

Eaton, Scott (FAA)

From: MarvAskey@BC.com
Sent: Wednesday, June 01, 2016 12:52 PM
To: Eaton, Scott (FAA)
Subject: Part 150 Noise Study- Boise, Idaho

I am sending this to express my concerns regarding the Noise Compatibility study. My wife and I live at 4400 West Pasadena Ave.

- I believe we need a citizens advisory committee to thoroughly study the economic and life style impact on residents in the area.
- I contacted the FAA Ombudsman re the petition that was sent in February 2016. I received a prompt e-mail response explaining it was an Air Force issue see below.

Hello Mr. Askey

Thank you for your email. The FAA does not have the authority to regulate the operations of military aircraft. You should contact the Department of Defense Noise Working Group to file your complaint and to get more information about the type of noise you may be experiencing. Here is a link to their website: <http://www.denix.osd.mil/dnwg/>. You may contact the Work Group by filling out a form located here: <http://www.denix.osd.mil/tools/page-mgt.cfm?reqID=contactUs&pageid=1595> .

Best,
Rick Riley
Assistant to the Noise Ombudsman
Federal Aviation Administration
Washington, D.C.

I was simply asking that they acknowledge receipt of the petition.

- Increasing the noise foot print for the Boise urban airport to accommodate F-15 and/or F-35 military aircraft at the expense of condemning several hundred residences is incomprehensible.
- A thorough economic impact study needs to be included in the process. It needs to include a detailed explanation on exactly which homes will be condemned, the associated costs, and which government agency is responsible for the purchase.
- At minimum we need to avoid another event as is being experienced in Burlington, VT.

Thanks,

Marv Askey
MarvAskey@bc.com
208-384-6633 office
208-333-1921 e-fax

Eaton, Scott (FAA)

From: Monty Mericle <mdmericle@msn.com>
Sent: Monday, June 06, 2016 8:50 PM
To: Eaton, Scott (FAA)
Cc: john.glerum
Subject: Boise Airport 2015 Part 150 Noise Study comments

My name is Monty Mericle. I live at 4400 Meriwether in Boise. This address is approximately 1,200 feet north (along the side) of runway 10R which has been designated for military airplane use. I am currently in the 65DNL noise contour area, and will be in the projected 2020 70DNL noise contour area. I have lived at my present address for 42 years.

I have studied and am familiar with most of the noise studies that have been conducted in and around the Boise Airport, especially the 2012 Air Force F35 Environmental Impact Study and the 2015 Boise Airport Part 150 Noise Study. I would like to submit the following observations, comments, and questions regarding the pending Airport Part 150 Study now before the FAA:

- The FAA funded a \$440,000 Noise Study to project the noise levels at the Boise Airport through at least the next 5 to 10 years. For the Boise Airport administration to conclude that they will now only address their mitigation efforts at the current 2015 noise profiles is a gigantic waste of taxpayer money and makes no sense whatsoever. The FAA should direct the Boise Airport to address mitigation projects using at least the 2020 model.
- In the 2020 noise model, the F-15s during takeoff will produce sound levels ranging from 117dB at the home nearest the runway, 110dB at the south end of the Hillcrest Golf Course, to 98dB along Hillcrest Drive and Sunset Rim along the New York Canal on the second rim. The onset of ear pain is 110dB. OSHA noise safety requirements limit daily worker sound level exposure to less than one second for 131dB, 6 seconds at 122dB, and 89 seconds at 110dB to avoid permanent hearing damage. Children are especially sensitive to repeated exposure to very loud levels of sound. Several schools, parks, day care centers, and 1 church will be located in extreme noise level. Incidents of speech interference with windows closed is expected to increase by over 350% for the F-35 and 175% for the F-15. This is also proven to be detrimental to children's learning. With this kind of dire and widespread negative impact projected to surround the Boise Airport in 4 years, it is totally irresponsible for the Airport Administration to ignore their own study predictions.
- The Boise Airport has completed and submitted to the FAA an Airport Noise Study that requests an initial funding for the purchase and demolition of 105 (already in the 65DNL contour) out of 417 homes on 1025 acres that will be reclassified as "Not Suitable for Residential Use", (NSFRU) due to the projected arrival of the F-15s by 2020. If F-35s arrive as the result of a just announced ANG F35 basing study, another 733 homes on 2007 acres will be reclassified as NSFRU and will require purchase and demolition. Mitigation of a noise impact this great will require a multimillion dollar, multi year plan. These impacts should not be studied and mitigated after they have already arrived. This is the reasoning for the Noise Study projections in the first place.

- The Airport Part 150 Noise Study section on construction mitigation options conclude that destruction of homes in the NSFRU is the only effective mitigation for the sound levels in the 65DNL contour. One mitigation option included in the draft Part 150 Study proposes offering to purchase 105 homes in the existing 65DNL contour. The projected cost is \$25,000,000. Yet only \$6,000,000 is projected to come from the FAA. No basis or justification is provided for the remaining 75% under-funding. There is some reference to an "expected" 25% homeowner acceptance rate, but there is no documentation for this number. The Airport has indicated the remaining home purchase and demolition costs "could" be funded by Boise City through the Boise Airport Capital Budget. Yet there is no discussion, plan, support, sponsor, etc., for any Boise City Airport funding. How can the FAA endorse this poorly organized and under-funded plan?
- The Airport Part 150 Noise Study section on construction mitigation options conclude that destruction of homes in the NSFRU is the only effective mitigation for the sound levels expected by 2020. At an estimated \$235,000 per demolished home, the total cost to accommodate the F-15s will exceed \$100,000,000, with the F-35s costing another \$172,000,000. Again, the "plan" is to ask the city for another \$75,000,000 to \$176,000,000 for home purchase and demolition.
- The Air Force 2012 EIS evaluated completing an existing south runway for the F-35 and F-15. This shift to the south **would reduce the NSFRU impact to existing homes by 90%**. Completing the south runway would cost the Boise Airport an estimated \$60,000,000 to \$100,000,000. There is currently no funding for the south runway, and construction time is estimated to be 5 years. This option is less expensive and much less destructive of city, neighborhood, and family infrastructure, but this viable mitigation option was rejected out of hand for inclusion in the Airport Part 150 Noise Study.

As you can see, there are numerous flaws and omissions in the Draft Part 150 study. I urge you to reject the study and remand it back to the Boise City Airport Administration to do the job correctly.

Thank you for your time and consideration.
Monty Mericle

Eaton, Scott (FAA)

From: Julie Lliteras <jclliteras@cableone.net>
Sent: Wednesday, June 15, 2016 7:03 PM
To: Eaton, Scott (FAA)
Subject: Fw: Boise Airport 2015 Part 150 Noise Study

Mr. Eaton:

Mark & Julie Lliteras, residing at 2036 S. Pond Street, Boise, ID, 83705 submit the following:
Regarding the Boise Airport 2015 Part 150 Noise Study we have the following concerns:

1. This study did not allow for any significant public input. To our knowledge, there was never a Citizens Advisory Committee as recommended in 14 CFR 150.23 and public outreach was minimal and ineffective. A study such as this which affects a great number of citizens should have provided more opportunity for citizen engagement.
2. Information and maps from public meetings do not match the final study given to the FAA. For example, at open house meetings, maps of F-35s 65 DNL boundaries were shown, but the Part 150 Noise Study doesn't contain any reference to the F-35s. Also, the study includes 2015 and 2020 noise profiles but mitigation plans only talk about 2015 profiles. Was this done to sidestep the F35 impact on our community? It is our understanding that the FAA funded this study to the tune of \$440,000. What a waste of resources to not take into consideration anything beyond the 2015 profiles.
3. Using the 2020 noise model, we feel that the sound levels produced by the F-15s will be disastrous to many neighborhoods surrounding the Boise Airport, not to mention what will occur if the F-35s fly missions out of Gowen Field. There are several schools, parks and day care centers within the area of impact and this makes children especially vulnerable to the effects of increased noise levels and decreased learning opportunities. Those of us in the Hillcrest area and Sunset Rim areas will potentially suffer varying degrees of hearing loss. Considering the seriously negative effects that are projected to occur, we feel it is disingenuous at best for the Airport administration to ignore its own study projections.
4. The numbers don't add up as far as mitigation plans are concerned. BOI has submitted a plan to the FAA as part of the Noise Study requesting funding for the purchase and demolition of 25 homes at a cost of \$6,000,000. Yet the mitigation plan identifies 105 houses out of 417 that will be reclassified as "not suitable for residential use". If the F-35s are stationed at Gowen Field, another 733 homes will be reclassified as NSFRU. Obviously, the amount of money that will be needed to mitigate the effects of the increased noise levels has been greatly understated. What happens to all those affected residences when there is no money to purchase the homes? The Airport says the remaining homes "could" be purchased by the City of Boise but there has been no discussion of this anywhere. It is unconscionable to go forward without a better plan in place for these homes.
5. Last, but not least, the Airport Part 150 Noise Study never mentions the option of constructing a south runway for the F-15s and F-35s. If that runway would be completed it would reduce the "not suitable for residential use" impact to the affected homes by 90%. Current estimates for building this runway range from \$60,000,00 to \$100,000,00. Still, considering the cost to go with the mitigation plan outlined in the Noise

Study, the cost to purchase and demolish homes in the NSFRU areas would greatly exceed that amount (refer the \$18,675,000 in other funds that “could come from the Airport capital budget). A truly complete and effective noise study would have included the option of a third runway for these economic impact reasons alone. Why was it not mentioned?

In light of inaccuracies and omissions, we feel that the Boise Airport 2015 Part 150 Noise Study is inadequate and misleading. As citizens of the City of Boise and residents of the area that will be most impacted by these changes, we urge you to reject this study and ask the Boise City Airport Commission to do a proper study which takes into consideration all the ramifications of potential introduction of F-15 or F-35 aircraft into Boise’s airport.

Eaton, Scott (FAA)

From: pagely4411@aol.com
Sent: Thursday, June 16, 2016 1:10 PM
To: Eaton, Scott (FAA)
Subject: Response to Boise Airport abd the 2015 Noise Study
Attachments: F-35 letter.docx

To Whom It May Concern:

I am attaching my letter to Scott Eaton hoping that he can approach the Boise Airport and the FAA to REDO the Noise Study which was done last year as it has been badly skewed and needs to represent accurately both the aircraft in question and the demographics of the Boise Airport and its neighborhoods.

Patricia Ely

June 14, 2016

1. I believe it is important for Boise Citizens and the FAA to have additional information regarding the retirement of the A-10 at Gowen Field and the possibility of adding either the F-15 or F-35 to Gowen Field to ensure the continued operation of the Air National Guard here in Boise. It was mentioned that this Guard Unit allegedly provides \$155 million to Boise yet it has not been mentioned as to the cost. It has been proven and documented that over 10,000 individuals will be affected by the noise; an area from Maple Grove to Columbia Village and north to south from Vista and Overland to Gowen Road.

It is also important to know that those affected by this change to the Boise Airport/Gowen Field were not included in the planning but only through a small notice mentioning an airport meeting did the word finally get out and an impromptu meeting took place at Whitney School. Because of that outcry two additional meetings were held at the Boise Airport and a letter with 140 signatures opposing the project was sent to the FAA with no response.

2. The Noise Exposure Map states that the following would "Not Be Safe for Residential Use" 4 schools, 13 day care centers and 2 parks and these would be compromised ; Hillcrest Golf Course, Simplot Sports, Shakespeare complex and Ice World.

Due to the extent of the noise and the incompatible use affecting the above areas, citizens involved would want to be knowledgeable about the possible invasion to their lives through the addition of this military jet aircraft. Unfortunately it has been after the fact that most have been advised and the FAA failed to properly advise those listed above in a timely and open fashion. Refer to the minutes of the impromptu meetings to hear the citizens' responses.

3. When citizen awareness of the magnitude of the damage created by the F-15/F-35 and the economic hardship to those near the airport is made clear, perhaps it will be an obvious choice to use the facility at Mountain Home where the land is open and the citizens few. The money our mayor is looking for will remain in Idaho and those near the airport will be able to live free from worry of noise resulting in the loss of their homes, schools and the neighborhoods which have thrived since the early 1950's

Mitigation for the loss of the above is not even mentioned; only the economic benefit. Obviously an environmental study as to the cost before Boise endorses such a plan must take place.

Patricia and Andrew Ely
4400 W. Hillcrest Dr.

Eaton, Scott (FAA)

From: John Glerum <john.glerum@gmail.com>
Sent: Thursday, June 30, 2016 10:15 AM
To: Eaton, Scott (FAA)
Subject: Boise Airport 14 CFR 150 Study Public Input
Attachments: FAA 062916 Cover Letter.pdf; 2015 Noise Study FAA 062916 Letter Rev.2 .pdf; Boise Airport Noise Study Signatures.pdf; Additional Boise Airport Study Signatures.pdf

Good Morning Mr. Eaton:

Today via UPS Next Day Air you will be receiving the attached Cover Letter, Input Letter and 93 signatures from concerned residents here in Boise. In addition, I am attaching 9 more signatures received since our mailing yesterday. The tracking number is 1Z2044E60174557938.

We realize you are passing these letters on to the City of Boise/Airport Department, but to date for your information no one has received any form of response.

We will continue to pursue this input until we receive the specific responses requested in our letters from those responsible --- the Federal Aviation Administration and the City of Boise.

If you have any questions, please let me know.

Thank you.

John Glerum
208 850 2415

June 29, 2016

RECEIVED

JUN 30 2016

HLN-ADO

To Whom It May Concern:

Enclosed is our Boise Airport 14 CFR Part 150 December 2015 - Study Resident Input. For all of you receiving this, we want you to understand that the points we are communicating here are solely for:

- City of Boise to continue to do the right things for the future of the city, its current and future residents
- This will only be done by careful environmental and economic analyses, the best short and long-term decisions, solid plans and flawless execution.

In no way do we intend to be anti-military or unpatriotic. In fact, our whole reason for providing input is to help extend Gowen Field's Mission and Future for years to come.

Providing this timely input is not only the right thing to do, but also the only path that guarantees Boise's Future as the Great Livable City that we are all proud to call our home.

Thank you.

Mr. Scott Eaton
Federal Aviation Administration (FAA)
Helena Airports Districts Office
FAA Building – Suite 2
2725 Skyway Drive
Helena, MT 59602

June 29, 2016

RECEIVED

JUN 30 2016

HLN-ADO

Subject: Boise Airport 14 CFR Part 150 December 2015 - Study Resident Input

Dear Federal Aviation Administration:

We write to you as extremely concerned Boise residents and active community members about possible increases in Gowen Field noise levels and inadequate mitigation plans. The purpose of our letter is to provide you with material and meaningful public input and a very specific request on the Boise Airport 14 CFR Part 150 **Study** Update – Updated Noise Exposure Maps and Noise Compatibility Program, dated December 2015.

Summary

After a thorough evaluation of the December 2015 Boise Airport Study, review of former studies, and repeated attempts to engage the City of Boise and Boise Airport management in constructive airport noise decision-making, our only recourse is to request the following actions:

- At a minimum, the FAA needs to require the City of Boise to withdraw and revise the Study referenced above.
- If not redone with revisions, the FAA should disapprove the Study.

This request is in line with two landmark U.S. Supreme Court decisions that established liability for aircraft noise. In the 1946 case of *United States v. Causby* (328 U.S. 256) the court held that the U.S. government was liable to property owners for noise due to military aircraft. Then in 1962 in the case of *Griggs v. Allegheny County* (369 U.S. 84, 82 S.Ct. 531) the court extended the *Causby* rule to local airport proprietors via the 14th Amendment.

Specifically this request is based on the points below that identify the omissions and inconsistencies with the current Study and significant lack of adherence to the CFR Part 150 process, purpose and objectives. We look forward to your response to this letter and our specific concerns below. No one wants another Burlington, Vermont situation created.

Not addressing these points at this point in time will cause significant future environmental and economic harm and damages to the Boise community and public.

Background

Our understanding is that the Part 150 Study **process** is to: (1) identify noise incompatibilities surrounding the BOI airport, and (2) recommend measures to both correct existing incompatibilities and to **prevent future incompatibilities**.

Noise incompatibilities are defined as residences or public use noise-sensitive facilities (churches, schools, nursing homes, and hospitals) within the 65 Day-Night Average Sound Level (DNL) noise contour.

The **purpose** for conducting a Part 150 Study is to develop **a balanced and cost-effective plan** for reducing current noise impacts from the airport's operations and to limit additional impacts in the future.

In addition, the following **objectives** are required to be addressed by a Part 150 Study:

- To reduce existing and forecasted noise levels over existing noise sensitive land uses.
- To reduce noise-sensitive developments near the airport.
- To mitigate adverse impacts in accordance with the federal guidelines,
- To provide mitigation measures that are sensitive to the needs of the community and its stability.
- To be consistent with local land use planning and development policies.

Our understanding is the public comment period ends this **July 1, 2016**.

Following this FAA determination on the noise exposure contours, the agency starts its review of the noise compatibility program to be completed on or before **October 29, 2016**.

Based on the above requirements the FAA conducts an evaluation of the noise compatibility program and either approves or disapproves the program. We are unaware of any public comment provision on the noise compatibility program beyond what is included in the current Study.

Study Omissions and Inconsistencies

Noise Incompatibilities

- Public meeting information and maps submitted do not match the final study as submitted to the FAA. The open houses included maps of F-35 65 DNL boundaries, but the study submitted contains no reference to the F-35s.
Inconsistency and Omission
- The FAA funded a \$440,000 Noise Study to project the noise levels at the

Boise Airport through at least the next 5 to 10 years. For the Boise Airport administration to conclude that they will now only address their mitigation efforts at the current 2015 noise profiles is a gigantic waste of taxpayer money and makes no sense whatsoever. The FAA should direct the Boise Airport to address mitigation projects using at least the 2020 model.

Inconsistency and Omission

- In the 2020 noise model, the F-15s during takeoff will produce sound levels ranging from 117dB at the home nearest the runway, 110dB at the south end of the Hillcrest Golf Course, to 98dB along Hillcrest Drive and Sunset Rim along the New York Canal on the second rim. The onset of ear pain is 110dB. OSHA noise safety requirements limit daily worker sound level exposure to less than one second for 131dB, 6 seconds at 122dB, and 89 seconds at 110dB to avoid permanent hearing damage. **Omission**
- Children are especially sensitive to repeated exposure to very loud levels of sound. Several schools, parks, day care centers, and 1 church will be located in extreme noise level. Incidents of speech interference with windows closed are expected to increase by over 350% for the F-35 and 175% for the F-15. This is also proven to be detrimental to children's learning. With this kind of dire and widespread negative impact projected to surround the Boise Airport in 4 years, it is irresponsible for the Airport Administration to ignore their own study predictions. **Omission**
- The single event Noise Map included for the F-35 (map figure B-19) does not correlate with the Lmax values of the F-35 included in Table 3-1 (Lmax values) of the Air Force 2012 EIS. **Inconsistency**
- The Airport Director has stated that no F-15s or F-35s will come to the Boise Airport before 2023. Yet when questioned as to the source of this information, she stated that "no written or electronic information exists" on the subject. However F-15 aircraft are included in the 2015 study.

Inconsistency

Measures to correct existing and future incompatibilities

- The Airport Part 150 Noise Study section on construction mitigation options conclude that destruction of homes in the NSFRU is the only effective mitigation for the sound levels in the 65DNL contour.
- One mitigation option included in the draft Part 150 Study proposes offering to purchase 105 homes in the existing 65DNL contour. The projected cost is \$25,000,000. Yet only \$6,000,000 is projected to come from the FAA. No basis or justification is provided for the remaining 75% under-funding. There is some reference to an "expected" 25% homeowner acceptance rate, but there is no documentation for this number. The Airport has indicated the remaining home purchase and demolition costs "could" be funded by Boise City through the Boise Airport Capital Budget. Yet there is no discussion, plan, support, or sponsor for any Boise City Airport funding. **Inconsistency and Omission**

- In addition to the 105 homes (already in the 65DNL contour) there are 312 homes for a total of 417 on 1025 acres that will be reclassified as “Not Suitable for Residential Use”, (NSFRU) due to the projected arrival of the F-15s by 2020. If F-35s arrive as the result of a just announced ANG F35 basing study, another 733 homes on 2007 acres will be reclassified as NSFRU and will require purchase and demolition. Mitigation of a noise impact this great will require a multi million dollar, multi year plan. These impacts should not be studied and mitigated after they have already arrived. This is the reasoning for the Noise Study projections in the first place. **Inconsistency and Omission**
- At an estimated \$235,000 per demolished home, the potential total cost for homes to accommodate the F-15s will be \$97,995,000, with the F-35s potentially costing another \$172,255,000 for a grand total of \$270,250,000. **Omission**
- In addition, no study has been done to identify the impact on the affected area as to minorities and low-income status of affected residences. **Omission**
- The Air Force 2012 EIS evaluated completing an existing south runway for the F-35 and F-15. This shift to the south would potentially reduce the NSFRU impact to existing homes by 90% or \$243,225,000 in home purchases. Completing the south runway would cost the Boise Airport an estimated \$60,000,000 to \$100,000,000. There is currently no funding for the south runway, and construction time is estimated to be 5 years. Obviously this option is less expensive and much less destructive of city, neighborhood, and family infrastructure. For unknown reasons, the City of Boise and Boise Airport has knowingly refused to include or evaluate this mitigation option in the Study. **Major Omission**
- The current Boise City Master plan includes over 60,000 new residences to be built in and around the airport flight paths. Their main mitigation effort is to require residence “Avigation Easements”. This is not an effective or satisfactory mitigation action. **Inconsistency**

Public Communication and Engagement Issues

- The Part 150 Noise Study did not, as recommended in 14 CFR 150.23, include a Citizens Advisory Committee or any resident input or involvement in the study. **Omission**
- Public notifications of the study, follow-up open houses and informational meetings communications were minimal and not effective. **Omission**
- No attempt was made to use direct mailing to notify affected homeowners of any of the open house and informational meetings. **Omission**
- A petition signed by over 140 directly affected homeowners was sent to the FAA Ombudsman in February of 2016 pointing out the above. No acknowledgement or response was ever received, despite repeated phone calls and E-mails to the Ombudsman office. **Omission**

Thank you for your time and consideration.

The attached ninety-three (93) Boise resident's names, addresses and signatures attached.

19 pages

All questions and responses should be addressed to:

Mr. John C. Glerum
4601 Hillcrest View drive
Boise, Idaho 83705
208 850-2415
john.glerum@gmail.com

Boise Resident Signatures

I am aware and support the June 27, 2016 Letter to the Federal Administration Agency Subject: Boise Airport 14 CFR Part 150 Study Resident Input. Add contact information to stay informed.

<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Tom Bassett	4425 W Hillcrest	6-25-16	[Signature]	713-1618
Vicki Flume	4431 HILLCREST DR.	6-25-16	[Signature]	949-5586
Terence Flume	4471 Hillcrest Dr	6/25/16	[Signature]	8672408
Jean Jamblin				
Sheryl	4507 W. Hillcrest		[Signature]	847-1329
Jeff Skroge	4515 W Hillcrest		[Signature]	629-1960
Louise Rothwell	4515 W Hillcrest		[Signature]	629-1960
Blaine Jensen	4444 Hillcrest Dr		[Signature]	384-14
Dixie R. Jensen	4444 Hillcrest Dr.		[Signature]	384-147
Linda S White	4403 Hillcrest Dr		[Signature]	331-1
Bob White	4403 Hillcrest Dr		[Signature]	331-1098
Andy Ballard & Glenn Flower	4030 Hillcrest Dr.		[Signature]	850-582
John (Matunas)	4110 HILLCREST DRIVE	6-26-16	[Signature]	JOHN MATUNAS 208 385938
DEB MATUNAS	4110 HILLCREST	6-26-16	[Signature]	Deb Matunas
Gretchen Graves	4300 Hillcrest Dr.	6-26-16	[Signature]	Gretchen Graves
Dennis Graves	"		[Signature]	Dennis Graves
MARY LOU PACH	4212 Hillcrest Dr	6/26/16	[Signature]	Mary Lou Pach
Patty Brechlin	4115 Hillcrest Dr	6/26/16	[Signature]	Patty Brechlin

Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Ralph Hawkins	2012 S. Pond St Boise, Id 83705	6/26/16	<i>Ralph Hawkins</i>	208-861-2238
Ruby Hawkins	2012 S. Pond St. Boise, Id. 83705	6/26/16	<i>Ruby Hawkins</i>	208-375-8134


Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
JOHN B. FERY	2022 S. POND ST	6/23/16	<i>John B. Fery</i>	350 N. 4 TH ST SUITE 200 BOISE, IDAHO PH(208) 345 7030 EXT 202
Delores C. Fery	2022 S. Pond	6/23/16	<i>Delores C. Fery</i>	
	cell phone 1-208-891-0129			
	deeferny@aol.com			

Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
David Petso	2030 Pond	6/26/16		208 866-4083

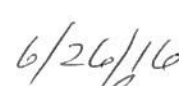
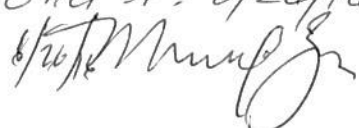
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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Helena Scanlon	2004 S. Pond	6/27/2016	Helena 9th Scanlon	JTSCANLON@ cableone.net
Sally A. Varricate	2018 S Pond Boise ID 83705	6/27/16	Sally Varricate	336-6041





Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Karin Nelson	2002 S. Pond St.	6/26/16		Karin Nelson
MICHAEL ZAR	2002 S. POND ST	6/26/16		760.525-5802

Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
REX CHANDLER	4631 W. HILLCREST VIEW DR. BOISE, ID	6/27/16		208-721-025
MaryBeth Chandler	4631 W. Hillcrest View Dr. Boise 83705	6/27/16		208-608-8475
Bradley W. Barker	3059 W. Crescent Rim Dr #404 Boise, ID 83706			
RAN GADD	2388 TAHOE ROCK BOISE ID 83712			



Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact #</u>
OB/Ann	3018 Hillcrest N.	6-22-16	[Signature]	336-5640
Meridith Allen	3018 Hillcrest	4/22/16	MAAII	336-5640
Gerald Rudd	4604 Hillcrestview Dr		[Signature]	344-9104
Nicole Rudd	" "	" "	Gerald Rudd	" " " "
Jarla Rudd	4612 W. Hillcrest View Dr.	6/24/16	Karla Rudd	377-0682
Steve Rudd	4612 W. Hillcrest View Dr.	6/24/16	Steve Rudd	377-068
Christiane Rudd	3001 S. Roosevelt #15			208-841-4462
Debbie Glerum	BOISE, ID, 83705 4601 Hillcrest View 83765	June 24, 2016	Debbie Glerum	208 345-1806
John Glerum	4601 Hillcrest View 83705	6/27/16	[Signature]	208 851 2415






Boise Resident Signatures

I am aware and support the June 27, 2016 Letter to the Federal Administration Agency Subject: Boise Airport 14 CFR Part 150 Study Resident Input. Add contact information to stay informed.

<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
EP MANION CAROLYN MANION	2032 SPOON ✓	6-26-16 ✓	 Carolyn Manion	
Markus Litterae	2036 SPOON	6/26/16	 Markus Litterae	

Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Rick Lierz	4317 Audubon Pl. Boise, ID 83705	6/24/16		rick@franklin buildingsupply.com
Martin Asken	4400 W. Pasadena #37 Boise, ID 83705	6/24/16		Marwankey@gmail.com
Clin & Belinder	4500 W. Arrow Cross Ct Boise ID 83703			cbolinder@givenspushy.com
Mike Chambers	4400 W. Pasadena Dr. #46 Boise ID 83705			mike chambers msn.com
MELISSA CHAMBERS	4400 W. PASADENA DR. #46 BOISE, ID 83705		Melissa M. Chambers	melissasasichambers @msn.com
Clifford Beadle	4300 W. Pasadena #83705 Boise ID			entlope@
David Daly	4400 W PASADENA #42 BOISE, ID 83705			ddaly917@ VAHOO.COM
Gary I Smith	4400 W. PASADENA DR #38 BOISE, ID 83705			GARYSMITH1972@ MSN.COM
Kathleen Neuman	4300 Pasadena #33 Boise, Id. 83705			



Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Patricia Ely	4400 W. Hillcrest	6/21/16	<i>Patricia Ely</i>	203-981-1952
Richard C Williams	4860 LAKE PARK PL BOISE, ID 83714	6/21/16	<i>Richard Williams</i>	208-854-0153
Cherol Williams	4860 Lake Park Pl Boise, ID 83714	6/21/16	<i>Cherol Williams</i>	208-854-0153
Louise Rothwell	4515 W. HILLCREST DR BOISE 83705	6/22/16	<i>Louise Rothwell</i>	208-629-1960
Carol Deasy	4611 Hillcrest	6/22/16	<i>Carol Deasy</i>	345-2470
Cassy Gilasor	16338 Rainbow Dr	6/23/16	<i>Cassy Gilasor</i>	899-7130
JACK ELY	4400 W. Hillcrest	6/23/16	<i>Jack Ely</i>	203-981-1952
VINCE DIMARCO	3081 N. Bryson, Boise	6/24/16	<i>Vince Dimarco</i>	208-232-1427
MICHAEL BERNDT	865 N. 30th St. Boise, ID 83702	828-773-7738	<i>Michael Berndt</i>	828-773-9792
Marisa Berndt	865 N. 30th St. Boise, ID 83702		<i>Marisa Berndt</i>	828-773-9792
Daphne J. Wilson	4821 W. Warm Springs Dr. Boise, ID 83705		<i>Daphne Wilson</i>	208-837-4155
Kate Glaszky	1409 S Wilcomb Boise ID 83705		<i>Kate Glaszky</i>	
Ramela Hamby	608 WARM SPRINGS, BOISE, ID 83712		<i>Ramela Hamby</i>	
Bonnie Shad	9580 W Pebble Brook Lane Garden City, ID 83711		<i>Bonnie Shad</i>	
Merrill Chung	1780 E Pirbright Dr Boise ID 83716		<i>Merrill Chung</i>	208-407-314

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
John Baker	4409 Hillcrest Dr	6/25/16		208-344-2923
Jane Y. Baker	4409 W. Hillcrest	6-25-16	Jane Y. Baker	208-344-292
Debra S. Robinson	4331 W. Hillcrest Dr.			208-389-9063
Larry Snyder	4331 W. Hillcrest Dr.		Debra S. Robinson	208-389-9063
Barbara Vickrey	4325 Audubon Pl			
Richard B. and Susan S. Parrish	4360 Audubon Place Boise ID 83705			
Adam O'Brien	4364 W Audubon Pl	6/25/2016	Adam O'Brien	208 409 2913
Lori Stanford-O'Brien	807905 ID 83705			
Sue Wiggins	4315 W Hillcrest Dr Boise ID 83705		Sue Wiggins	208 343 7157
Ben Roper	4313 Hillcrest Dr, Boise, ID 83705			208-312-727
Cynthia Diaz	4313 Hillcrest Dr, Boise, ID 83705			208-312-7271
Ron Rosenkoetter	4304 W Hillcrest Dr			344-3356
Terri Rosenkoetter	" " " "			" " " "
MARY LEE SPENCE	4330 HILLCREST		Mary Lee Spencer	342 5410
Melissa Manning	4820 Allamar Dr. Boise 83704			376 6830
			Melissa Manning	

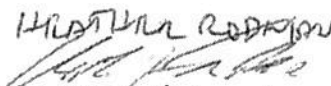


Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
Kathryn H. Grant	4622 W. Hillcrest View Dr.	6/26/16	Kathryn H. Grant	misskitty_6275@yahoo.com
James K. Grant	4622 W. Hillcrest View	6/26/16	James K. Grant	grandavoile@yahoo.com
KATHY A. SCOFIELD	1919 S. ROOSEVELT ST	6/26/16	Kathy A. Scofield	kascosfield@gmail.com
T.J. SCOFIELD	1919 S. ROOSEVELT ST.	6/26/16	T.J. Scofield	TJSCOFIELD@gmail.com
Max Sheils	4811 W. Roberts Rd 83705	6/27/16	Max Sheils	
Joni Sheils	4811 W. Roberts Rd 83705	6/27/16	Joni Sheils	jonisheils58@gmail.com
John Gannon	2104 S. Pond St	6/27/16	John Gannon	Johngannon200@gmail.com

Boise Resident Signatures

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<u>Name</u>	<u>Address</u>	<u>Date</u>	<u>Signature</u>	<u>Contact</u>
HEIDI LILLY RODRIGUEZ  (MARK Ridman)	910 PALMWOOD DR. BOISE, ID 83709	6/27/16		(208) 321-2083
	916 PALMWOOD DR. BOISE, ID 83709	6/27/16		(208) 321-2083

Eaton, Scott (FAA)

From: Jeff Hughes <jhughesboise@gmail.com>
Sent: Thursday, June 30, 2016 8:31 PM
To: Eaton, Scott (FAA)
Subject: Comment for Boise Air Terminal (Gowen Field)

Dear Mr. Eaton:

Boise is a fantastic city with a high quality of living. My wife and I relocated here with our two children a year ago and our third was born here shortly after. We live on the Bench, which is just a few nautical miles from the airport. We love our house, the big back yard, the neighborhood, the parks and the downtown area. We get out: we're active and we enjoy what this city has to offer. Most of all we love the quality of life. However, excessive noise from military operations impact that quality of life. Kids can't take naps, we can't hear ourselves talk and the quiet that we've come to enjoy and appreciate is shattered. There appear to be other areas, most notably Mountain Home, where it seems that these operations would be better suited. It's too much noise, over too large an area enjoyed by too many people. I appreciate the military and what they're doing, but it's too much, too close.

Thank you,
Jeff Hughes

Eaton, Scott (FAA)

From: Angela Fleischmann <angelafleischmann@gmail.com>
Sent: Friday, July 01, 2016 3:54 PM
To: Eaton, Scott (FAA)
Subject: Bringing F-35 Aircraft to Boise

I realize I have just missed the public comment period, but I am sending this email in the event that the comment period is extended.

I am against bringing any aircraft to either the Boise International Airport or Gowen Field that would result in condemning homes for any reason including noise pollution, radiation, and potential crash zones.

1. The F-35 is arguably 4x louder than the F-16. Whatever the final numbers are, if the decibels are so great that people living near the airport could lose their hearing and their quality of life, these planes should not be located near a populated area.

1.a. As a resident just outside of the impact zone who already suffers hearing loss, I do not want anyone else to experience what I have for no good reason.

1.b. Residents in or near the affected area purchased their homes with the understanding that the airport and Gowen Field are nearby, and expected certain levels of noise, and expected that the noise would be (literally) passing.

1.c. Residents could not have anticipated the F-35 or the associated noise levels. The majority of residents of the area love their freedom and support efforts to improve our military effectiveness. However, the residents believe that freedom isn't the only value the military should protect; quality of life is also in the top 3.

2. Boise should not become financially dependent on a fighter jet with a questionable development and history. For example, this article on CNN, <http://www.cnn.com/2016/04/21/politics/f-35-software-system-gao-report/>, identifies problems with the "brain." From the article: "'The GAO's report on the F-35's software problems is just the latest failure for this nearly \$1.5 trillion program that is far over budget and well behind schedule,' said Rep. Jackie Speier, D-California, a member of the House Armed Services Committee." The City of Boise should not invest in jet that has already gone over budget by billions of dollars. At some point, someone is going to come up with a better solution, and the F-35 will be a sad reminder of what can go wrong.

3. If the F-35 is to come to Idaho, the F-35 and all of the attendant worries should be far from a heavily populated area. Mountain Home or locations within a short driving distance to Boise could probably be found, and would be a safer alternative.

Thank you for taking comments, and I hope you have an opportunity to use mind.

Best regards,
Angela Fleischmann

From: Jill Singer
To: ["MarvAskey@BC.com"](mailto:MarvAskey@BC.com)
Subject: Boise Airport's Part 150 Study
Date: Friday, July 22, 2016 10:01:00 AM
Attachments: [FAQ Handout.pdf](#)

July 22, 2016

Dear Mr. Askey:

Thank you for taking the time to submit comments regarding the Boise Airport's Part 150 Noise Study. We appreciate your perspective and insight on neighborhood concerns, particularly those which involve the Boise Airport.

The Part 150 Noise Study is a land use planning document. It is a voluntary program that models existing and forecasted aircraft noise levels around the Boise Airport using specific FAA methodology. The Part 150 Study establishes a uniform methodology for the development of noise exposure maps (NEMs) and was developed in accordance with Title 14 CFR Part 150 requirements. The Part 150 Study process does not determine whether or not military jets will be stationed at BOI in the future nor is it an Economic Impact Analysis.

You expressed several concerns regarding the development of the Boise Airport's Part 150 Noise Study. Listed below is a summary and explanation for each of the items you listed.

- I believe we need a citizens' advisory committee to thoroughly study the economic and life style impact on residents in the area.

The FAR Part 150 Study models existing and forecasted aircraft noise levels around the Boise Airport to identify the potential aircraft noise impact on the community, as well as potential measures that can be implemented to minimize them. An Economic Impact Study is beyond the scope of FAR Part 150.

- I contacted the FAA Ombudsman re the petition that was sent in February 2016. I received a prompt e-mail response explaining it was an Air Force issue.

The Boise Airport is not part of the Ombudsman review process and this is beyond the scope of the Part 150 Study. It is unfortunate you did not receive a satisfactory response.

- Increasing the noise foot print for the Boise urban airport to accommodate F-15 and/or F-35 military aircraft at the expense of condemning several hundred residences is incomprehensible.

The plan does not propose to condemn any homes within the noise footprint of the F15 or F35. The zoning of existing homes within the existing 65 DNL contour is B1, the same as in the previous study, and grandfather's residential land use in this area.

- A thorough economic impact study needs to be included in the process. It needs to include a detailed explanation on exactly which homes will be condemned, the associated costs, and which government agency is responsible for the purchase.

An Economic Impact Study is beyond the scope of FAR Part 150. The plan does not propose to condemn any homes.

- At minimum we need to avoid another event as is being experienced in Burlington, VT.

The Airport is aware of the controversy in Burlington, VT. Boise Airport is committed to be a good neighbor and believes proactive planning and communication will be keys to success.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



Jill Singer
Project Manager

3201 Airport Way, Suite 1000
Boise, Idaho 83705

P (208) 972-8394

F (208) 343-9667

iflyboise.com

From: Jill Singer
To: ["mdmericle@msn.com"](mailto:mdmericle@msn.com)
Subject: Boise Airport's Part 150 Study
Date: Friday, July 22, 2016 10:03:00 AM
Attachments: [FAQ Handout.pdf](#)

Dear Mr. Mericle:

Thank you for your interest in the Part 150 Noise Study and taking the time to learn more about the process. We appreciate your input on all matters of the city government, including those which impact the Boise Airport.

As you noted, several studies have been completed regarding potential future noise impacts. The airport's FAR Part 150 Noise Study contains current forecasts of what may happen in 2020. It's important to note, they are forecasts, not certainties. Further, the scope of the FAR Part 150 study is limited by FAA regulations as to what can and cannot be considered.

- The FAA funded a \$440,000 Noise Study to project the noise levels at the Boise Airport through at least the next 5 to 10 years. For the Boise Airport administration to conclude that they will now only address their mitigation efforts at the current 2015 noise profiles is a gigantic waste of taxpayer money and makes no sense whatsoever. The FAA should direct the Boise Airport to address mitigation projects using at least the 2020 model.

In response to your comments, as you noted, the Study uses forecasts to project noise impacts. These are forecasts and not certainties. As an example, the BOI 2006 Noise Study forecasted that F-16s could be based at Boise. That forecast has not come to fruition. Forecasts frequently change which is the reason the Study is updated periodically. The forecasts are used to ensure future compatible land use planning. Due to the uncertain nature of future noise impacts, the ability to use federal funding to mitigate aircraft noise is limited to homes within the current DNL 65 dB, not the proposed 2020 contours as projected conditions may or may not exist in the future.

- In the 2020 noise model, the F-15s during takeoff will produce sound levels ranging from 117dB at the home nearest the runway, 110dB at the south end of the Hillcrest Golf Course, to 98dB along Hillcrest Drive and Sunset Rim along the New York Canal on the second rim. The onset of ear pain is 110dB. OSHA noise safety requirements limit daily worker sound level exposure to less than one second for 131dB, 6 seconds at 122dB, and 89 seconds at 110dB to avoid permanent hearing damage. Children are especially sensitive to repeated exposure to very loud levels of sound. Several schools, parks, day care centers, and 1 church will be located in extreme noise level. Incidents of speech interference with windows closed is expected to increase by over 350% for the F-35 and 175% for the F-15. This is also proven to be detrimental to children's learning. With this kind of dire and widespread negative impact projected to surround the Boise Airport in 4 years, it is totally irresponsible for the Airport Administration to ignore their own study predictions.

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. The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.

- The Boise Airport has completed and submitted to the FAA an Airport Noise Study that requests an initial funding for the purchase and demolition of 105 (already in the 65DNL contour) out of 417 homes on 1025 acres that will be reclassified as “Not Suitable for Residential Use”, (NSFRU) due to the projected arrival of the F-15s by 2020. If F-35s arrive as the result of a just announced ANG F35 basing study, another 733 homes on 2007 acres will be reclassified as NSFRU and will require purchase and demolition. Mitigation of a noise impact this great will require a multimillion dollar, multi-year plan. These impacts should not be studied and mitigated after they have already arrived. This is the reasoning for the Noise Study projections in the first place.

Although the Airport is aware that the Air Force is considering new locations for basing F35s, we have not been contacted by an Air Force basing committee. Our understanding, based on information contained in industry publications and informal conversations with local Air Guard leaders is that any F-35 basing would not occur until at least 2023, well beyond the planning horizon of this study. Further, the number of aircraft projected would be a one for one replacement of existing aircraft. This is significantly different than the basing scenario that was considered in 2012. The numbers you cite for the F-35 impact seem to be taken from the Air Force Environmental Impact Statement completed in 2012 which is not current as it does not reflect the Air Force’s current basing or operating model.

- The Airport Part 150 Noise Study section on construction mitigation options conclude that destruction of homes in the NSFRU is the only effective mitigation for the sound levels in the 65DNL contour. One mitigation option included in the draft Part 150 Study proposes offering to purchase 105 homes in the existing 65DNL contour. The projected cost is \$25,000,000. Yet only \$6,000,000 is projected to come from the FAA. No basis or justification is provided for the remaining 75% under-funding. There is some reference to an "expected" 25% homeowner acceptance rate, but there is no documentation for this number. The Airport has indicated the remaining home purchase and demolition costs "could" be funded by Boise City through the Boise Airport Capital Budget. Yet there is no discussion, plan, support, sponsor, etc., for any Boise City Airport funding. How can the FAA endorse this poorly organized and under-funded plan?

The plan does not propose to destroy all homes within the 65DNL contour. Contrary to the statement above, the zoning of existing homes within the existing 65 DNL contour is B1, the same as in the previous study, and grandfather’s residential land use in this area. The study recommends potential solutions for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary and subject

to the availability of funds. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program.

- The Airport Part 150 Noise Study section on construction mitigation options conclude that destruction of homes in the NSFRU is the only effective mitigation for the sound levels expected by 2020. At an estimated \$235,000 per demolished home, the total cost to accommodate the F-15s will exceed \$100,000,000, with the F-35s costing another \$172,000,000. Again, the "plan" is to ask the city for another \$75,000,000 to \$176,000,000 for home purchase and demolition.

As stated earlier, the study recommends acquisition as a potential solution for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program. Further, the number of potential homes you cite as being impacted by F-35 Operations appear to be based on the Air Force Environmental Impact Statement completed in 2012 which is not current as it does not reflect the Air Force's current basing or operating model.

- The Air Force 2012 EIS evaluated completing an existing south runway for the F-35 and F-15. This shift to the south would reduce the NSFRU impact to existing homes by 90%. Completing the south runway would cost the Boise Airport an estimated \$60,000,000 to \$100,000,000. There is currently no funding for the south runway, and construction time is estimated to be 5 years. This option is less expensive and much less destructive of city, neighborhood, and family infrastructure, but this viable mitigation option was rejected out of hand for inclusion in the Airport Part 150 Noise Study.

As discussed previously, 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 extremely unlikely the 3rd runway would be available within the five-year planning horizon, this alternative was not included as a mitigation measure 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 and infrastructure. The Boise Airport will be conducting a master plan update which is a much more comprehensive planning tool than the noise study. The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socio-economic impacts.

For your reference, I have attached a copy of the frequently asked questions generated from the open house meetings that the airport conducted. I hope this information is helpful.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



Jill Singer
Project Manager

3201 Airport Way, Suite 1000
Boise, Idaho 83705

P (208) 972-8394

F (208) 343-9667

iflyboise.com

From: Jill Singer
To: ["jjcllitas@cableone.net"](mailto:jjcllitas@cableone.net)
Subject: Boise Airport's Part 150
Date: Friday, July 22, 2016 10:11:00 AM
Attachments: [FAQ Handout.pdf](#)

Dear Mr. & Mrs. Llitas:

Thank you for your interest in the Part 150 Noise Study and taking the time to learn more about the process. We appreciate your input on all matters of the city government, including those which impact the Boise Airport.

The Part 150 Noise Study is a land use planning document. It is a voluntary program that models existing and forecasted aircraft noise levels around the Boise Airport using specific FAA methodology. The Part 150 Study establishes a uniform methodology for the development noise exposure maps (NEMs) and was developed in accordance with Title 14 CFR Part 150 requirements. The Part 150 Study process does not determine whether or not military jets will be stationed at BOI in the future.

You expressed several concerns regarding the development of the Boise Airport's Part 150 Noise Study and claim there are several inconsistencies and omissions. Listed below is a summary and explanation for each of the items you listed. I would be happy to meet with you to review this information and address other concerns you may have.

1. This study did not allow for any significant public input. To our knowledge, there was never a Citizens Advisory Committee as recommended in 14 CFR 150.23 and public outreach was minimal and ineffective. A study such as this which affects a great number of citizens should have provided more opportunity for citizen engagement.

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 Airport's web site and social media outlets. In addition, the Boise Airport Director attended two informal community open houses at Whitney Community Center at the request of community members. Finally, the Airport hosted a public hearing in December 2015. As a comparison, 119 individuals provided comments on the 2015 study with several individuals commenting multiple times. Only 9 comments were received during the previous FAR Part 150 Study which was also conducted by HNTB and had the same project manager.

2. Information and maps from public meetings do not match the final study given to the FAA. For example, at open house meetings, maps of F-35s 65 DNL boundaries were shown, but the Part 150 Noise Study doesn't contain any reference to the F-35s. Also, the study includes 2015 and 2020 noise profiles but mitigation plans only talk about 2015 profiles. Was this done to sidestep the F35 impact on our community? It is our understanding that the FAA funded this study to the tune of \$440,000.

What a waste of resources to not take into consideration anything beyond the 2015 profiles.

In consideration of the uncertain future of the Idaho Air National Guard's current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential IANG missions, including a replacement F-35 mission. The Airport used the F-15 Noise Exposure Model for two primary reasons. First, the FAA methodology requires the Airport to consider forecasts based upon a five-year planning horizon. Given the current deployment schedule for the F-35, it is not realistic to anticipate the F-35 would be based in Boise within that time frame. Further, based on the forecasted Noise Exposure Model, the F15 actually has a slightly larger noise footprint so it was the most conservative planning scenario.

As you noted, the Study uses forecasts to project noise impacts. These are forecasts and not certainties. As an example, the BOI 2006 Noise Study forecasted that F-16s could be based at Boise. That forecast has not come to fruition. Forecasts frequently change which is the reason the Study is updated periodically. The forecasts are used to ensure future compatible land use planning. Due to the uncertain nature of future noise impacts, the ability to use federal funding to mitigate aircraft noise is limited to homes within the current DNL 65 dB, not the proposed 2020 contours as projected conditions may or may not exist in the future.

3. Using the 2020 noise model, we feel that the sound levels produced by the F-15s will be disastrous to many neighborhoods surrounding the Boise Airport, not to mention what will occur if the F-35s fly missions out of Gowen Field. There are several schools, parks and day care centers within the area of impact and this makes children especially vulnerable to the effects of increased noise levels and decreased learning opportunities. Those of us in the Hillcrest area and Sunset Rim areas will potentially suffer varying degrees of hearing loss. Considering the seriously negative effects that are projected to occur, we feel it is disingenuous at best for the Airport administration to ignore its own study projections.

The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.

4. The numbers don't add up as far as mitigation plans are concerned. BOI has submitted a plan to the FAA as part of the Noise Study requesting funding for the purchase and demolition of 25 homes at a cost of \$6,000,000. Yet the mitigation plan identifies 105 houses out of 417 that will be reclassified as "not suitable for residential use". If the F-35s are stationed at Gowen Field, another 733 homes will be reclassified as NSFRU. Obviously, the amount of money that will be needed to mitigate the effects of the increased noise levels has been greatly understated. What happens to all those affected residences when there is no money to purchase the homes? The Airport says the remaining homes "could" be purchased by the City of Boise but there has been no discussion of this anywhere. It is unconscionable to go forward without a better plan in place for these homes.

The study recommends potential solutions for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL

contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary and subject to the availability of funds. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program.

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. Any F-35 basing would not occur until at least 2023, well beyond the planning horizon of this study. Further, the number of aircraft projected would be a one for one replacement of existing aircraft. The numbers you cite for the F-35 impact seem to be taken from the Air Force Environmental Impact Statement completed in 2012 which is not current as it does not reflect the Air Force's current basing or operating model.

5. Last, but not least, the Airport Part 150 Noise Study never mentions the option of constructing a south runway for the F-15s and F-35s. If that runway would be completed it would reduce the "not suitable for residential use" impact to the affected homes by 90%. Current estimates for building this runway range from \$60,000,00 to \$100,000,00. Still, considering the cost to go with the mitigation plan outlined in the Noise Study, the cost to purchase and demolish homes in the NSFRU areas would greatly exceed that amount (refer the \$18,675,000 in other funds that "could come from the Airport capital budget). A truly complete and effective noise study would have included the option of a third runway for these economic impact reasons alone. Why was it not mentioned?

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 extremely unlikely the 3rd runway would be available within the five-year planning horizon, this alternative was not included as a mitigation measure 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 and infrastructure. The Boise Airport will be conducting a master plan update which is a much more comprehensive planning tool than the noise study. The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socio-economic impacts.

For your reference, I have attached a copy of the frequently asked questions generated from the open house meetings that the airport conducted. I hope this information is helpful.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



Jill Singer
Project Manager

3201 Airport Way, Suite 1000

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iflyboise.com

From: Jill Singer
To: ["pagely4411@aol.com"](mailto:pagely4411@aol.com)
Subject: Boise Airport's Part 150 Study
Date: Friday, July 22, 2016 10:14:00 AM
Attachments: [FAQ Handout.pdf](#)

Dear Mr. & Mrs. Ely:

Thank you for taking the time to submit comments regarding the Boise Airport's Part 150 Noise Study. We appreciate your perspective and insight on neighborhood concerns, particularly those which involve the Boise Airport.

The Part 150 Noise Study is a land use planning document. It is a voluntary program that models existing and forecasted aircraft noise levels around the Boise Airport using specific FAA methodology. The Part 150 Study establishes a uniform methodology for the development noise exposure maps (NEMs) and was developed in accordance with Title 14 CFR Part 150 requirements. The Part 150 Study process does not determine whether or not military jets will be stationed at BOI in the future.

You expressed several concerns regarding the development of the Boise Airport's Part 150 Noise Study. Listed below is a summary and explanation for each of the items you listed.

- 1. I believe it is important for Boise Citizens and the FAA to have additional information regarding the retirement of the A-10 at Gowen Field and the possibility of adding either the F-15 or F-35 to Gowen Field to ensure the continued operation of the Air National Guard here in Boise. It was mentioned that this Guard Unit allegedly provides \$155 million to Boise yet it has not been mentioned as to the cost. It has been proven and documented that over 10,000 individuals will be affected by the noise; an area from Maple Grove to Columbia Village and north to south from Vista and Overland to Gowen Road.*

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. As you note, several studies have been completed regarding potential future noise impacts and the economic impact of the Air National Guard. The Air Force Environmental Impact Statement completed in 2012 is not current as it does not reflect the Air Force's current basing or operating model. Your statement, "10,000 individuals will be affected by the noise," does not match the information we have and may be outdated. The airport's FAR Part 150 contains more current forecasts of what may happen in 2020, but they are forecasts not certainties. Neither the City of Boise nor the airport have conducted an economic study of the Air Guard, although there is a study that was done by the State of Idaho.

1A It is also important to know that those affected by this change to the Boise Airport/Gowen Field were not included in the planning but only through a small notice mentioning an airport meeting did the word finally get out and an impromptu meeting took place at Whitney School. Because of that outcry two additional meetings were held at the Boise Airport and a letter with 140 signatures opposing the project was sent to the FAA with no response.

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 Airport's web site and social media outlets. In addition, the Boise Airport Director attended two informal community open houses at Whitney Community Center at the request of community members. Finally, the Airport hosted a public hearing in December 2015. As a comparison, 119 individuals provided comments on the 2015 study with several individuals commenting multiple times. Only 9 comments were received during the previous FAR Part 150 Study which was also conducted by HNTB and had the same project manager.

- 2. The Noise Exposure Map states that the following would "Not Be Safe for Residential Use" 4 schools, 13 day care centers and 2 parks and these would be compromised; Hillcrest Golf Course, Simplot Sports, Shakespeare complex and Ice World.*

Due to the extent of the noise and the incompatible use affecting the above areas, citizens involved would want to be knowledgeable about the possible invasion to their lives through the addition of this military jet aircraft. Unfortunately, it has been after the fact that most have been advised and the FAA failed to properly advise those listed above in a timely and open fashion. Refer to the minutes of the impromptu meetings to hear the citizens' responses.

The Part 150 Study is a land use planning study, not an aircraft basing study. As stated previously, 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.

- 3. When citizen awareness of the magnitude of the damage created by the F-15/F-35 and the economic hardship to those near the airport is made clear, perhaps it will be an obvious choice to use the facility at Mountain Home where the land is open and the citizens few. The money our mayor is looking for will remain in Idaho and those near the airport will be able to live free from worry of noise resulting in the loss of their homes, schools and the neighborhoods which have thrived since the early 1950's*

Mitigation for the loss of the above is not even mentioned; only the economic benefit. Obviously an environmental study as to the cost before Boise endorses such a plan must take place.

The decisions regarding where to locate military assets and train military personnel are beyond the scope of the FAR Part 150 Study and beyond the purview of the Boise Airport. The Air Force, not the Boise Airport nor the FAA, will make the decision regarding where it bases aircraft.

For your reference, I have attached a copy of the frequently asked questions generated from the open house meetings that the airport conducted. I hope this information is helpful.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



Jill Singer
Project Manager

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From: Jill Singer
To: ["john.glerum@gmail.com"](mailto:john.glerum@gmail.com)
Subject: Boise Airport's Part 150 Study
Date: Friday, July 22, 2016 9:58:00 AM
Attachments: [FAQ Handout.pdf](#)

Dear Mr. Glerum:

Thank you for taking the time to submit comments regarding the Boise Airport's Part 150 Noise Study. We appreciate your perspective and insight on neighborhood concerns, particularly those which involve the Boise Airport.

The Part 150 Noise Study is a land use planning document. It is a voluntary program that models existing and forecasted aircraft noise levels around the Boise Airport using specific FAA methodology. The Part 150 Study establishes a uniform methodology for the development of noise exposure maps (NEMs) and was developed in accordance with Title 14 CFR Part 150 requirements. The Part 150 Study process does not determine whether or not military jets will be stationed at BOI in the future.

You expressed several concerns regarding the development of the Boise Airport's Part 150 Noise Study and claim there are several inconsistencies and omissions. Listed below is a summary and explanation for each of the items you listed.

- Public meeting information and maps submitted do not match the final study as submitted to the FAA. The open houses included maps of the F-35 65 DNL boundaries, but the study submitted contains no reference to the F-35s.

In consideration of the uncertain future of the Idaho Air National Guard's current A-10 aircraft mission, the Airport prepared multiple future forecasts that considered different potential IANG missions, including a replacement F-35 mission. The Airport used the F-15 Noise Exposure Model for two primary reasons. First, the FAA methodology requires the Airport to consider forecasts based upon a five-year planning horizon. Given the current deployment schedule for the F-35, it is not realistic to anticipate the F-35 would be based in Boise within that time frame. Further, based on the forecasted Noise Exposure Model, the F15 actually has a slightly larger noise footprint so it was the most conservative planning scenario.

- The FAA funded a \$440,000 Noise Study to project the noise levels at the Boise Airport through at least the next 5 to 10 years. For the Boise Airport administration to conclude that they will now only address their mitigation efforts at the current 2015 noise profiles is a gigantic waste of taxpayer money and makes no sense whatsoever. The FAA should direct the Boise Airport to address mitigation projects using at least the 2020 model.

As you noted, the Study uses forecasts to project noise impacts. These are forecasts and not certainties. As an example, the BOI 2006 Noise Study forecasted that F-16s could be based at Boise. That forecast has not come to fruition. Forecasts frequently change which is the reason the Study is updated periodically. The forecasts are used to ensure future compatible land use planning. Due to the uncertain nature of future noise impacts, the ability to use federal funding to mitigate aircraft

noise is limited to homes within the current DNL 65 dB, not the proposed 2020 contours as projected conditions may or may not exist in the future.

- In the 2020 noise model, the F-15s during takeoff will produce sound levels ranging from 117dB at the home nearest the runway, 110dB at the south end of the Hillcrest Golf Course, to 98dB along Hillcrest Drive and Sunset Rim along the New York Canal on the second rim. The onset of ear pain is 110dB. OSHA noise safety requirements limit daily worker sound level exposure to less than one second for 131dB, 6 seconds at 122dB, and 89 seconds at 110dB to avoid permanent hearing damage. Children are especially sensitive to repeated exposure to very loud levels of sound. Several schools, parks, day care centers, and 1 church will be located in extreme noise level. Incidents of speech interference with windows closed is expected to increase by over 350% for the F-35 and 175% for the F-15. This is also proven to be detrimental to children's learning. With this kind of dire and widespread negative impact projected to surround the Boise Airport in 4 years, it is totally irresponsible for the Airport Administration to ignore their own study predictions.

The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.

- The Noise Map for the F35 in the 2015 study does not match the Air Force 2012 EIS.

The current BOI Part 150 Study Update is independent of the USAF's 2020 F-35A Training Basing Environmental Impact Statement (EIS). The Air Force Environmental Impact Statement completed in 2012 is not current as it does not reflect the Air Force's proposed basing or operating model. Further, 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 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.

- The Airport Director stated that no F-15's or F-35's will come to the Boise Airport before 2023. Yet when questioned as to the source of this information, she stated that "no written or electronic information exists" on the subject. However, F-15 aircraft are included in the Study.

The Part 150 Study is a land use planning study, not an aircraft basing study. The Study contains forecasts based on what could realistically happen, these are not certainties. In fact, the BOI 2006 Noise Study forecasted that F-16s could be based at Boise. That forecast has not come to fruition. At the beginning of the 2015 Study, the A-10 was scheduled to be retired by 2020 so the Study forecasted the most likely aircraft replacement. With the passage of the recent National Defense Authorization Act, retirement of the A-10 has been postponed. This could change again based on the needs of the military and federal budget considerations. The Air Force, not the Boise Airport nor the FAA, will make the decision regarding which aircraft it bases here.

- The Study concludes that destruction of homes in the NSFRU is the only effective mitigation for the sound levels in the 65DNL contour.

The plan does not propose to destroy all homes within the 65DNL contour. Contrary to the statement above, the zoning of existing homes within the existing 65 DNL contour is B1, the same as in the previous study, and grandfather's residential land use in this area.

- The projected mitigation cost is 25,000,000 yet only \$6,000,000 is projected to come from

FAA. There is reference to 25% acceptance rate. The Airport has indicated it “could” fund additional purchases but there is no discussion in the plan for Boise Airport funding of this measure.

The study recommends potential solutions for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary and subject to the availability of funds. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program.

- In addition to the 105 homes (already in the 65DNL contour) out of 417 homes on 1025 acres that will be reclassified as “Not Suitable for Residential Use”, (NSFRU) due to the projected arrival of the F-15s by 2020. If F-35s arrive as the result of a just announced ANG F35 basing study, another 733 homes on 2007 acres will be reclassified as NSFRU and will require purchase and demolition. Mitigation of a noise impact this great will require a multimillion dollar, multi-year plan. These impacts should not be studied and mitigated after they have already arrived. This is the reasoning for the Noise Study projections in the first place.

Although the Airport is aware that the Air Force is considering new locations for basing F35s, we have not been contacted by an Air Force basing committee. Our understanding, based on information contained in industry publications and informal conversations with local Air Guard leaders is that any F-35 basing would not occur until at least 2023, well beyond the planning horizon of this study. Further, the number of aircraft projected would be a one for one replacement of existing aircraft. This is significantly different than the basing scenario that was considered in 2012. The numbers you cite for the F-35 impact seem to be taken from the Air Force Environmental Impact Statement completed in 2012 which is not current as it does not reflect the Air Force’s current basing or operating model.

- At an estimated cost of \$235,000 per demolished home, the potential cost for homes to accommodate the F-15s will be \$97,995,000 with the F-35s costing another \$172,255,000 for a total of \$270,250,000.

As stated earlier, the study recommends acquisition as a potential solution for correcting the existing non-compatible land use. The approval of this measure by the FAA does not guarantee the purchase of homes within the 65 DNL contour. If implemented, the acquisition program measure in the NCP would be entirely voluntary. Industry experience has shown approximately a 25% participation rate in this type of voluntary acquisition program. Further, the number of potential homes you cite as being impacted by F-35 Operations appear to be based on the Air Force Environmental Impact Statement completed in 2012 which is not current as it does not reflect the Air Force’s current basing or operating model.

- In addition, no study has been done to identify the impact on the affected area as to minorities and low-income status of affected residences.

The Part 150 is not a specific proposal to bring specific aircraft to Boise. The potential economic impact of future military missions at Boise, in general, and specifically on minorities and individuals with low incomes, is beyond the scope of the FAR Part 150 Study. 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 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport which would include an environmental justice component.

- The Air Force 2012 EIS evaluated completing an existing south runway for the F-35 and F-15. This shift to the south would reduce the NSFRU impact to existing homes by 90%. Completing the south runway would cost the Boise Airport an estimated \$60,000,000 to \$100,000,000. There is currently no funding for the south runway, and construction time is estimated to be 5 years. This option is less expensive and much less destructive of city, neighborhood, and family infrastructure. The Boise Airport and City of Boise refused to include this potential mitigation option.

As discussed previously, 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 extremely unlikely the 3rd runway would be available within the five-year planning horizon, this alternative was not included as a mitigation measure 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 and infrastructure. The Boise Airport will be conducting a master plan update which is a much more comprehensive planning tool than the noise study. The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socio-economic impacts.

- The current Boise City Master Plan includes over 60,000 new residences to be built in and around the airport flight paths. The main mitigation is to require "Avigation Easements". This is not satisfactory or effective.

The City of Boise has implemented proactive and effective noise land use planning measures, including proper zoning. Areas that would be within the 65 DNL contour have been identified as "Airport Influence Area" and residential building is not permitted. There are areas outside of the 65 DNL contour that could be developed for residential purposes. However, the Boise Airport and the City of Boise recognize that homes, located near the Airport but outside of the 65 DNL, would likely still hear aircraft noise and therefore will often require an avigation easement for development in these areas.

- The Part 150 Study did not include a Citizen Advisory Committee or resident input as recommended.

The 2015 Study focused on updating the Noise Exposure Maps, which is a technical computer modeling process. The areas most conducive to citizen input, Land Use Measures and the Noise Compatibility Program, remained mostly the same as the previous study. Citizens did have an opportunity for input which was taken into account, and as a result the Airport added a new Compatible Land Use Measure – Part 150 Sound Insulation Program. In addition, the 2015 Study utilized individual meetings and interviews with Community Planning jurisdictions to review and refine these measures with those that are actually tasked with their implementation.

- Public notifications of the study, follow up open houses and informational meetings were minimal and insufficient.

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 Airport's web site and social media outlets. In addition, the Boise Airport Director attended two informal community open

houses at Whitney Community Center at the request of community members. Finally, the Airport hosted a public hearing in December 2015. As a comparison, 119 individuals provided comments on the 2015 study with several individuals commenting multiple times. Only 9 comments were received during the previous FAR Part 150 Study which was also conducted by HNTB and had the same project manager.

- No attempt was made to use direct mail to contact homeowners.

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). Outreach included email notifications to homeowner groups, advertising via traditional media to include multiple Idaho Statesman newspaper ads (legal ads and display ads), as well as coverage of open house events by local news organizations, posting on the airport's website and social media. The Airport also developed an email list and sent notifications to stakeholders to those who opted in.

- A petition signed by 140 homeowners was sent to the FAA Ombudsman and no response was received.

The Boise Airport is not part of the Ombudsman review process and this is beyond the scope of the Part 150 Study. It is unfortunate you did not receive a satisfactory response.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



Jill Singer
Project Manager

3201 Airport Way, Suite 1000
Boise, Idaho 83705

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iflyboise.com

From: Jill Singer
To: ["jhughesboise@gmail.com"](mailto:jhughesboise@gmail.com)
Subject: Boise Airport Part 150 Study
Date: Friday, July 22, 2016 9:51:00 AM
Attachments: [FAQ Handout.pdf](#)

Dear Mr. Hughes,

Thank you for your interest in the Part 150 Noise Study and taking the time to learn more about the process. We appreciate your input on all matters of the city government, including those which impact the Boise Airport.

We are committed to Mayor Bieter's vision of making Boise the most livable city in the country; and understand that statement has different values to each citizen. We agree that the best approach is to be proactive in our planning efforts in order to identify the best short-term, mid-term, and long-term solutions.

In response to your comments, 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 1968 (NEPA) prior to stationing new or additional military aircraft at the Boise Airport.

The decisions regarding where to locate military assets and train military personnel are beyond the scope of the FAR Part 150 Study and beyond the purview of the Boise Airport.

For your review, I have attached a copy of the frequently asked questions generated from the open house meetings that the airport conducted. I hope this information is helpful.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



Jill Singer
Project Manager

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From: Jill Singer
To: ["angelafleischmann@gmail.com"](mailto:angelafleischmann@gmail.com)
Subject: Boise Airport Part 150 Study
Date: Friday, July 22, 2016 9:49:00 AM
Attachments: [FAQ Handout.pdf](#)

Dear Mrs. Fleishmann:

Thank you for your interest in the Part 150 Noise Study and taking the time to learn more about the process. We appreciate your input on all matters of the city government, including those which impact the Boise Airport.

The Part 150 Noise Study is a land use planning document. It is a voluntary program that models existing and forecasted aircraft noise levels around the Boise Airport using specific FAA methodology. The Part 150 Study establishes a uniform methodology for the development noise exposure maps (NEMs) and was developed in accordance with Title 14 CFR Part 150 requirements.

You expressed several concerns regarding the development of the Boise Airport's Part 150 Noise Study. Listed below is a summary and explanation for each of the items you listed.

I am against bringing any aircraft to either the Boise International Airport or Gowen Field that would result in condemning homes for any reason including noise pollution, radiation, and potential crash zones.

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. Further, the plan does not propose to condemn homes. Rather, the zoning of existing homes within the existing 65 DNL contour is B1, the same as in the previous study, and grandfather's residential land use in this area.

1. The F-35 is arguably 4x louder than the F-16. Whatever the final numbers are, if the decibels are so great that people living near the airport could lose their hearing and their quality of life, these planes should not be located near a populated area.

1.a. As a resident just outside of the impact zone who already suffers hearing loss, I do not want anyone else to experience what I have for no good reason.

The Boise Airport is aware that aircraft noise can impact quality of life, and in extreme cases cause physical harm. The Airport, with funding from the FAA, conducts the FAA Part 150 Study to be proactive, and where possible, minimize future noise exposures. The Study is not an endorsement or acceptance of a noise impact.

1.b. Residents in or near the affected area purchased their homes with the understanding that the airport and Gowen Field are nearby, and expected certain levels of noise, and expected that the noise

would be (literally) passing.

1.c. Residents could not have anticipated the F-35 or the associated noise levels. The majority of residents of the area love their freedom and support efforts to improve our military effectiveness. However, the residents believe that freedom isn't the only value the military should protect; quality of life is also in the top 3.

2. Boise should not become financially dependent on a fighter jet with a questionable development and history. For example, this article on CNN, <http://www.cnn.com/2016/04/21/politics/f-35-software-system-gao-report/>, identifies problems with the "brain." From the article: "The GAO's report on the F-35's software problems are just the latest failure for this nearly \$1.5 trillion program that is far over budget and well behind schedule," said Rep. Jackie Speier, D-California, a member of the House Armed Services Committee." The City of Boise should not invest in jet that has already gone over budget by billions of dollars. At some point, someone is going to come up with a better solution, and the F-35 will be a sad reminder of what can go wrong.

Decisions regarding funding for military assets and financial investments by the City of Boise are beyond the scope of the FAR Part 150 Study and beyond the purview of the Boise Airport. The Air Force, not the Boise Airport nor the FAA, will make the decision regarding where it bases aircraft.

3. If the F-35 is to come to Idaho, the F-35 and all of the attendant worries should be far from a heavily populated area. Mountain Home or locations within a short driving distance to Boise could probably be found, and would be a safer alternative.

The decisions regarding where to locate military assets and train military personnel are beyond the scope of the FAR Part 150 Study and beyond the purview of the Boise Airport.

For your reference, I have attached a copy of the frequently asked questions generated from the open house meetings that the airport conducted. I hope this information is helpful.

Thank you again for taking the time to review and comment on the Airport's Part 150 Study. We recognize the Part 150 Study is a complex process and there have been misconceptions about what the Study can and cannot do. I hope this additional explanation addresses your concerns. Please feel free to contact me if you have additional questions.

Sincerely,



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