

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

BOISE AIR TERMINAL
BOISE, IDAHO



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Regional Counsel, ANM-7

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CONCUR NON-CONCUR

 8-24-16

Date

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Airports Division Manager, Northwest Mountain Region

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BOISE AIR TERMINAL (Gowen Field)
BOISE, IDAHO**

INTRODUCTION

The Boise Air Terminal (BOI), Boise, Idaho (ID) is owned and operated by the City of Boise, ID. The City developed a Noise Compatibility Program (NCP) that describes current and future land uses around the Airport based on the parameters established in Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning. This NCP is an update to the City of Boise's existing program, which the FAA most recently approved in the 2006 Record of Approval (ROA).

This updated NCP was submitted to FAA along with updated Noise Exposure Maps (NEMs) on December 21, 2015. The NEMs were found to be in compliance with applicable requirements of 14 CFR Part 150 on May 2, 2016. FAA's determination of the NEM acceptance and receipt of the NCP for review was published in the Federal Register on May 10, 2016 with a correction published on May 16, 2016. This updated NCP was prepared by the City to summarize the status of previously approved measures and requests FAA action on three new measures and 10 revised measures based on the 2015 NEM.

This ROA has two parts. The mitigation measures listed below are those for which the Sponsor has requested FAA review and approval. FAA approval indicates only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The FAA provided technical advice and assistance to the Airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). Nevertheless, approval of a measure does not constitute an FAA funding commitment or decision to implement that measure. The FAA will make funding eligibility determinations as funds are requested by the City. Later decisions concerning possible implementation of measures approved in this ROA will be subject to all applicable environmental compliance and other procedures and requirements including, but not limited to, the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The measures included in the attachment are those measures for which the Sponsor has requested no action by FAA as they have been previously approved and no changes are proposed, were removed from consideration, or disapproved in a previous ROA. FAA's approval or disapproval of each specific measure proposed by an airport sponsor in an ROA is determined by applying approval criteria prescribed in 14 CFR 150.35(b). Only measures that meet the approval criteria can be approved and considered for Federal funding eligibility. However, when an ROA measure is disapproved by the FAA, airport sponsors are not precluded from and are encouraged to work with the FAA and their communities outside of the rigors of the Part 150 process to implement initiatives that provide noise benefits to the community.

Comments received from the public during the public process were addressed in the final NCP submitted to FAA. In addition, seven sets of comments were received during the 60-day public comment period for the *Boise Airport Noise Compatibility Program* that ended July 1, 2016. None of the comments warranted any changes to the NCP. The comment letters and the responses to the comments, which were reviewed and acceptable to FAA, are posted on the airport's website at <http://www.iflyboise.com/about-boi/noise-compatibility-program/>.

The majority of the comments received during the 60-day comment period for the NCP regarded military aircraft. It is important to note that the Part 150 study process has no bearing on whether or not, or what type of military jets will

be stationed at BOI in the future. Since the future of the Idaho Air National Guard (IDANG) current A-10 mission is uncertain, the Airport, in conjunction with IDANG, prepared a hypothetical future forecast using the F-15E as a potential replacement for the A-10. However, the Department of the Air Force has not yet determined IDANG's follow-on mission after A-10 divestiture. Therefore the sponsor lacked sufficient data to confirm the F-15E as the replacement for the A-10. It was noted in the Part 150 study that there are transient F-15E's that use BOI throughout the year. Acknowledging this, the sponsor developed the 2015 NEM to include the transient F-15E Strike Eagles, among many other existing BOI aircraft, in the Noise Model. All measures proposed in the NCP are based on the current year NEMs and not on future NEMs as they are considered speculative at this time as well. This ROA also does not specifically tie the proposed noise mitigation measures to the 2015 NEMs as shown in the Part 150 Study. When the fleet mix and/or operational levels at BOI change, the sponsor will update the NEMs to reflect that change in accordance with Part 150 regulations. Furthermore, any change in aircraft by the Department of Defense will require compliance with the National Environmental Policy Act (NEPA).

It should be noted that all measures included in the Part 150 document are considered voluntary actions and are not required to be executed under Part 150. The execution of these measures, where federal funding is requested and the measure approved, is subject to available funding, Airport Improvement Program project eligibility requirements, and NEPA requirements.

NOISE ABATEMENT MEASURES

NA-1: Noise Abatement Measure 1 – Preferential Runway Use: *[This measure would revise the existing measure (NA-1) to include designation of preferential arrival flow, and designation of north and south parallel runways as preferential for arrivals and departures, respectively.]* The previously approved measure in the 2006 ROA designated Runways 10L and 10R as the preferential flow for departing aircraft and as the preferential flow for arriving aircraft, per the discretion of the BOI Airport Traffic Control Tower (ATCT).

FAA Determination: Approved as a voluntary measure only as air traffic, weather and airspace safety and efficiency permit. Publication in the standard operating procedures must not be construed as a mandatory procedure for noise abatement purposes. The ATCT 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.

LAND USE MEASURES

LU-2: Land Use Measure 2 – Land Use Compatibility Standards in Airport Influence Area: *[This measure revises the existing measure (LU-2) to emphasize development of an Aviation Task Force to determine if refinement is needed, and excludes proposed revisions to the Zone B-1 boundary.]* BOI, the City and Ada County should identify an Aviation Task Force to revisit and refine their land use compatibility standards and the way in which they are implemented.

FAA Determination: Disapproved for purposes of Part 150. 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; therefore, no action is required by FAA.

LU-5: Land Use Measure 5 – Maintain Rural Preservation Zoning: *[This measure revises the boundary of the 2006 NCP measure (LU-8) to include primarily areas zoned RP in Ada County; the proposed measure removes the northern part of the measure in the Boise AOCI, intended for Industrial and Planned Community in the Blueprint Boise future land use map.]* Maintain existing Rural Preservation zoning within the Airport Influence Area.

FAA Determination: Disapproved for purposes of Part 150. 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; therefore, no action is required by FAA.

LU-6: Land Use Measure 6 – Amend Subdivision Regulations and Building Permit Applications to Require Avigation Easements: *[This measure revises the existing measure (LU-9) to formalize the inclusion of avigation easements in the building permit application process in the City of Boise.]* 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. This measure would amend current building permit regulations in the City of Boise to require dedication of avigation easements within the Airport Influence Area and amend current subdivision regulations to require dedication of avigation easements.

FAA Determination: Disapproved for purposes of Part 150. 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 control body; therefore, no action is required by FAA.

LU-7: Land Use Measure 7 – Adoption of Project Review Guidelines for the City of Boise and Ada County: *[This measure revises the existing measure (LU-11) to include applicable guidelines and to formalize the Airport's role as a reviewing authority.]* Adopt project review guidelines for rezoning special use, conditional use, planned development, and variance applications.

FAA Determination: Disapproved for purposes of Part 150. 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 control body; therefore, no action is required by FAA.

Land Use Measure 9 – Voluntary Residential Property Acquisition Within and Adjacent to DNL 65+ Contour: *[This measure revises the existing measure (LU-13) per the 2015 NEM to include 105 homes to be offered voluntary participation as part of a recommended Program Area.]* Acquire 105 existing homes within the 65+DNL contour of the 2015 NEM.

FAA Determination: Approved. This measure need not be tied specifically to the 2015 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding.

Land Use Measure 10 – Undeveloped Property Acquisition within DNL 65+ dB Contour: *[This measure revises the existing measure (LU-14) to include the DNL 65+DNL contour from the 2015 NEM.]* Acquire undeveloped land with potential for non-compatible development within the DNL 65+DNL contour of the 2015 NEM.

FAA Determination: Approved. This measure need not be tied specifically to the 2015 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the

request for FAA funding. 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 non-compatible development when new non-compatible development is highly likely and local land use controls will not prevent such development.

Land Use Measure 11 – Purchase of Avigation Easements: *[This measure revises the existing measure (LU-15) to include the DNL 65+DNL contour from the 2015 NEM.]* 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 DNL 65+DNL contours of the 2015 NEM, the Boise airport would seek to acquire an avigation easement from the property owner. However, homes within the 65+DNL contours of the FAA Accepted 2015 NEM that were constructed after October 1, 1998, are not eligible for federal funding support.

FAA Determination: Approved. This measure need not be tied specifically to the 2015 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding.

Land Use Measure 12 – Continue to Promote Early Recognition of Airport Influence Area within All

Application Processes: *[This measure (LU-17) has been revised to include both the City and County to formalize notification of Airport Influence Area procedures early in the application process.]* The City of Boise could improve awareness of Airport Influence Areas at time of application submittal rather than at time of first comment review.

FAA Determination: Disapproved for purposes of Part 150. 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 control body; therefore, no action is required by FAA.

Land Use Measure 13 – Maintain Airport Staff Liaison for Planning and Zoning and Building Departments of both City of Boise and ADA County: *[This measure (LU-18) has been revised to maintain an Airport staff liaison and formalize the liaison as a recommending authority through a Letter of Agreement.]* Airport staff role should be maintained in reviewing and participating in the development approval process inside the boundaries of the Airport Influence Area.

FAA Determination: Disapproved for purposes of Part 150. 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 control body; therefore, no action is required by FAA.

Land Use Measure 14 – Amend City of Boise Zoning Ordinance to Include Airport Influence Area Overlay Zoning District: *[New Measure.]* 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 Airport Influence Area.

FAA Determination: Disapproved for purposes of Part 150. 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 control body; therefore, no action is required by FAA.

Land Use Measure 15 – Implement a Sound Insulation Program: *[New Measure.]* The Boise Airport would initiate a program to fund structural modifications to homes and noise-sensitive public buildings within the DNL 65+ dB and proposed program area that would reduce the amount of noise entering the interior from the outside. This measure need not be tied specifically to the 2015 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding.

FAA Determination: Approved. This measure need not be tied specifically to the 2015 NEM. If NEMs are updated in the future, without an NCP update, this measure would be applicable to eligible structures within the 65+ dB contour of any future FAA accepted NEMs determined to accurately reflect the airport's operations at the time of the request for FAA funding.

Land Use Measure 16 – Initiate a Noise Monitoring System: *[New Measure.]* The Boise Airport would initiate a program to monitor noise levels at critical locations around the Airport to analyze and understand long-term noise issues.

FAA Determination: Approved.

ATTACHMENT

Previously Existing NCP Measures for which the City of Boise Requests no 2016 FAA Action

NOISE ABATEMENT MEASURES

NA-2: Noise Abatement Measure 2 – Departure Turn Altitudes: This measure would continue directing jet departures from Runways 28L/28R to maintain runway heading until reaching 5000' MSL before turning north.

Status of FAA Determination. This measure was approved as voluntary in the 2006 ROA; therefore, no action is required by FAA. However, although this measure was approved as voluntary previously, it has not yet been implemented. Prior to implementation of this measure, the airport sponsor must coordinate, and obtain concurrence from, the BOI Air Traffic Control Tower and FAA Air Traffic Organization.

NA-3: Noise Abatement Measure 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 4,500' MSL before turning.

Status of FAA Determination. This measure was approved as voluntary in the 1997 and 2006 ROA; therefore, no action is required by FAA. However, although this measure was approved as voluntary previously, it has not yet been implemented. Prior to implementation of this measure, the airport sponsor must coordinate, and obtain concurrence from, the BOI Air Traffic Control Tower and FAA Air Traffic Organization.

NA-4: Noise Abatement Measure 4 – Departure Turn Altitudes: This measure would continue directing jet departures from Runways 28L/28R to maintain runway heading until reaching 5000' MSL before turning north.

Status of FAA Determination. This measure was approved as voluntary in the 1997 and 2006 ROA; therefore, no action is required by FAA. However, although this measure was approved as voluntary previously, it has not yet been implemented. Prior to implementation of this measure, the airport sponsor must coordinate, and obtain concurrence from, the BOI Air Traffic Control Tower and FAA Air Traffic Organization.

NA-5: Noise Abatement Measure 5 – Departure Turn Altitudes: This measure would direct north and northwest bound turbojet departures from Runways 10L/R to fly runway heading to 5,000' MSL before turning north.

Status of FAA Determination. This measure was approved as voluntary in the 1997 and 2006 ROA; therefore, no action is required by FAA. However, although this measure was approved as voluntary previously, it has not yet been implemented. Prior to implementation of this measure, the airport sponsor must coordinate, and obtain concurrence from, the BOI Air Traffic Control Tower and FAA Air Traffic Organization.

NA-6 (2004 Measure) – Downwind Arrival Flight Tracks: This measure would have during nighttime hours, voluntarily reroute aircraft to use arrival flight tracks with downwind legs to the south of BOI. This would have routed aircraft over relatively low-density residential and vacant land uses.

Status of FAA Determination. This measure was disapproved by FAA in the 2006 ROA and was removed from consideration by the sponsor in this NCP update; therefore, no action is required by FAA.

NA-7 (2004 Measure) – Downwind Arrival Flight Tracks. This measure would have established departure procedures and standard arrival routes along the I-84 corridor.

Status of FAA Determination. This measure was disapproved by FAA in the 2006 ROA and was removed from consideration by the sponsor in this NCP update; therefore, no action is required by FAA.

NA-6 (formerly NA-8 in 2004 NCP): Noise Abatement Measure 6 – Distant Noise Abatement Departure Profile: This measure would establish the Distant NADP as the recommended NADP for all runway ends.

Status of FAA Determination. This measure was approved as voluntary in the 2006 ROA; therefore, no action is required by FAA. However, although this measure was approved as voluntary previously, it has not yet been implemented. Prior to implementation of this measure, the airport sponsor must coordinate, and obtain concurrence from, the BOI Air Traffic Control Tower and FAA Air Traffic Organization.

NA-7 (formerly NA-9 in 2004 NCP): Noise Abatement Measure 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' MSL until the aircraft begins final approach.

Status of FAA Determination. This measure was approved as voluntary in the 2006 ROA; therefore, no action is required by FAA. However, although this measure was approved as voluntary previously, it has not yet been implemented. Prior to implementation of this measure, the airport sponsor must coordinate, and obtain concurrence from, the BOI Air Traffic Control Tower and FAA Air Traffic Organization.

LAND USE MEASURES

LU-1: Land Use Measure 1 – Airport Influence Area: 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.

Status of FAA Determination: This measure was approved by FAA in the 2006 ROA; however, 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; therefore, no action is required from FAA.

LU-3: Land Use Measure 3 – Commercial and Industrial Zoning in Airport Influence Area: The City of Boise and Ada County maintain existing commercial and industrial zoning in the Airport Influence Area.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA; however, 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; therefore, no action is required from FAA.

LU-4: Land Use Measure 4 – Zone for Compatible Use in Apple Street Area: Rezone property and land southeast of the airport and east of Apple Street from residential to industrial.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA; however, 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; therefore, no action is required from FAA.

LU-5 (1996 and 2004 NCP Measure): Zone for Compatible Use in Gowen Road Area. This measure allowed for the rezoning of land southeast of the airport, east of I-84 and south of East Gown Road, from residential to industrial.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA; however, the Federal government has no authority to control local land use. This measure was removed from consideration in the 2015 NCP; therefore, no action is required by FAA.

LU-6 (1996 and 2004 NCP Measure): Encourage Clustered Residential Development. This measure encouraged clustered residential development southeast of the airport within the Airport Influence Area.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA; however, the Federal government has no authority to control local land use. This measure was removed from consideration in the 2015 NCP; therefore, no action is required by FAA.

LU-7 (1996 and 2004 NCP Measure): Maintain Large Lot Residential Zoning. This measure would have maintained existing large lot residential zoning with the Airport Influence Area.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA; however, the Federal government has no authority to control local land use. This measure was removed from consideration in the 2015 NCP; therefore, no action is required by FAA.

Land Use Measure 8 – Fair Disclosure of Noise Impacts in the AIA: *[No change to existing measure.]* Promote means of providing the fair disclosure of potential noise impacts in the Airport Influence Area.

FAA Determination: This measure was previously approved in the 2006 ROA. 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 control body; therefore, no action is required by FAA.

LU-10 (1996 and 2004 Measure): Adopt Local Building Code Amendments for Noise Level reduction Construction in the Airport Influence Area. This measure would have adopted local building code amendments setting sound insulation standards for noise sensitive buildings within the Airport Influence Area.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA. However, the Sponsor requested removal of this measure in the updated NCP; therefore, no action is required by FAA.

LU-11 (1996 and 2004 Measure): Adopt Local Building Code Amendments for Noise Level reduction Construction in the Airport Influence Area. This measure would have adopted local building code amendments setting sound insulation standards for noise sensitive buildings within the Airport Influence Area.

Status of FAA Determination: This measure was approved by FAA in the 1997 and 2006 ROA. However, the Sponsor requested removal of this measure in the updated NCP; therefore, no action is required by FAA.

LU-16 (2004 Measure): Amend Building Permit Applications to Document and Require Compliance with Noise Level reduction Construction Standards. This measure would have allowed the City of Boise and Ada County to 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.

Status of FAA Determination: This measure was approved in part by the FAA in the 2006 ROA. However, the Sponsor requested removal of this measure in the updated NCP; therefore, no action is required by FAA.

CONTINUING PROGRAM MEASURES

Continuing Program Measure 1 – Noise Complaint System: *[No change to existing measure (CP-1).]* The Boise Airport would maintain a system for recording and disseminating information on noise complaints.

FAA Determination: This measure was previously approved by FAA in the 1997 and 2006 ROA; therefore, no action by FAA is required.

CP-2: Continuing Program Measure 2 – Public Information Program: *[No change to existing measure (CP-2).]* This measure would establish a program to enhance public awareness of aircraft noise issues and the Noise Compatibility Program.

FAA Determination: This measure was previously approved by FAA in the 2004 ROA; therefore, no action required by FAA.

CP-3: Continuing Program Measure 3 – Airport Noise Committee: *[No change to existing measure (CP-3).]* This measure would establish a standing committee to encourage dialogue between community representatives, aeronautical users, and the Boise Airport.

FAA Determination: This measure was previously approved by FAA in the 2006 ROA; therefore, no action by FAA is required.

CP-5: Continuing Program Measure 5 – Periodic Evaluation of Noise Exposure: *[No change to existing measure (CP-5)]* This measure would serve to update the NEMs when needed to account for significant changes in the airport operations or procedures at Boise Airport. The previous NCP committed the airport sponsor to updating the NCP as necessary.

FAA Determination: This measure was previously approved by FAA in the 2006 ROA; therefore, no action by FAA is required.