

Part 150: Records of Approval

Boise Air Terminal, Boise, Idaho

Approved on 3/17/97

INTRODUCTION

The Noise Compatibility Plan (NCP) for Boise Air Terminal 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 (F.A.R.) Part 150 requires that the plan 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 NCP has been developed based on a long range perspective involving full capacity use of the ultimate airport layout.

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 Noise Exposure Maps for this study were accepted by the FAA on June 30, 1995 and subsequently published in the Federal Register.

The approval actions listed herein include all those that the airport sponsor recommends be taken by the 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.

PROGRAM ELEMENTS

Noise Abatement Element

1. Page 5-4, 7-2. Continue designation of Runways 10L/R as preferential runways. This puts a majority of the louder departures southeast. The least populated areas lie immediate southeast.
FAA Determination: Approved as voluntary.

2. Page 5-5, 7-2. Continue directing jet departures from Runways 28L/R to maintain runway heading until reaching 5,000 MSL (6,000 feet MSL for F-4s) before turning north. This directs the larger aircraft south of a concentrated residential neighborhood before turning north. This procedure prevents low overflight of dense residential areas and potentially alarming single event noise.

FAA Determination: Approved as voluntary.

3. Page 5-5, 7-3. Continue directing non-jet aircraft over 12,500 pounds with destination headings to the north to fly runway heading 4,500 feet MSL before turning. This procedure helps prevent propeller aircraft over 12,500 pounds from overflight of dense residential areas.

FAA Determination: Approved as voluntary.

4. Page 5-5, 7-3. Continue directing VFR departures with destination headings to the north to fly runway heading to the end of the runway before turning.

FAA Determination: Approved as voluntary.

5. Page 7-4. Direct north and northwest bound turbojet departures from Runways 10L/R to fly runway heading to 5,000 MSL before turning north.

FAA Determination: Approved as voluntary.

Land Use Management Element

1. Page 6-10 to 6-16; Exhibit 7A, page 7-4. Revise boundaries of Airport Influence Area related to updated noise contours (City of Boise, Ada County). These boundaries would be based on the year 2000 noise contours and the long-term capacity scenario.

FAA Determination: Approved.

2. Page 6-10 to 6-16; Exhibit 7A, page 7-5. Refine land use compatibility standards for the Airport Influence Area. (City of Boise, Ada County). Six subdistricts would be established. The boundaries of four are defined as based on the 60, 65, 70 and 75 DNL contours. AC-1 will be subject to frequent low overflights after the proposed future runway is built. The sixth subdistrict, RA, would correspond to the inner approach areas to each runway and would be established to promote safety-related standards.

FAA Determination: Approved in part. This measure is a local prerogative. Subdistrict RA element is related to aviation safety and is disapproved for purposes of Part 150 noise mitigation. This disapproval should not be construed as disapproval outside of Part 150 for purposes related to aviation safety.

3. Page 6-9, Exhibit 6B, 7-11. Maintain existing commercial and industrial zoning within Airport Influence Area. (City of Boise and Ada County)

FAA Determination: Approved. This measure encourages compatible land use development.

4. Page 6-6, Exhibit 6B, 7-11. Rezone airport property and land southeast of Airport, east of Apple Street, from residential to industrial.

FAA Determination: Approved. This would simply reflect the actual use of the property and is compatible with airport operations.

5. Page 6-6, Exhibit 6B, 7-12. Rezone land southeast of Airport, east of I-84 and south of East Gowen Road, from residential to industrial.

FAA Determination: Approved.

6. Page 6-10, 7-12, Exhibit 7B. Encourage clustered residential development southeast of airport within Airport Influence Area. Homes should be clustered away from the centerline, outside of the DNL 60dB if possible. Open space should be reserved in the DNL 60dB contour.

FAA Determination: Approved.

7. Page 6-10, 7-13, Exhibit 7B. Maintain existing large-lot residential zoning within Airport Influence Area. (City of Boise, Ada County) Except for rezoning for compatible use, this land should be preserved in large lot zoning. Efforts to rezone for higher density residential development should be resisted.

FAA Determination: Disapproved for purposes of Part 150. Residential development, even at

lower densities, is incompatible with Part 150's purpose to prevent the introduction of noncompatible land uses.

8. Page 7-13. Maintain existing Rural Preservation (RP) zoning within Airport Influence Area. (City of Boise and Ada County). This zoning district strictly limits the amount of housing that can be developed. The city and county should resist efforts to rezone the area for urban use, particularly residential.

FAA Determination: Disapproved for purposes of Part 150. Residential development, even at lower densities, is incompatible with Part 150's purpose to prevent the introduction of noncompatible land uses.

9. Page 6-17, 7-14. Amend subdivision regulations to require dedication of aviation easements and recording of fair disclosure agreements for new subdivisions. (City of Boise, Ada County). Implementation of these requirements in measure 2 can be facilitated by reflecting them in the city and county subdivision regulations.

FAA Determination: Approved.

10. Page 6-18, 7-15. Adopt local building code amendments setting sound insulation standards for noise-sensitive buildings within Airport Influence Area. (City of Boise, Ada County). The city and county can adopt standards to supplement their building codes. These standards would describe the improvements necessary to achieve the required 25 to 35 decibel NLR. Before beginning enforcement of standards, it would be appropriate to train building inspectors.

FAA Determination: Approved.

11. Page 6-7, 7-16. Adopt project review guidelines for rezoning, special use, planned development, and variance applications. (City of Boise, Ada County) Project review criteria should be included in local comprehensive plans or as a checklist for local planners, zoning boards, etc.

FAA Determination: Approved.

12. Page 6-22, 7-18. Promote informal means of providing fair disclosure of potential noise impacts in airport area. (City of Boise) Voluntary and informal means of ensuring fair disclosure should be pursued by the city. The objective should be to provide accurate, balanced information so that buyers of property can make informed decisions.

FAA Determination: Approved.

13. Page 6-25, Exhibit 6D, 7-19, Exhibit 7C; letters dated 2/13/97 and 2/21/97 from the Airport Operator to the FAA. Acquire homes south of I-84 within 70 DNL contours based on 1994 noise exposure. (City of Boise) A residential area is immediately northwest of the airport within the DNL 70 contour. The airport should offer to buy these 56 single-family homes, six mobile homes on lots and 26 mobile homes in a mobile home park. This is proposed as a voluntary purchase program.

FAA Determination: Approved. The airport sponsor has provided supplemental information providing assurance that the property will be maintained as compatible.

14. Page 6-25, Exhibit 6D, 7-20, Exhibit 7C. Acquire undeveloped, residential-zoned land within 70 DNL contour based on 1994 noise exposure. (City of Boise) Eight vacant lots zoned for residential use are within the 70 DNL contour.

FAA Determination: Approved. Action to carry out this measure is subject to a determination at the time of implementation that the purchase is necessary to prevent new noncompatible development because noncompatible development on the vacant land is highly likely and local land use controls will not prevent such development.

15. Page 6-27, Exhibit 6D, 7-21, Exhibit 7C. Install sound insulation in 76 homes within 70 DNL contour (1994) and north of I-84. (City of Boise) Sound insulation is recommended because acquisition would lead to a large amount of publicly owned land with no clear alternative use and could become a blighting influence on the rest of the neighborhood. This program is intended to apply only to existing homes. Any new development should meet standards in land use measure 2, above.

FAA Determination: Approved.

Program Management Element

1. Page 7-23. Maintain system for receiving and responding to noise complaints. (City of Boise). Complaints should continue to be recorded on forms designed for that purpose. A summary report should be compiled at least quarterly and provided to the airport commission at least annually.

FAA Determination: Approved.

2. Page 7-23. Review of Noise compatibility Plan Implementation. (City of Boise). Airport management should maintain communications with local planning officials to follow their progress in implementing land use management elements. Airport management must also monitor compliance with noise abatement elements.

FAA Determination: Approved.

3. Page 7-24. Update Noise Exposure Maps and Noise Compatibility Program. (City of Boise) Airport management should review the NCP and consider revisions and refinements.

FAA Determination: Approved.