

**What does the City/Airport gain from the National Guard basing at Gowen Field?**

*The Idaho Air National Guard currently flies the A-10 aircraft, this is Gowen Field's 9<sup>th</sup> fighter mission since the field was created in the 1940s right after World War II. The Idaho Air National Guard employs approximately 1,300 people, with 400 positions being full time and 900 serving as traditional guardsman. At some point the Air Force intends to retire the A-10 aircraft, which puts the future of the Idaho Air Guard at risk. Presently, Gowen Field is one of five finalists being considered for an operational F-35 mission. This issue has the potential to impact our city and the entire Treasure Valley. Over 500 guard members and their families live in Boise, with the vast majority of the remainder living in surrounding communities of Meridian, Nampa, Caldwell, Kuna, and Eagle. In addition, the Idaho Air National Guard has an economic impact of \$155 million annually.*

*Those close ties to our community are the result of the first rate facilities at the Boise Airport and Gowen Field, and its close proximity to some of the best training airspace and terrain in the nation. Gowen Field's long-time role in our economy and national security is important to Boise and the Treasure Valley.*

**How can my home that has been in place since 1973 (over 40 years) and co-existed peacefully with the City of Boise and the airport all of a sudden become uninhabitable? Why would anyone choose to lower their quality of life? Isn't that what we're being asked to do by basing the F-35s at Gowen?**

*No homes would become "uninhabitable", condemned or placed under eminent domain due to an F-35 mission at Gowen Field. Noise contours have expanded and contracted over time since the Boise Airport began operating at Gowen Field in the 1930s.*

*In 1994 when the F-4 was based at Gowen Field over 1,000 homes were within the area where the average daily noise is 65 dB or greater (DNL 65+ dB noise contour) which is considered "not compatible for residential use." The 2015 noise study forecasted an F-35 mission and determined approximately 270 homes would be within the DNL 65+ dB noise contour.*

*Current A-10 operations generate approximately 10 minutes of audible jet noise per day. Approximately five minutes in mid-morning and five minutes early afternoon as these aircraft takeoff and land. An F-35 mission at Gowen Field would look very similar, if Gowen Field is selected.*

*1300+ air guard members work at Gowen Field for the Idaho Air National Guard. Not securing a follow on manned flying mission, or closing the base at Gowen Field would drastically lower the quality of life for those 1300+ men and women who serve our country at Gowen Field. Securing the F-35 mission at Gowen Field would bring decades of stability for the Idaho Air National Guard at Gowen Field.*

**How are the average decibel levels determined from noise contour maps? Is that average on each take-off only or averages throughout the day taken at takeoff, landing and with no commercial jet activity?**

*In order to create the noise contour maps, the 2015 Noise Study takes into account all arrivals and departures (including commercial, military and general aviation) each day (24 hours) over an average year. Any flights that occur between the hours of 10:00 p.m. – 6:59 a.m. get a penalty, which increases their typical decibel rating. This data is used to find the average Day/Night Level dB rating which is used to create the noise contour.*

**It has been stated the noise map from 2012 is outdated. Is this accurate? Can you address this claim?**

*The data from the 2012 Environmental Impact Assessment conducted by the United States Air Force*

modeled from an F-35 training mission based at Gowen Field with 24, 48, and 72 jets and many more operations than the proposed mission. **That data is not relevant**, as the proposed mission is not a training mission so they would fly far fewer operations.

The proposed mission would be similar to how the A-10s currently operate. On average, the jets would train Monday – Friday during daylight hours. There would be between 6-12 total operations each day between the 18-24 F-35s. This operation would create less than 10 minutes of audible noise each day.

**Why have the neighborhoods most closely impacted by the airport and IDANG been excluded from discussion and noise mitigation studies?**

The 2015 Noise Study included a robust public outreach/feedback component. The airport hosted multiple open houses during their 2015 Noise Study. These were attended by hundreds of people and covered by the local media. The latest meeting the airport hosted, in January 2017, discussed the final study and FAA approved noise mitigation measures ([story from KTVB 7](#)). The airport asked neighbors for their feedback regarding their preferences regarding the implementation of mitigation measures. The top three preferred measures were:

1. Initiate a noise monitoring system
2. Voluntary residential property acquisition within or adjacent to 2015 DNL 65+ dB noise exposure contour
3. Implement a sound insulation program within the 2015 DNL 65+ dB noise exposure contour

The airport is exploring the feasibility of implementing these and other measures.

The Idaho National Guard has hosted multiple open houses in 2017. One of which, the president of the Vista Neighborhood Association attended.

If Gowen Field is selected as a preferred or alternative basing location an independent third party will conduct an Environmental Impact Statement Study that will include open houses for public comment. This process is governed by the National Environmental Protection Act and is coordinated by the National Environmental Protection Agency and the United States Air Force.

**Syringa Valley proposal → 2,000 + homes adjacent to airport. Planning and Zoning Says “No” - Feb 2016. City Council says “Yes” - Nov. 2016 Q: What is the city council thinking to approve Syringa simultaneously with promoting the F-35s?**

The airport provided city council with the latest data from the 2015 noise study that showed no homes within the proposed Syringa Valley Subdivision would be within the DNL 65+ dB noise contour. The subdivision would be within the Airport Influence Area, so the airport requested aviation easements be required for those homes.

**F-35 Training Basing: Environmental Impact Statement, 2012 does not discuss Boise's specific air quality. What impact will the F-35s on already bad inversions in the summer?**

The 2012 study did discuss air quality. In section 6.4 under “Air Quality” the 2012 EIS determined “Air emissions from all three scenarios would not exceed any air quality significance threshold, except that proposed carbon monoxide (CO) emissions under Scenario B3 would exceed the conformity de minimis threshold of 100 tons per year”.

*Scenario B3 looked at 72 F-35s flying nearly 39,000 annual operations. The proposed mission would be a fraction of that scenario with 18-24 F-35's and less than 5,000 annual operations. That is fewer operations than scenario B1 and B2 which did not exceed any air quality significance thresholds.*

**How are businesses around the airport affected?**

*Many businesses around the airport would be positively affected by the F-35 mission. For each person the Idaho Air National Guard employs, there is an additional indirect job in the community. This is due to the spending guard members do in our community and around the airport. Over 1,000 Treasure Valley businesses do business with the guard. Many other businesses around the airport are compatible land uses including; industrial spaces, trucking and golf courses.*

**If the EIS shows significant negative impact, is the IDANG and BOI likely to go ahead anyway?**

*The F-35 basing decision is not up to the City of Boise or the Idaho Air National Guard. It is the U.S. Air Force's decision to base F-35s or any other aircraft at Gowen Field. The City of Boise supports a long term manned flying mission at Gowen Field, whether F-35s or some other aircraft.*

**Why can't we build something southward past the prison or elsewhere appropriate?**

*Building an entirely new airfield, facilities, etc. would cost taxpayers hundreds of millions of dollars, if not billions. The City of Boise believes Gowen Field is the appropriate place for the F-35 mission.*

**Has Mayor Bieter communicated with the Mayor of Burlington, VT, about F-35?**

*The two basing sites are not comparable. If Gowen is selected for an F-35 mission, the Air Force will conduct a new EIS based on the mission proposed for the Idaho Air National Guard. As discussed above, the proposed mission and therefore the EIS will likely change significantly from the 2012 EIS. The Burlington EIS, while interesting, measures the impact at Burlington based on the conditions there which are very different from the conditions in Boise.*