The aircraft would have to be blended with south traffic and have to be kept clear of departing traffic. The net result would be increased workload, risk of error, and increased flying time and cost for users.

**Noise Abatement Measure 7 – Flight Management System (FMS)/Global Positioning System (GPS) Flight Procedures for I-84 Corridor:** *[New measure.]* This measure would establish departure procedures and standard arrival routes along the I-84 corridor to the east of the airport. There are no apparent corridors with compatible land use to the west of BOI; therefore it is not likely that a beneficial flight route could be developed without substantially impacting residents under that flight route. However, use of the I-84 corridor to the east of BOI (for arrivals to Runways 28L and 28R, and departures to Runways 10L and 10R) would direct aircraft over mostly compatible land uses. Although the procedure would not reduce populations within the 65+DNL contour, establishment of the procedure would encourage aircraft noise and land use compatibility as development occurs along the corridor. Pages 6-14 and 6-15. Table 6.8 and 6.14. Figures 6-8 and 6-9.

**FAA Determination: Disapproved.** The NCP does not demonstrate noise benefits, even assuming 100 percent compliance. Many aircraft presently are not equipped to carry out FMS/GPS procedures, so the compliance rate is unrealistic. Also, the FAA would still need to develop airport-specific procedures, which would take some time to study and determine their feasibility. This recommendation is more appropriate to pursue outside of the Part 150 process to determine local feasibility and possible inclusion in future updates.

**Noise Abatement Measure 8 – Distant Noise Abatement Departure Profile (NADP):** *[New measure.]* 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. Pages 6-16 and 6-17, including Table 6.9. Also included in Table 6.14. Figure 6-10.

**FAA Determination: Approved as voluntary.** The sponsor will coordinate with aircraft users to highlight use of the distant procedure.

**Noise Abatement Measure 9 – Visual Approach Arrival Altitudes:** *[New measure.]* 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. Page 6-19. Table 6.11 and 6.14.

**FAA Determination: Approved as voluntary.** The NCP states at table 6.9 that pilots are already using this procedure. This would include it in the official NCP for BOI.

## **LAND USE MEASURES**

**Land Use Measure 1 – Airport Influence Area:** *[The proposed measure maintains current boundaries.]* The Boise Airport Commission should recommend to the City of Boise and Ada County to maintain the current Airport Influence Area boundaries until such time that noise levels require their expansion. Page 7-9. Figures 7-1 and 7-2. Table 7.3 and Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the City and County.

**Land Use Measure 2 – Land Use Compatibility Standards in Airport Influence Area:** *[No change to existing measure.]* This measure would have the City and County refine land use compatibility standards for the four sub-districts within the Airport Influence Area. Page 7-12 through 7-15, including Table 7.15. Also included in Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the City and County.

**Land Use Measure 3 – Commercial & Industrial Zoning in Airport Influence Area:** *[No change to existing measure.]* The City of Boise and Ada County maintain existing commercial and industrial zoning within the Airport Influence Area. Page 7-16 and 7-17, including Table 7.6. Also included in Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the City and County.

**Land Use Measure 4 – Zone for Compatible Use in Apple Street Area:** *[No change to existing measure.]* Rezone property and land southeast of the airport and east of Apple Street from residential to industrial. Page 7-18. Table 7.7. Figure 7-3. Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 5 – Zone for Compatible Use in Gowen Road Area:** *[No change to existing measure.]* Rezone land southeast of the airport, east of I-84 and south of East Gowen Road from residential to industrial use. Page 7-19. Table 7.8. Figure 7-3. Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 6 – Encourage Clustered Residential Development:** *[No change to existing measure.]* Encourage clustered residential development southeast of the airport within the Airport Influence Area. Page 7-20. Table 7.9. Figure 7-3. Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body. The property is outside the DNL 65 dB noise contour, and the airport sponsor has adopted the Federal land use compatibility standard for this NCP. Federal guidelines state residential land uses within the DNL 65 dB noise contour are not compatible with airport operations.

The FAA's policy published in the Federal Register April 3, 1998, states that the FAA will not approve Federal Funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

**Land Use Measure 7 – Maintain Large Lot Residential Zoning:** *[No change to existing measure.]* Maintain existing large lot residential zoning within the Airport Influence Area. Page 7-21. Table 7.10. Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body. The property is outside the DNL 65 dB noise contour, and the airport sponsor has adopted the Federal land use compatibility standard for this NCP. Federal guidelines state residential land uses within the DNL 65 dB noise contour are not compatible with airport operations.

The FAA's policy published in the Federal Register April 3, 1998, states that the FAA will not approve Federal Funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

**Land Use Measure 8 – Maintain Rural Preservation Zoning:** *[No change from existing measure.]* Maintain existing Rural Preservation zoning within the Airport Influence Area. Page 7-21. Table 7.11. Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body. The property is outside the DNL 65 dB noise contour, and the airport sponsor has adopted the Federal land use compatibility standard for this NCP. Federal guidelines state residential land uses within the DNL 65 dB noise contour are not compatible with airport operations.

The FAA's policy published in the Federal Register April 3, 1998, states that the FAA will not approve Federal Funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

**Land Use Measure 9 – Amend Subdivision Regulations and Building Permit Applications to Require Avigation Easements:** *[The proposed measure would revise the existing measure to include building permits.]* The Airport Influence Area planning standards in the City of Boise and Ada County require the dedication of avigation easements for all permitted uses. This practice has been in place for many years, and it is recommended to be continued. In addition, this measure would be required for all (residential and commercial) development within the Airport Influence Area as part of the building permit process. Amend current subdivision regulations to require dedication of avigation easements. Page 7-24. Tables 7.12 and 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 10 – Adopt Local Building Code Amendments for Noise Level Reduction Construction in the Airport Influence Area:** *[No change to existing measure.]* The Airport Influence Area planning standards in the City of Boise and Ada County have required the use of noise level reduction construction techniques for noise-sensitive uses for all permitted development for many years. Both the City and County have lacked specific guidance for implementing this requirement and should adopt noise level reduction standards to supplement their building codes. Pages 7-24 through 7-26, including Table 7.13. Also included in Table 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 11 – Adoption of Project Review Guidelines for the City of Boise and Ada County:** *[No change to existing measure.]* Adopt project review guidelines for rezoning special use, conditional use, planned development and variance applications. Page 7-26. Tables 7.14 and 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 12 – Fair Disclosure of Noise Impacts in the Airport Influence Area:** *[This proposed measure revises the existing measure to include the promotion of both formal and informal mechanisms.]* Promote means of providing the fair disclosure of potential noise impacts in the Airport Influence Area. Page 7-26. Tables 7.15 and 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 13 – Residential Property Acquisition within 65+DNL Contour:** *[Revised to include the 2009 NEM.]* Acquire 40 existing homes within the 65+ DNL contour of the 2009 NEM. Page 7-30. Tables 7.16 and 7.24.

**FAA Determination: Approved.** The FAA's policy published in the Federal Register April 3, 1998, states that the FAA will not approve Federal Funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

**Land Use Measure 14 – Undeveloped Property Acquisition within 65+DNL Contour:** *[Revised to include the 2009 NEM.]* Acquire undeveloped land with potential to be developed noncompatibly within the 65+DNL contour of the 2009 NEM. Page 7-30. Tables 7.17 and 7.24.

**FAA Determination: Approved.** This measure would prevent the development of land available for non-compatible use, if land use preventive controls adopted elsewhere in this NCP are not effective. Acquisition of vacant land is justified as necessary to prevent new noncompatible development when new noncompatible development is highly likely and local land use controls will not prevent such development.

**Land Use Measure 15 – Purchase of Avigation Easements:** *[New measure.]* Avigation easements would convey 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. The easement would release the local jurisdiction, aircraft operators, and the airport owner and operator for the effect of aircraft operations on the property. For existing residential and non-residential noise sensitive properties within the 65+DNL contours, BOI would seek to acquire an avigation easement from the property owner. However, homes within the 65+DNL contours of the FAA-accepted (from the 1996 study) that were constructed after October 1, 1998, are not eligible for federal funding support. Page 7-37. Tables 7.20 and 7.24.

FAA Determination: Approved The FAA's policy published in the Federal Register April 3, 1998, states that the FAA will not approve Federal Funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

**Land Use Measure 16 – Amend Building Permit Applications to Document and Require Compliance with Noise Level Reduction Construction Standards:** *[New measure.]* The City of Boise and Ada County should amend their building code and refine their application process to require the applicant to indicate compliance with proposed standards for noise level reduction construction techniques for noise sensitive construction areas within the Airport Influence Area. Airport funding in the form of a compliance rebate to cover the increase in home construction costs may offset the negative impacts of additional housing costs. Page 7-37. Tables 7.21 and 7.24.

**FAA Determination: Approved in part, Disapproved in part** Amendments to building codes and local application procedures is approved. The FAA believes that prevention of additional land uses within the DNL 65 dB contour is highly preferable over allowing such uses even with sound attenuation, revised building codes or avigation easements. If prevention of incompatible development is not feasible, the airport sponsor and local land use jurisdiction are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

Funding incentives for new construction outside the DNL 65 dB is **disapproved**. Section 189 of Public Law 108-176, Vision 100-Century Of Aviation Reauthorization Act, December 12, 2003, specifically prohibits FAA approval of Part 150 program measures that require AIP funding to mitigate aircraft noise outside DNL 65 (through Fiscal Year 2007). Section 189 does not preclude the use of airport revenue or PFC funding outside DNL 65 dB.

**Land Use Measure 17 – Improve City of Boise Application Process To Promote Early Recognition of Airport Influence Area within all Application Processes:** *[New measure.]* The City of Boise could improve awareness of Airport Influence Areas at time of application submittal rather than at time of first comment review. Page 7-37. Tables 7.22 and 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

**Land Use Measure 18 – Designate Airport Staff Liaison for Planning and Zoning Building Departments of both City of Boise and Ada County:** *[New Measure.]* Airport staff should play a greater role in reviewing and participating in the development approval process inside the boundaries of the Airport Influence Area. Page 7-37. Tables 7.23 and 7.24.

**FAA Determination: Approved.** The Federal government has no authority to control local land use: implementation of this measure is considered to be within the authority of the responsible land use control body.

## **PROGRAM MEASURES**

**Continuing Program Measure 1 – Noise Complaint System:** *[No change to existing measure.]* Boise Airport would maintain a system for recording and disseminating information on noise complaints. Pages 8-1, 8-5 and Table 8.1.

**FAA Determination: Approved.**

**Continuing Program Measure 2 – Public Information Program:** *[New measure.]* This measure would establish a program to enhance public awareness of aircraft noise issues and the Noise Compatibility Program. Pages 8-1, 8-5 and Table 8.1.

**FAA Determination: Approved.**

**Continuing Program Measure 3 – Airport Noise Committee:** *[New measure.]* This measure would establish a standing committee to encourage dialogue between community representatives, aeronautical users, and the Boise Airport. Pages 8-1, 8-5 and Table 8.1.

**FAA Determination: Approved.**

**Continuing Program Measure 4 – Airport Noise Relations Staff:** *[Revised measure.]* Boise Airport would designate a staff position with responsibility for aircraft noise and land use compatibility issues, in order to facilitate implementation of the NCP measures, coordination with the City of Boise and Ada County, and neighboring communities. Pages 8-1, 8-5 and Table 8.1.

**FAA Determination: Approved.**

**Continuing Program Measure 5 – Periodic Evaluation of Noise Exposure Maps:** *[New measure.]* This evaluation would serve to update the NEMs when needed to account for significant changes in the airport operations or procedures at the Boise Airport. Pages 8-1, 8-5 and Table 8.1. Note: The previous NCP committed the airport sponsor to updating the NCP as necessary.

**FAA Determination: Approved.**