

JEFF R. SYKES
SYKES@MWSSLAWYERS.COM

February 19, 2026

Via Electronic Mail:

Boise County Planning and Zoning Department
413 Main Street
Idaho City, Idaho 83631
agross@co.boise.id.us
amorrison@co.boise.id.us

Re: Notice of Reconsideration or Appeal
Ponderosa Peaks Airstrip, CUP #2026-002



To whom it may concern:

This firm represents Matthew and Meredith Steers with regard to their Appeal that was filed on February 18, 2026, in the above referenced matter. We will be representing the Steers at the hearing before the Commissioners. The Appellants are Matthew and Meredith Steers joined by everyone whose statements and signatures are included with the Appeal and are on the attached list.

Very truly yours,

/s/ Jeff R. Sykes

Jeff R. Sykes

JRS/ws

cc/clients

APPELLANTS:

Full Name
Dana Alspach
Katherine Anderson
Mandi Anderson
Mike Armstrong
Amber Armstrong
Keri Barbero
Kim Blough
Kevin Bolen
Dawn Bolen
Rachel Claus
Stacey Claus
James Collins
Richard Donovan
Valerie Donovan
Wilma Eck
Kodi Ekker
Perry Ekker
Sandy Frazier
Randy Frazier
Tim Garrett
Patricia Grunke
Kevin Grunke
Judy Harm
Sheryl Hart
Joe Hartman
Laura Hartz
Melvin Hartz
Vicki Heazle
Kimberly Horting
Tim Horting
Judy Jim Juker
Amelia Kelly
Jessica Larsen
Margaret Lawrence
Ashley Leaton

Full Name
Tanner Leaton
Mike Lee
Randall Lee
John Mancera
Melvin Martin
Ron Martinez
Jeremy Miller
Garrick Nelson
Gary Newberry
Joshua Nopens
Matt Owen
Josie Owen
Kristi Pardue
Charles Pardue
Wendy Pecora
Julie Pecora
Rachel Richardson
Robert Rumer
Linda Sirani
Joseph Sirani
Mary Sorensen
Randi Staudinger
Meredith Steers
Matthew Steers
Leroy Van Natta Jr.
Randell Waller
Bonita Wells
Jamse Wells
Janee Welsh
Cary Welsh
Michael Wilkey

**Boise County Planning and Zoning Department
Notice of Reconsideration or Appeal
Re: Ponderosa Peaks Airstrip, CUP #2026-002**

Pursuant to the Amended Unified Land Use Ordinance for County of Boise, Idaho, #2024-02 (“ULO”) §2.10, *et seq.*, the following are the identified deficiencies in the Finding of Fact, Conclusions of Law, Conditions of Approval and Order related to the Ponderosa Peaks Airstrip - CUP #2026-002 (“Findings of Fact”) giving rise to this Appeal. This Appeal is based upon the statements, and information contained in statements submitted by Matthew Steers and by Meredith Steers, as well as the matters addressed herein.

**I.
LEGAL STANDARD**

Section 4.3 provides, “Every use that requires a Conditional Use Permit (CUP) shall be subject to review and appraisal by the Commission to determine whether or not the use would cause any damage, hazard, nuisance or other detriment to persons, property, or natural resources. It is the responsibility of the applicant to present plans to implement a conditional use in a way which will avoid or limit the harm to existing or contemplated use of nearby lands or place additional demands on public services.”

Section 4.3.B provides minimum standards that any CUP must meet. Section 4.3.B provides, “An approved conditional use permit shall at least meet the minimum bulk standards, such as, but not limited to, setback requirements, lot size and building height (Table 4.1.D.8)”.

Section 4.3.C allows for the impositions of conditions upon the granting of a conditional use permit including prescribing appropriate conditions, bonds, and safeguards in conformity with the Ordinance or Comprehensive Plan upon the granting of the conditional use.

Section 4.3.C.1 provides that these “may be requirements specified in the Ordinance or may be requirements that are not specified in the Ordinance so long as they have a reasonable nexus to the development”.

Section 4.3.E, *et seq.* identifies required findings that must be made as part of the granting or denial of a conditional use permit. In particular: Section 4.3.E.2 provides, “That the use is in accordance with the goals and policies of the Boise County Comprehensive Plan.”; Section 4.3.E.4, “That the use is not hazardous to, or in conflict with, existing neighboring uses; and Section 4.3.E.7, “That the use does not involve uses, activities, processes, materials, equipment and conditions or operations that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, pollution or odors.”

Pursuant to relevant Idaho law a governing body's decision concerning local land use planning must comply with the Idaho Administrative Procedures Act and the governing board's findings cannot be in violation of constitutional or statutory provisions; in excessive statutory authority; made upon unlawful procedure; must be supported by substantial evidence on the record as a whole; and, must not be arbitrary or capricious or an abuse of discretion. *Veteran's Park Neighborhood Association v. City of Boise*, 175 Idaho 194, 564 P.3d 350, 357. The purported findings of the governing body must not be mere recitations of portions of the record. *Id.*, at 364. The findings must be a determination of the fact disputed by the parties. *Id.* The findings must be a reasoned statement that plainly state the resolution of factual disputes, identify the evidence supporting that factual determination, and explain the basis for the legal conclusion including identification of pertinent laws and/or regulations upon which the legal conclusions rest. *Id.*

II.

INADEQUACIES/DEFICIENCIES IN THE FINDINGS OF FACT

I. **The Findings of Fact Fails to Adequately Find That the Proposed Use is Not Hazardous or In Conflict with Existing Neighboring Uses (ULO 4.3.E.4); The Findings of Fact Is Also Not Supported by Substantial Evidence and Is Arbitrary and Capricious.**

A. **The Findings of Fact Do Not Impose Any Restriction on the Number of Homes Allowed in the Companion Subdivision.**

In the Findings of Fact, on page 11, the Commission addressed whether the proposed use was hazardous or in conflict with existing neighboring uses. Based on the analysis, the Commission imposed certain conditions so that the proposed use would not be hazardous or in conflict with existing neighboring uses. The Findings of Fact limit the proposed use to private, non-commercial airstrip restricted exclusively for residential owners of allegedly 6 residential lots and their guests. The Findings of Fact state, "This limited user base is expected to result in intermittent and low-frequency operations, far below operational levels of public or commercial airstrips. The proposed airstrip will be limited to 48 operations per day, with "operation" defined as each individual takeoff or each individual landing or an aircraft at the airstrip." The underlying problem here is that the Findings of Fact do not limit any proposed subdivision utilizing the airstrip to 6 residential lots. There is no restriction and in fact the number of residential lots would only be addressed in a separate CUP.

B. **48 Operations Per Day Is Excessive.**

There is no basis or evidence whatsoever presented for the determination that 48 operations per day from the airstrip, defined as takeoffs and landings, is acceptable, is below or on par with operational levels for other non-public landing strips or is in any way reasonable whatsoever. Based upon the allowed hours of operation for the landing strip, 48 operations per day would result in a takeoff or landing approximately every 15 minutes. So

many operations impose an undue burden on neighboring properties. Moreover, there is simply no evidence presented for what is a reasonable operational level of a grass landing strip in a rural area.

By way of example, Spruce Creek Airport is a private airport near Jacksonville, Florida constructed with concrete runways. It has similar limited operation times and is in an area with a far more congested population than Idaho City. It has approximately 25,000 operations per year, which breaks down to approximately 68 operations per day. (See information concerning Spruce Creek Airport attached hereto as Exhibit A). When compared with 48 approved operations per day for the grass landing strip allowed by the CUP, the quantity of 48 operations per day seems grossly excessive. One would believe that with only 6 residential units utilizing the airstrip there would be no more than 8-12 operations per day. Moreover, there is no evidence supporting or substantiating the number of operations for the airstrip and at a minimum Petitioner should be required to provide a study of what would be a reasonable number of operations based on the private owners' utilization.

C. There Is No Evidence to Support the Finding That the Neighboring Property Values Will Not Be Decreased Because Of the Landing Strip.

The Findings of Fact, on page 9 at E,31(t) provides, "The airstrip will not decrease property values in the surrounding area." Boise County Assessor provided credible testimony that, as of 2025, property surrounding the airports in Boise County do not experience any difference in valuation. At the public hearing the Boise County Assessor, Mr. Chris Jaszczak, testified as follows: "I've had a lot of people reach out to me or my office about valuations around airports, and as of 2025 in Boise County we don't see any difference in valuation of properties surrounding an airport, so I just wanted to put that on record, and if any of you all have any questions my office is always open except for tonight. So, thank you." The Assessor also submitted a Sign-In Sheet, stating, "The Assessor's office has noticed a decrease in values of properties around airports in Boise County." (See, Exhibit B). The neighboring property owners who testified at the hearing opined that their values would be adversely impacted by construction of the grass runway. In Idaho property owners are entitled and are qualified to testify as to value. Here, the testimony of the Assessor is ambiguous. The Assessor states that his office does not see a difference in valuation of properties surrounding airports; does this mean that properties around an airstrip are generally about the same value? There is no assessment made that installation of this particular airstrip would not adversely impact the neighboring property values. Moreover, the "Sign-In Sheet" seems to indicate that there is a decrease in values of properties around airports in Boise County. This would indicate that once an airport is installed property values may go down.

///

///

D. There Is No Evidence to Support the Findings that The Proposed Use Would Not Come with Undue Noise.

The Findings of Fact on page 11, addresses and asserts that the Petitioner for the CUP will provide pilot's information about the appropriate flight path for takeoffs and landings from the airport and that pilots will utilize FADEC control systems and restrictions to mitigate noise concerns. The finding concludes that with the mitigating factors, combined with the lower operation volume, the noise produced by the airstrip will likely be equivalent or less to noises already existing in the surrounding area, including noise from side-by-side UTVs, ATVs, chainsaws, wood splitters, and snowmobiles. Here, the Findings of Fact, however, place no restrictions on the aircraft that will be utilizing the airstrip or that they must actually employ FADEC controls or noise suppression. Moreover, while a flight pattern for approaches and takeoffs will mitigate noise over properties at the east and west end of the proposed grass runway it does nothing to ameliorate the noise that will be created and affect existing properties to the north and in the Star Ranch Subdivision. The Findings of Fact reach the unsupported conclusion that the noise created by an aircraft as it is revving up for takeoff or at landing will be equivalent to side-by-side UTVs, ATVs and chainsaws. There is no evidence presented to the Commission that this would be the case. These are simply conclusions reached without any basis in fact. At a bare minimum the Petitioner should be required to provide a noise study and any additional mitigation efforts that could be employed to protect properties to the north when the aircraft is being revved up for takeoff and/or landing.

E. The Proposed Use Poses Undue Risks to Neighboring Properties.

The Findings of Fact on page 11, addresses that site-specific conditions will limit crash risks and fire risks to the neighboring properties. This includes installation of roads, fire station, helicopter pad, installation of a pond and other efforts; however, the Findings of Fact do not provide for or even address any restrictions of where the grass landing strip could be located on the subject property. The information provided by the Petitioner tends to indicate that the proposed location for the landing strip on the subject property would be within 500 feet of the Steers' property when measured from north edge of the runway to the Steers' property line; however, the Petitioner and CUP provides no measurements whatsoever where the north side of the runway is in relation to the Steers' actual property boundary. The FAA, while it does not govern grass landing strips, provides guidelines for runway protection zones ("RPZ") along landing ways to provide for safety of neighboring homeowners' properties from both crashes and fires. (See Exhibit C), The FAA guideline provides a 500 foot setback from the edge of the runway to the property line. *Id.* Here, the Findings of Fact do not provide any limitation on where on the subject property the grass airstrip could be constructed or maintained. At a minimum the airstrip should be constructed, and conditions should be imposed, so that the north edge of the runway be at a minimum of 500 feet from the nearest property line for the entire length of the runway.

F. The Proposed Use Will Come with Excessive Fumes and Dust.

The Findings of Fact on page 12, paragraph 7, makes the determination that with the restrictions imposed that the airstrip would not impose any detrimental hazards to persons, property, or the general welfare by way of excessive production of smoke, fumes, glare, or odors. However, again, with regard to pollution, dust, etc., the Findings of Fact just makes that conclusion; there is no evidence for such a finding. There is no study as to the amount of dust that will be produced by airplanes using the landing strip, and no evidence as to the fumes that will be produced by aircraft. Likewise, while it is represented that the grass runway will be grass, irrigated and intended as a lush green runway, there is no restriction placed upon use in event the landing strip dries out. If the landing strip dries out it should be shut down.

G. The Landing Strip Will Require Construction on the Ground.

The Findings of Fact provide at page 13, paragraph 9, “The proposed airstrip will require only the periodic mowing of a grass runway corridor within the existing open meadow, north of Trail Creek. This requires no permanent alteration, grading, filling, paving, or removal of vegetation beyond routine maintenance of the grass surface”. This appears to be contradictory to the findings in that it is noted at page 10, paragraph 3(k). that “Applicant shall obtain a construction general permit for the construction of the runway and complete a SWPPP prior to construction of the airstrip.” If as represented there is no requirement for the airstrip whatsoever, why is Petitioner required to obtain a construction permit for construction of the runway? The restriction should be placed that there will be no construction of a runway beyond mowing of a grass landing strip.

H. The Petitioner Should be Required to Comply with 14 CFR Part 157, et seq.

Finally, the Findings of Fact do not make any requirement that prior to the installation of the airstrip the Petitioner comply with 14 CFR Part 157, et seq. which requires the Petitioner to provide notice to the FAA concerning construction of the runway facility and to obtain the FAA’s recommendations per the code of federal regulations. Restrictions should be placed on construction of the runway that upon receiving the recommendations from the FAA that those recommendations be considered by the Commission.

Additionally, while the Finding of Fact and restrictions placed upon granting of the CUP attempt to deal with hazards created by the runway and the operation of the landing and takeoff of aircraft on the runway there is no requirement placed upon the owners of the runway to provide a liability insurance in the event that an accident or a fire is caused by failure of the property owners to properly maintain the runway. While presumably each of the owners of any aircraft utilizing the landing strip would have liability insurance under requirements of state law for any accidents they cause, the landowner and the landing strip should also be required to maintain liability insurance to cover against any risk caused to surrounding properties caused by failure to maintain the land.

2. **The Findings of Fact and Issuance of the CUP Fails to Address That the Proposed Use Does Not Involve Uses, Activities, Processes, Material, Equipment and Conditions or Operations That Will Not Be Detrimental To Any A Person, Property or The General Welfare By Reason of Excessive Production of Traffic, Noise, Smoke, Fumes, Glare, Pollution or Odors (ULO §4.3.E.7); The Findings of Fact is not supported by substantial evidence and is arbitrary and capricious.**

For the same reasons set forth above in paragraph II.1, the Findings of Fact are inadequate with regard to the standards as set forth in ULO §4.3.E.7.

3. **The Findings of Fact fails to Address that the purposed use is not in accordance with the goals and policies of the Boise County Comprehensive Plan (ULO 4.3.E.2); the Findings of Fact is not supported by substantial evidence and is arbitrary and capricious.**

For the same reasons set for the above in Section II.1 the Findings of Fact are inadequate with regard to the standard set forth in ULO §4.3.E.2.

III CONCLUSION

Based upon the foregoing, the Boise County Commissioners should reverse the Planning and Zoning Commissioners' grant of the CUP or, in the alternative, impose additional restrictions outlined herein on the proposed use.

DATED this 18th day of February, 2026.

Respectfully submitted,

McConnell Wagner Sykes + Stacey ^{PLLC}

By: /s/ Jeff R. Sykes

Jeff R. Sykes, Esq.
McConnell Wagner Sykes + Stacey ^{PLLC}
827 E. Park Blvd., Ste. 201
Boise, ID 83712
(208) 489-0100
sykes@mwsslawyers.com

EXHIBIT A



- [✦ Florida Airports](#)
- [✦ USA Airports](#)
- [✦ World Airports](#)
- [✦ Airport photos - free!](#)
- [✦ Aircraft photos - free!](#)
- [✦ Spacecraft pics - free!](#)
- [✦ Aviation Articles](#)

Spruce

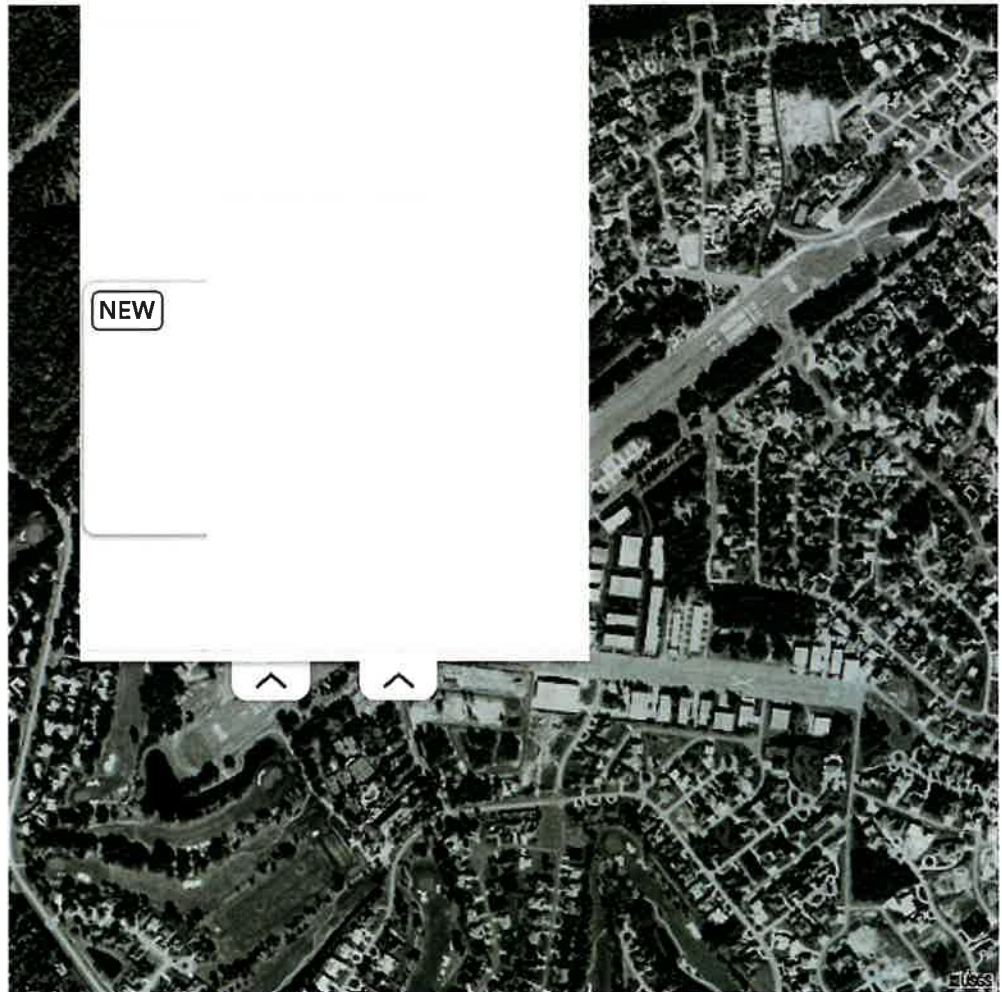
Coordinate

4667°W

airport

Titleist Vokey SM11 Wedge - Tour Chrom...

Every golfer has more in them around the green. SM11 brings it out. With grinds built for every style of play and a new... System the greenside... predictable wedges give tools—and to play the always war Customiza



IATA: none – ICAO: none – FAA LID: 7FL6

Summary

Airport type
Owner/Operator
Serves
Location
Elevation AMSL
Website

Private
 Spruce Creek Prop. Owners Assoc. Inc.
 Daytona Beach, Florida
 Port Orange, Florida
 24 ft / 7 m
[\http://www.scpoa.org
 Runways



Direction	Length		Surface
	ft	m	
5/23	4,000	1,219	Asphalt

Statistics

Aircraft operations 25,000
Based aircraft 438

Source: Federal Aviation Administration

Titleist Vokey SM11 Wedge - Tour Chrom...

Every golfer has more in them around the green. SM11 brings it out. With grinds built for every style of play and a new... System the greenside predictable wedges give tools—and to play the always war Customiza

Spruce Creek Airport (FAA LID: **7FL6**) is a private airport located in Port Orange, seven miles (11 km) south of the central business district of Daytona Beach, in Volusia County, Florida, United States. It was originally constructed during World War II as an outlying field (OLF) to nearby Naval Air Station DeLand. **OLF Spruce Creek** originally had four paved 4,000 foot runways and was abandoned by the U.S. Navy in 1946.

Today, Spruce Creek Airport operates exclusively to service the residents of the Spruce Creek Community, a gated enclave and residential airpark development, surrounding the airport on all sides with over 1,300 homes, a championship golf course and country club, and 24-hour patrolled security. Fly-In residents enjoy sole access to the airport's one remaining operational runway directly from their homes.

Facilities and aircraft

The Spruce Creek Airport covers an area of 1350 acres (546 ha) which contains one asphalt paved runway (5/23) measuring 4,000 x 176 ft (1,219 x 54 m). For a 12-month period the airport had 25,000 general aviation aircraft operations, an average of 68 per day. There are 438 aircraft based at this airport: 67% single-engine, 31% multi-engine, 1% jet and 1% helicopter.

[The above content comes from Wikipedia and is published under free licenses – click here to read more.](#)



NEW



(Click on the photo to enlarge)



(Click on the photo to enlarge)



Titleist Vokey SM11 Wedge - Tour Chrom...

Every golfer has more in them around the green. SM11 brings it out. With grinds built for every style of play and a new System the greenside predictable wedges give tools—and to play the always war Customiza



7FL6 | Copyright by Daniel Compton | 2006-07-15 | Airport-Data.com

(Click on the photo to enlarge)



7FL6 | Copyright by Daniel Compton | 2006-07-09 | Airport-Data.com

(Click on the photo to enlarge)

Location & QuickFacts

<i>FAA Information Effective:</i>	2007-01-18
<i>Airport Identifier:</i>	7FL6
<i>Airport Status:</i>	Operational
<i>Longitude/Latitude:</i>	081-02-48.0000W/29-04-48.6000N -81.046667/29.080167 (Estimated)
<i>Elevation:</i>	24 ft / 7.32 m (Estimated)
<i>Land:</i>	117 acres



<i>From nearest city:</i>	7 nautical miles S of Daytona Beach, FL
<i>Location:</i>	Volusia County, FL
<i>Magnetic Variation:</i>	03W (1985)

Owner & Manager

<i>Ownership:</i>	Privately owned
<i>Owner:</i>	Spruce Creek Prop Owners Assn Inc
<i>Address:</i>	212-1 Cessna Blvd Daytona Beach, FL 32128
<i>Phone number:</i>	386-760-5884
<i>Manager:</i>	Sal J. Devincenzo
<i>Address:</i>	112-1 Cessna Blvd Daytona Beach, FL 32128
<i>Phone number:</i>	386-760-5892

Titleist Vokey SM11 Wedge - Tour Chrom...

Every golfer has more in them around the green. SM11 brings it out. With grinds built for every style of play and a new...
System the greenside...
predictable wedges give tools—and to play the always war Customiza

Airport Operations and Facilities

<i>Airport Use:</i>	Private
<i>Wind indicator:</i>	Yes
<i>Segmented Circle:</i>	Yes
<i>Control Tower:</i>	No
<i>Lighting Schedule:</i>	DUSK-DAWN MIRL RY 05/23 PRESET ON LOW INTST DUSK-DAWN; TO INCR INTST ACTVT - 122.975.
<i>Beacon Color:</i>	Clear-Green (lighted land airport) ROTG BCN LCTD APRXLY 1400 FT SE (PERPENDICULAR) FROM MID-POINT OF RY 05/23 ON 50 FT ANT POLE.
<i>Landing fee charge:</i>	No
<i>Sectional chart:</i>	Jacksonville
<i>Region:</i>	ASQ Southern
<i>Boundary ARTCC:</i>	ZJX - Jacksonville
<i>Tie-in FSS:</i>	PIE - Saint Petersburg
<i>FSS on Airport:</i>	No
<i>FSS Toll Free:</i>	1-800-WX-BRIEF

Airport Communications

<i>Unicom:</i>	122.975 AUTOMATED UNICOM FREQ 122.750 3 CLICKS FOR RY INFO.
----------------	--

Airport Services

<i>Fuel available:</i>	100LLA
<i>Airframe Repair:</i>	MINOR
<i>Power Plant Repair:</i>	MINOR

Runway Information**Runway 05/23**

<i>Dimension:</i>	4000 x 176 ft / 1219.2 x 53.6 m	
<i>Surface:</i>	ASPH, Good Condition	
<i>Edge Lights:</i>	Medium	
	Runway 05	Runway 23
<i>Traffic Pattern:</i>	Left	Left
<i>Markings:</i>	Non-precision instrument, Good Condition	Non-precision instrument, Good Condition
<i>Displaced threshold:</i>	350.00 ft	350.00 ft
<i>VASI:</i>	2-box on left side	2-box on left side
<i>Obstruction:</i>	50 ft trees, 700.0 ft from runway, 8:1 slope to clear APCH RATIO 25:1 TO DSPLCD THR.	50 ft trees, 750.0 ft from runway, 5:1 slope to clear APCH RATIO 23:1 TO DSPLCD THR.

Radio Navigation Aids

ID	Type	Name	Ch	Freq	Var	Dist
EVB	NDB	New Smyrna Beach		417.00	04W	5.7 nm
DED	NDB	Deland/dcmsnd		201.00	05W	12.0 nm
SFB	NDB	Sanford		408.00	05W	20.5 nm
GGL	NDB	Geiger Lake		375.00	05W	31.7 nm
LEE	NDB	Leesburg		335.00	04W	43.0 nm
COI	NDB	Merritt Island		247.00	05W	48.3 nm
TTS	TACAN	Kennedy Space Center	059Y		00E	33.0 nm
OMN	VORTAC	Ormond Beach	073X	112.60	00E	13.8 nm
ORL	VORTAC	Orlando	059X	112.20	00E	35.7 nm
DAB	VOT	Daytona Beach		111.00		6.1 nm

Remarks

- RY 05/23 TREES IN PRIM SFC NW SIDE 123' FM CNTRLN.
- RY 05/23 TREES IN TRSN SFC BOTH SIDES OF RY.
- GCO AVBL ON FREQ 121.725 THRU DAB CLNC DEL.
- AUTO RY INFO FREQ 122.750.
- VFR ONLY; PVT USE.

Based Aircraft

<i>Aircraft based on field:</i>	438
<i>Single Engine Airplanes:</i>	293
<i>Multi Engine Airplanes:</i>	136
<i>Jet Engine Airplanes:</i>	6

<i>Helicopters:</i>	3
---------------------	---

Operational Statistics

<i>Aircraft Operations:</i>	69/Day
<i>General Aviation Local:</i>	80.0%
<i>General Aviation Itinerant:</i>	20.0%

Spruce Creek Airport

Address: Volusia County, FL

Tel: 386-760-5884, 386-760-5892

Images and information placed above are from

<http://www.airport-data.com/airport/7FL6/>

We thank them for the data!

General Info

Country	United States
State	FLORIDA
FAA ID	7FL6
Latitude	29-04-48.600N
Longitude	081-02-48.000W
Elevation	24 feet
Near City	DAYTONA BEACH

We don't guarantee the information is fresh and accurate. The data may be wrong or outdated.
For more up-to-date information please refer to other sources.





Copyright 2004-2026 © by Airports-Worldwide.com, Vyshenskoho st. 36, Lviv 79010, Ukraine
[Legal Disclaimer](#)

EXHIBIT B



Boise County Planning & Zoning
Public Hearing

SIGN-IN SHEET

You must complete this form to testify or to submit
written comments to the P&Z Commission

YOU WILL BE **REQUIRED** TO BE **SWORN IN PRIOR** TO TESTIFYING
during the public hearing for the matter you have indicated below

Date: 12/13/25

Hearing Item:

(Please fill out individual sign-in sheet for each hearing item you wish to give testimony)

Please Print Legibly

Name: CHRIS JUSZCZAK

Physical Address (not post office box):

420 Main Street Idaho City

(email address, optional)

Chose One:

Support the Application Neutral Oppose the Application

Do you wish to present oral testimony? Yes No

If you do not wish to testify orally, please write your comments on this sheet legibly
so they may be read into the record and sign below.

The Assessor's office has noticed a decrease
in values of properties around airports in
Boise County

Written Signature

EXHIBIT C



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

Subject: Airport Design

Date: August 16, 2024

AC No: 150/5300-13B

Initiated By: AAS-100

Change: 1

1 **Purpose.**

This Advisory Circular (AC) contains the Federal Aviation Administration's (FAA) standards and recommendations for airport design.

2 **Applicability.**

No change to paragraph 3, Applicability, dated 3/31/2022.

3 **Principal Changes.**

This AC change incorporates the following principal changes:

1. Added the touchdown zone definition to paragraph 1.5 as item 99, and the V_1 definition as item 100.
2. Simplified Figure 1-1, Taxiway Design Groups, and added Table 1-4 to clarify.
3. Updated paragraph 1.12, Related Documents and Federal Regulations.
4. Clarified paragraph 2.4, Addressing Non-standard Airport Conditions.
5. Clarified paragraph 2.6.1, Critical Aircraft.
6. Expanded paragraph 2.7.2, Wrong Surface Events.
7. Updated paragraph 2.10.6.5. The main point of contact for reviews of operations within the non-paved area of the RSA is now the Flight Procedures and Airspace Group.
8. Replaced and cancelled Engineering Brief (EB) reference in paragraphs 3.6.1.2 and 3.6.2.3.
9. Added a note to Table 3-2 to clarify guidance for circling-only approaches.
10. Clarified footnotes for Figure 3-17, Table 4-2, Figure 4-10, Figure 4-12, Figure 4-13, Figure 4-14, Figure 4-15, Figure 4-22, Figure 4-23, and Figure 4-24.
11. Expanded paragraph 3.9.3, Simultaneous Instrument Flight Rules (IFR) Arrival Operations.
12. Clarified paragraph 3.11.4.2.

13. Adjusted precision obstacle free zone on Figure 3-25.
14. Added exception to paragraph 3.12.1, items 4.c and 4.e.
15. Clarified paragraph 4.2.
16. Added design considerations to paragraph 4.4.
17. Clarified paragraph 4.7.1, item 1.
18. Expanded paragraph 4.7.2.
19. Clarified paragraph 4.7.3, item 3.
20. Clarified paragraph 4.8.2.1, item 1.
21. Deleted Table 4-3, Dimensions for Runway Entrance/Exit Taxiways with TDG 1A, 1B, 2A, or 2B (Where the Two 90-Degree Turns are Non-standard).
22. Deleted Table 4-4, Dimensions for Runway Entrance/Exit Taxiways with TDG 3, 4, 5, or 6 (Where the Two 90-Degree Turns are Non-standard).
23. Revised paragraph 4.8.5, High-Speed Exit Taxiways.
24. Clarified the two design scenarios for paragraph 4.8.6, Crossover Taxiways.
25. Deleted Table 4-6, Crossover Taxiways with Direction Reversal Between Taxiways Based on TDG.
26. Deleted Table 4-7, Crossover Taxiways with Direction Reversal Between Taxiways Based on ADG.
27. Clarified standards for End-Around Taxiways (EATs) in paragraph 4.12.1.1 and paragraph D.1.4.
28. Clarified standards for apron taxilanes in paragraph 5.4.1.1.
29. Clarified standards for air operations area vehicle service roads in paragraph 6.5.2.
30. Clarified standards for perimeter security roads in paragraph 6.5.4.
31. Clarified standards for navigational aid access roads in paragraph 6.5.5.1.
32. Expanded Table 6-1 and related notes.
33. Revised paragraph D.1.3, Visual Screen Vertical Dimension Calculation, and paragraph D.1.4, Visual Screen and Vertical Elevation Difference.
34. Revised runway, shoulder, and blast pad widths for ADG-VI in Table G-12 and added footnote 14. Appended footnote 12.
35. Deleted items 1, 3, and 4 from paragraph H.4.1, and Figures H-2 and H-3.
36. Updated tables in paragraph J.3 and clarified notes.
37. Clarified paragraph J.4.2.
38. Added paragraph J.4.3, Example: Critical Aircraft TOFA Calculation.
39. Clarified Figure J-14 and Figure J-15.

- 40. Updated Figure J-30 and paragraph J.5.15 to include additional common mitigation.
- 41. Made minor editorial changes and layout adjustments throughout.

4 **Implementation.**

Implement changes addressed by this change upon effective date of this AC.

5 **Feedback on this AC.**

If you have suggestions for improving this AC, you may use the Advisory Circular Feedback form at the end of this AC.

John R. Dermody
Director of Airport Safety and Standards



Advisory Circular

Consolidated AC includes Change 1

Subject: Airport Design

Date: 3/31/2022

AC No: 150/5300-13B

Initiated By: AAS-100

Change:

1 **Purpose.**

This Advisory Circular (AC) contains the Federal Aviation Administration's (FAA) standards and recommendations for airport design.

2 **Cancellation.**

This AC cancels AC 150/5300-13A, *Airport Design*, dated September 28, 2012.

3 **Applicability.**

The FAA recommends using the standards and guidelines in this AC for application at civil airports. This AC does not constitute a regulation, is not mandatory, and is not legally binding in its own right. It will not be relied upon as a separate basis by the FAA for affirmative enforcement action or other administrative penalty. Conformity with this AC is voluntary, except for the projects described in subparagraphs 3 and 4 below:

1. Use of these standards and guidelines are practices the FAA recommends for establishing an acceptable level of safety, efficiency, and capacity when designing and implementing airport development projects at civil airports.
2. This AC provides one, but not the only, acceptable means of meeting the requirements of 14 Code of Federal Regulations (CFR) Part 139, *Certification of Airports*.
3. Use of these standards is mandatory for projects funded under certain Federal grant assistance programs including, but not limited to, the Airport Improvement Program (AIP). See Grant Assurance #34. Airport sponsors should familiarize themselves with the obligations and assurances that apply to each grant program from which they obtained grant funds.
4. This AC is mandatory, as required by regulation, for projects funded by the Passenger Facility Charge (PFC) program. See PFC Assurance #9.

4 **Related Documents.**

Refer to paragraph 1.12 for documents referenced by this AC. ACs and FAA Orders referenced in the text of this AC do not include a revision letter, as they refer to the latest version.

5 **Principal Changes.**

This AC incorporates the following principal changes:

1. Restructured the entire document, locating design standards in the chapters with supporting information in the Appendices. Chapters and Appendices are organized and updated as follows:
 - a. Chapter 1, Introduction:
 - i. Added new paragraphs explaining the meaning of terms for:
 1. Standard, paragraph 1.2.1.1.
 2. Recommended Practice, paragraph 1.2.1.2.
 3. Requirement, paragraph 1.2.1.3.
 - ii. Added or revised definitions in paragraph 1.5:
 1. Commercial Service Airport, item 27.
 2. Critical Aircraft, item 29.
 3. Parallel Taxiway, item 72.
 4. Runway Visual Range, item 84.
 5. Taxiway Centerline, item 92.
 - iii. Separated Taxiway Design Group (TDG) 2 into TDG 2A and TDG 2B in Figure 1-1 and related discussions and tables throughout this document.
 - iv. Removed TDG 7 and revised Main Gear Width (MGW) dimensions for TDG 5 and TDG 6 in Figure 1-1 and related discussions and tables throughout this document.
 - v. Moved Instrument Flight Procedures to new Appendix K.
 - b. Chapter 2, Design Principles (formerly Design Process):
 - i. Expanded discussion for design process in paragraph 2.6, and visibility minimums in paragraph 2.6.2.
 - ii. Added paragraph 2.7.2 on Wrong Surface Event.
 - iii. Expanded latter portion of chapter to include discussions on Modification of Standards in paragraph 2.8, Safety Management System (SMS) in paragraph 2.9, and Diverse Aeronautical Uses of Airports (operations in the Runway Safety Area (RSA)) in paragraph 2.10.
 - iv. Expanded guidance and information related to diverse aeronautical uses on airports in paragraph 2.10.

- v. Moved Table 2-1, Changes in Airport Design Standards Associated with an Upgrade in the First Two Components (Aircraft Approach Category (AAC) and Airplane Design Group (ADG)) of the Runway Design Code (RDC); Table 2-2, Changes in Airport Design Standards Associated with Lowering the Third Component (Approach Visibility Minimums) of the Runway Design Code (RDC); and Table 2-3, Aircraft Characteristics and Design Components to new Appendix M.
- c. Chapter 3, Runway Design:
- i. Moved Crosswind Component table to Appendix B.
 - ii. Moved runway historical and background information to Appendix I.
 - iii. Moved Declared Distance information to Appendix H.
 - iv. Moved Approach and Departure Reference Code information to Appendix L.
 - v. Revised approach and departure tables in paragraph 3.6.
 - vi. Updated approach surface discussion in paragraph 3.6.1 and added new approach and departure surfaces Figure 3-5, Figure 3-6, and Figure 3-7.
 - vii. Updated departure surface to reflect forthcoming Terminal Instrument Procedures (TERPS) criteria in paragraph 3.6.2 and revised approach and departure surface values in Table 3-2, Table 3-3, Table 3-4, and Table 3-5.
 - viii. Expanded departure surface guidance in paragraph 3.6.2 and added new departure area surface Figure 3-9, Figure 3-10, and Figure 3-11.
 - ix. Added new paragraph 3.7.5 on overlapping RSAs.
 - x. Expanded Line of Sight (LOS) discussion in paragraph 3.8.
 - xi. Added new paragraph 3.9 on Parallel Runway Separation.
 - xii. Added new Figure 3-33 and expanded discussion on transverse slopes in paragraph 3.16.2.
 - xiii. Expanded and split Table 3-3, Transverse Grades, into Table 3-6, Transverse Grades Based on AAC, and Table 3-7, Transverse Grades Based on ADG.
 - xiv. Expanded turf runway discussion in paragraph 3.16.6.
 - xv. Removed Interactive Table 3-5, Runway Design Standards Matrix. This is available online as a design tool at https://www.faa.gov/airports/engineering/airport_design/.
 - xvi. Added new Table 3-1 to facilitate locating runway design standards in Appendix G based on AAC and ADG.
- d. Chapter 4, Taxiway and Taxilane Design:
- i. Reduced dimensions for taxilane object free area (TOFA) and taxiway separation (taxiway separation, taxiway centerline to fixed or moveable

- object, and wingtip clearance) as described in paragraph 4.5 and shown in revised Table 4-1. Revised these same standards for taxilanes.
- ii. Updated Table 4-2; Taxiway Edge Safety Margin (TESM) for TDG 5 and TDG 6 is now 14 ft (4.3 m).
 - iii. Updated taxiway turn and intersection criteria in paragraph 4.7.3.
 - iv. Updated Taxiway Fillet Design Tool with new criteria. This is available online as a design tool at https://www.faa.gov/airports/engineering/airport_design/.
- e. Chapter 5, Aprons:
- i. Expanded discussion on types of aprons in paragraph 5.2.
 - ii. Moved information on bridges to Chapter 6.
- f. Chapter 6, Airfield Systems and Facilities (formerly Chapter 6, Navigation Aids (NAVAIDs) and On-airport Air Traffic Control Facilities (ATC-F)):
- i. Consolidated information on NAVAIDs (Communications, Navigation, Surveillance and Weather (CSWN)) from other chapters.
 - ii. Contains information on systems and facilities only as it relates to airport design.
- g. Removed former Chapter 7, Airfield Bridges and Tunnels.
- h. Appendix A (formerly Appendix 1), Aircraft Characteristics:
- i. Added new Figure A-3 on folding wingtip aircraft.
- i. Appendix B (formerly Appendix 2), Wind Analysis:
- i. Relocated Table B-1 on crosswind component from former Chapter 3.
- j. Appendix D (formerly Appendix 4), End-Around-Taxiway (EAT) Screens:
- i. Added evaluation by licensed engineer to establish structural integrity of the EAT Screen.
- k. Appendix E (formerly Appendix 5, General Aviation Aprons and Hangars), General Aviation Facilities:
- i. Relocated information from various areas of document on general aviation (GA) facilities to this appendix.
- l. Appendix F (formerly Appendix 6, Compass Calibration Pad), Compass Calibration Pad Survey:
- i. Consolidated information into this appendix.
 - ii. Moved runway historical and background information from former Chapter 3.
 - iii. Added Runway Object Clearing information.

- m. New Appendix J (formerly Appendix 8, Taxiway Fillet Design), Taxiway Additional Information:
 - i. Describes examples of taxiway designs with elevated safety risks.
 - ii. Removed TDG 7. Separated TDG 2 into TDG 2A (Table J-3) and TDG 2B (Table J-4) and included these additional fillet design dimensions.
 - iii. Added paragraph J.4 containing a description of the methodology and calculations used for reductions in taxiway standards.
 - iv. Added reference to the Taxiway Fillet Design Tool available online at https://www.faa.gov/airports/engineering/airport_design/.
 - n. New Appendix L, Approach and Departure Reference Codes, containing former paragraph 323, Approach and Departure Reference Codes, and updated as follows:
 - i. Developed new Figure L-1 for ADG V-VI Departures.
 - ii. Updated Table L-1 on approach reference code.
 - iii. Relocated information from former Chapter 3.
2. Revised and updated figures throughout.
 3. Updated the format of the document in this version and made minor editorial changes throughout.

6 **Using this Document.**

Hyperlinks (allowing the reader to access documents located on the internet and to maneuver within this document) are provided throughout this document identified by underlined text. When navigating within this document, return to the previously viewed page by pressing the “ALT” and “←” keys simultaneously.

To aid in document navigation, users may add custom bookmarks to the bookmark panel list. Navigate to the location you want to bookmark. Highlight and select the text to appear on the bookmark, then click the “add bookmark” button at the top of the bookmark panel and edit the bookmark text as needed. New bookmarks appear at the end of the bookmark list, but you may drag and drop them to a preferred position.

Figures in this document are schematic representations and are not to scale.

7 **Use of Metrics.**

Throughout this AC, U.S. customary units are used followed with “soft” (rounded) conversion to metric units. The U.S. customary units govern.

8 **Where to Find this AC.**

You can view a list of all ACs at https://www.faa.gov/regulations_policies/advisory_circulars/. You can view the FAA Regulations at https://www.faa.gov/regulations_policies/faq_regulations/.

9 **Feedback on this AC.**

If you have suggestions for improving this AC, you may use the Advisory Circular Feedback form at the end of this AC.

/signed/

John R. Dermody
Director of Airport Safety and Standards

CONTENTS

Paragraph	Page
CHAPTER 1. Introduction	1-1
1.1 Policy	1-1
1.2 Standards, Recommended Practices, and Requirements.	1-1
1.3 Federal Regulations.	1-2
1.4 Environmental Protection.	1-3
1.5 Definitions.....	1-3
1.6 Categories and Codes.....	1-12
1.7 Airport Layout Plan (ALP).....	1-15
1.8 Airport Data.	1-16
1.9 Airport Improvement Program (AIP).	1-18
1.10 State Role.....	1-18
1.11 Local Government Role.....	1-19
1.12 Related Documents and Federal Regulations.	1-19
CHAPTER 2. Design Principles	2-1
2.1 General.....	2-1
2.2 Airport Planning Relationship to Airport Design.	2-1
2.3 Present Needs Versus Future Demand.....	2-1
2.4 Addressing Non-standard Airport Conditions.	2-2
2.5 New Construction, Reconstruction, and Rehabilitation.....	2-2
2.6 Design Process.	2-2
2.7 Key Safety Considerations for Airport Design.....	2-5
2.8 Modification of Standards.....	2-6
2.9 Safety Management Systems (SMS).	2-7
2.10 Diverse Aeronautical Activities on Airports.....	2-7
CHAPTER 3. Runway Design	3-1
3.1 General.....	3-1
3.2 Runway Design Code (RDC).....	3-1
3.3 Runway Design Standards.	3-1
3.4 Runway Design Concepts and Considerations.	3-3

Paragraph	Page
3.5 Runway End Siting Criteria.....	3-6
3.6 Approach and Departure Surfaces.	3-9
3.7 Runway Geometry.	3-20
3.8 Runway Line of Sight (LOS).....	3-24
3.9 Parallel Runway Separation.....	3-29
3.10 Runway Safety Area (RSA).....	3-35
3.11 Obstacle Free Zone (OFZ).....	3-38
3.12 Runway Object Free Area (ROFA).....	3-47
3.13 Runway Protection Zone (RPZ).....	3-48
3.14 Clearway.	3-52
3.15 Stopway.....	3-53
3.16 Surface Gradient.	3-54
3.17 Runway to Taxiway Separation.	3-64
3.18 Runway to Hold Line Separation.....	3-65
3.19 Runway to Aircraft Parking Area Separation.	3-65
3.20 Turf Runways.....	3-65
3.21 Markings/Lighting/Signs.	3-67
CHAPTER 4. Taxiway and Taxilane Design.....	4-1
4.1 General.....	4-1
4.2 Taxiway Design Group (TDG).....	4-2
4.3 Taxiway and Taxilane Design Concepts and Considerations.....	4-2
4.4 Straight Segment Taxiway/Taxilane Width.....	4-8
4.5 Taxiway/Taxilane Clearance.	4-9
4.6 Parallel Taxiways.....	4-17
4.7 Taxiway Fillet Design.....	4-19
4.8 Runway/Taxiway Intersections.....	4-23
4.9 Holding Bays for Runway Ends.	4-36
4.10 Taxiway Turnarounds.	4-38
4.11 Apron Taxiways and Taxilanes.	4-39
4.12 End-Around Taxiways (EAT).....	4-39
4.13 Taxiway and Taxilane Shoulders.....	4-42
4.14 Surface Gradient for Taxiways, Taxilanes, and TSAs.....	4-43

Paragraph	Page
4.15 Taxiway Line of Sight (LOS).....	4-47
4.16 Markings/Lighting/Signs.....	4-47
CHAPTER 5. Aprons.....	5-1
5.1 General.....	5-1
5.2 Apron Types.....	5-1
5.3 Apron Design Concepts and Considerations.....	5-3
5.4 Apron Location.....	5-4
5.5 Runway Access from Aprons.....	5-5
5.6 Lateral Object Clearance on Aprons.....	5-6
5.7 Apron Taxilanes.....	5-8
5.8 Fueling on Aprons.....	5-8
5.9 Apron Surface Gradients.....	5-9
5.10 Apron Drainage.....	5-10
5.11 Apron Snow Removal.....	5-12
5.12 Apron Markings.....	5-13
5.13 Apron Signage and Edge Lighting.....	5-14
5.14 Area Lighting on Aprons.....	5-14
5.15 Apron Security.....	5-15
5.16 Apron Pavement Design.....	5-15
5.17 Jet Blast and Propeller Wash on Aprons.....	5-16
5.18 Airport Traffic Control Tower (ATCT) Visibility/Line of Sight (LOS) on Aprons.....	5-18
5.19 Apron Vehicle Service Road (VSR).....	5-19
5.20 Design of Specific Apron Types.....	5-20
CHAPTER 6. Airfield Systems and Facilities.....	6-1
6.1 General.....	6-1
6.2 Airfield Bridges and Tunnels.....	6-1
6.3 Airfield Drainage.....	6-5
6.4 Airfield Pavements.....	6-6
6.5 Airfield Roadways.....	6-6
6.6 Blast Fences.....	6-10
6.7 Buildings within AOA.....	6-12

Paragraph	Page
6.8 Security of Airports.....	6-13
6.9 Compass Calibration Pad.....	6-16
6.10 Underground Power, Control, and Communications Cables.....	6-19
6.11 Communications, Navigation, Surveillance and Weather (CNSW) and Air Traffic Control (ATC) Facilities and Equipment.	6-21
Appendix A. Aircraft Characteristics.....	A-1
A.1 Basic Aircraft Characteristics.	A-1
A.2 Background.	A-2
A.3 Aircraft Arranged by Aircraft Manufacturer, and Runway Design Code (RDC).....	A-3
Appendix B. Wind Analysis	B-1
B.1 Objective.	B-1
B.2 Coverage and Orientation of Runways.	B-1
B.3 Allowable Crosswind Components.....	B-2
B.4 Wind Data Sources.	B-3
B.5 Analyzing Wind Data.	B-5
Appendix C. Jet Blast and Propeller Wash.....	C-1
C.1 Introduction.....	C-1
C.2 Aircraft Generated Air Currents.	C-1
C.3 Propeller Wash.....	C-2
C.4 Jet Blast.....	C-2
C.5 Recommended Practices.	C-4
C.6 Design Considerations.	C-4
C.7 Mitigation Measures.	C-5
Appendix D. End-Around Taxiway (EAT) Visual Screens.....	D-1
D.1 Screen Sizing.	D-1
D.2 Screen Construction.....	D-4
Appendix E. General Aviation (GA) Facilities.....	E-1
E.1 Background.	E-1
E.2 General Aviation Apron.....	E-1
E.3 Hangars.	E-11
E.4 GA Terminal Building.....	E-14

Paragraph	Page
E.5 Airport Support Facilities	E-15
E.6 Fencing for GA Airports.....	E-18
Appendix F. Compass Calibration Pad Survey.....	F-1
F.1 Survey of the Compass Calibration Pad	F-1
F.2 Resurvey of In-service Pads.....	F-1
Appendix G. Runway Design Standards Tables.....	G-1
Appendix H. Declared Distances	H-1
H.1 Application.....	H-1
H.2 RSA, ROFA, and RPZ Lengths and Related Nomenclature.	H-2
H.3 Background.....	H-3
H.4 For Takeoff.....	H-4
H.5 For Landing.....	H-14
H.6 Notification.....	H-19
H.7 Documenting Rationale for Declared Distances.....	H-21
Appendix I. Runway Additional Information	I-1
I.1 Purpose.....	I-1
I.2 Additional Information and Guidance on Runway Safety Area (RSA) Development.....	I-1
I.3 Runway Protection Zone (RPZ) Background.....	I-2
I.4 Using a Runway as a Taxiway.....	I-3
I.5 Object Clearing.....	I-3
I.6 Threshold Displacement.....	I-4
I.7 Overlapping RSAs.....	I-5
I.8 Runway Object Free Area (ROFA) Background.....	I-6
Appendix J. Taxiway Additional Information.....	J-1
J.1 Purpose.....	J-1
J.2 Taxiway Fillet and Turn Design.....	J-1
J.3 TDG Tables for Common Intersection Angles.....	J-8
J.4 Methodology and Calculations for Reductions in TOFA/TLOFA Standards.....	J-13
J.5 Taxiway Geometries with Elevated Risk to Safety.....	J-16
Appendix K. Instrument Flight Procedures.....	K-1

Paragraph	Page
K.1 Instrument Flight Procedures (IFP)	K-1
Appendix L. Approach and Departure Reference Codes	L-1
L.1 General Overview	L-1
L.2 Approach Reference Code (APRC)	L-1
L.3 Departure Reference Code (DPRC)	L-4
Appendix M. Differences in Airport Design Standards and Relationship of Aircraft Characteristics to Design Components	M-1
Appendix N. Acronyms	N-1
Appendix O. Index	O-1

FIGURES

Figure 1-1. Taxiway Design Groups (TDGs)	1-15
Figure 3-1. Airport Layout Example	3-2
Figure 3-2. Runway Ends	3-7
Figure 3-3. Standard Approach Surface	3-10
Figure 3-4. Displaced Threshold	3-11
Figure 3-5. Visual Approach Surfaces	3-12
Figure 3-6. Non-Precision and IFR Circling Approach Surfaces	3-13
Figure 3-7. APV and PA Instrument Runway Approach Surfaces	3-14
Figure 3-8. Offset Approach Plane	3-15
Figure 3-9. Instrument Departure Surface	3-18
Figure 3-10. Departure Surface with Clearway	3-19
Figure 3-11. Departure Surface – Perspective View (Without Clearway)	3-20
Figure 3-12. Converging Non-Intersecting Runways	3-23
Figure 3-13. Intersecting Runways	3-25
Figure 3-14. Runway Visibility Zone – Perpendicular Intersection Runways	3-26
Figure 3-15. Runway Visibility Zone – Non-Perpendicular Intersecting Runways – X Less Than 750 Feet (229 m)	3-28
Figure 3-16. Runway Visibility Zone – Non-Perpendicular Intersecting Runways – X Distance Equal to or Greater Than 750 Feet (229 m)	3-28
Figure 3-17. Runway Visibility Zone for Converging Non-Intersecting Runways	3-30

	Page
Figure 3-18. Parallel Runway Separation – Simultaneous Radar-Controlled Mixed Operations with Staggered Thresholds	3-34
Figure 3-19. Runway Safety Area (RSA)	3-35
Figure 3-20. Obstacle Free Zone (OFZ) for Visual Runways and Runways with Not Lower Than $\frac{3}{4}$ Statute Mile (1.2 km) Approach Visibility Minimums	3-39
Figure 3-21. OFZ for Operations on Runways by Small Aircraft with Lower Than $\frac{3}{4}$ Statute Mile (1.2 km) Approach Visibility Minimums	3-40
Figure 3-22. OFZ for Operations on Runways by Large Aircraft with Lower Than $\frac{3}{4}$ Statute Mile (1.2 km) Approach Visibility Minimums	3-41
Figure 3-23. OFZ for Operations on Runways by Large Aircraft with Lower Than $\frac{3}{4}$ Statute Mile (1.2 km) Approach Visibility Minimums and Displaced Threshold	3-42
Figure 3-24. Precision Obstacle Free Zone (POFZ) – No Displaced Threshold	3-45
Figure 3-25. POFZ – Displaced Threshold	3-46
Figure 3-26. Runway Protection Zone (RPZ), Runway Object Free Area (ROFA), and Runway Safety Area (RSA)	3-49
Figure 3-27. Runway with all Declared Distances Equal to the Runway Length	3-50
Figure 3-28. Approach and Departure RPZs Where the Takeoff Run Available (TORA) is Less Than the Takeoff Distance Available (TODA)	3-51
Figure 3-29. Clearway	3-53
Figure 3-30. Stopway	3-54
Figure 3-31. Longitudinal Grade Limitations for Aircraft Approach Categories A and B	3-55
Figure 3-32. Longitudinal Grade Limitations for Aircraft Approach Categories C, D, and E	3-56
Figure 3-33. Transverse Grade Limitations	3-57
Figure 3-34. Alternate Runway Cross Sections	3-59
Figure 3-35. RSA Grade Limitations Beyond 200 feet (61 m) from the Runway End	3-63
Figure 4-1. Three-Path Concept Taxiway Intersection	4-4
Figure 4-2. Apron-Taxiway Transition	4-6
Figure 4-3. Apron-Runway Transition	4-7
Figure 4-4. Taxiway Edge Safety Margin (TESM) – Straight Segment	4-8
Figure 4-5. Wingtip Clearance – Parallel Taxiways/Taxilanes	4-11
Figure 4-6. Wingtip Clearance from Taxiway	4-12
Figure 4-7. Taxilane Separations and Clearances	4-13
Figure 4-8. Wingtip Clearance from Apron Taxilane	4-15
Figure 4-9. TSA and TOFA at Taxiway Intersections	4-16

	Page
Figure 4-10. Parallel Taxiways	4-18
Figure 4-11. Parallel Taxiway Offset.....	4-19
Figure 4-12. Taxiway Turn – 90-Degree Delta	4-21
Figure 4-13. Taxiway Turn – Less Than 90-Degree Delta	4-22
Figure 4-14. Taxiway Turn – Greater Than 90-Degree Delta	4-22
Figure 4-15. Entrance Taxiway.....	4-25
Figure 4-16. Bypass Taxiway Bay Configuration	4-27
Figure 4-17. Right-Angled Exit Taxiway	4-28
Figure 4-18. Cumulative Probability of Aircraft Able to Exit by AAC at Airports with an Elevation Less Than 2,000 feet (610 m) MSL	4-29
Figure 4-19. High-Speed Exit	4-32
Figure 4-20. High-Speed Exit – Reverse Turn	4-33
Figure 4-21. High-Speed Exit Separation.....	4-33
Figure 4-22. Crossover Taxiway, Taxiway Separation Based on ADG	4-34
Figure 4-23. Crossover Taxiway, Taxiway Separation Based on TDG	4-35
Figure 4-24. Crossover Taxiway Reverse Turn, Taxiway Separation Based on ADG	4-36
Figure 4-25. Holding Bay Configuration.....	4-37
Figure 4-26. Holding Bay – Alternate Configuration.....	4-38
Figure 4-27. Taxiway Turnaround.....	4-39
Figure 4-28. End-Around Taxiway (EAT)	4-41
Figure 4-29. Taxiway and Taxilane Transverse Gradients.....	4-45
Figure 5-1. Types of Aprons.....	5-2
Figure 5-2. Parking Position Clearance	5-8
Figure 5-3. Passenger Terminal Gate Area.....	5-22
Figure 6-1. Shoulder Markings for Taxiway Bridges.....	6-4
Figure 6-2. Compass Calibration Pad	6-18
Figure 6-3. Typical Communications, Navigation, Surveillance, and Weather (CNSW)	6-22
Figure 6-4. Two Frangible Connections	6-26
Figure 6-5. Remote Transmitter/Receiver (RTR) Communication Facility	6-27
Figure 6-6. Airport Surveillance Radar (ASR) Steel Tower (17 feet (5.2 m) high)	6-28
Figure 6-7. Approach Lighting System (ALS) with Sequenced Flashers	6-30
Figure 6-8. Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)	6-31

	Page
Figure 6-9. MALS.....	6-32
Figure 6-10. MALS with Sequenced Flashers (MALSF).....	6-33
Figure 6-11. Omnidirectional Airport Lighting System (ODALS)	6-34
Figure 6-12. Lead-in Lighting System (LDIN).....	6-35
Figure 6-13. Runway End Identifier Lighting (REIL).....	6-36
Figure 6-14. 4-Unit Precision Approach Path Indicator (PAPI).....	6-38
Figure 6-15. Instrument Landing System (ILS) Localizer (LOC) Siting and Critical Area.....	6-39
Figure 6-16. LOC 8-Antenna Array.....	6-40
Figure 6-17. Glide Slope (GS) Siting and Critical Area.....	6-41
Figure 6-18. GS Antenna and Equipment Shelter	6-41
Figure 6-19. Distance Measuring Equipment (DME) Antenna	6-42
Figure 6-20. Runway Visual Range (RVR).....	6-43
Figure 6-21. Enroute VHF Omnidirectional Range (VOR) Facility	6-44
Figure 6-22. Terminal Very High Frequency Omnidirectional Range (TVOR) Facility	6-45
Figure 6-23. Non-Directional Beacon (NDB) Facility	6-46
Figure 6-24. Segmented Circle and Wind Cone	6-47
Figure 6-25. Automated Surface Observing System (ASOS) Weather Sensors Suite	6-47
Figure 6-26. Weather Camera (WCAM) Pole	6-48
Figure 6-27. Weather Equipment Sensor Pole.....	6-49
Figure 6-28. Low Level Windshear Alert System (LLWAS) Sensor Pole.....	6-50
Figure 6-29. Automated Dependent Surveillance Broadcast (ADS-B) Ground Station	6-51
Figure A-1. Key Dimensions – Large Aircraft.....	A-1
Figure A-2. Key Dimensions – Small Aircraft.....	A-2
Figure A-3. Folding Wingtips.....	A-3
Figure B-1. Wind Vector Diagram	B-4
Figure B-2. Blank Windrose Graphic Showing Direction and Divisions.....	B-8
Figure B-3. Completed Windrose Graphic Using Table B-2 Data	B-9
Figure B-4. Windrose Analysis.....	B-10
Figure D-1. End-Around Taxiway (EAT) Screen Sizing and Location	D-2
Figure D-2. Example Visual Screen Structure.....	D-5
Figure D-3. Example Panel Layout for 13-foot (4 m) High Screen	D-8
Figure D-4. Visual Screen Stripe Orientation.....	D-9

	Page
Figure E-1. Tiedown Layout.....	E-4
Figure E-2. Tiedown Spacing	E-5
Figure E-3. Nested Tiedowns	E-6
Figure E-4. Single Path Entry/Exit Taxilane	E-8
Figure E-5. Dual Path Entry/Exit Taxilane.....	E-8
Figure E-6. T-Hangar Complex	E-10
Figure E-7. Standard T-Hangar Layout	E-12
Figure E-8. Nested T-Hangar Layout	E-12
Figure E-9. Separation of Vehicle Parking and Aircraft Pavement.....	E-16
Figure H-1. Typical Starting Point for ASDA, TODA, and TORA	H-4
Figure H-2. Modified TODA and TORA due to Object Penetration of 40:1 Surface.....	H-6
Figure H-3. Extended TODA with Clearway – Shortened TORA	H-7
Figure H-4. Typical Location of TODA Departure End of Runway (DER) – No Clearway	H-8
Figure H-5. Extended TODA with Clearway – Typical TORA	H-9
Figure H-6. Typical Location of Departure End of ASDA and LDA	H-11
Figure H-7. Adjusted ASDA and LDA Departure End for the RSA.....	H-12
Figure H-8. Adjusted ASDA and LDA Departure End for ROFA.....	H-13
Figure H-9. Departure End of ASDA with Stopway	H-14
Figure H-10. Typical Start of LDA.....	H-16
Figure H-11. LDA Starting Point – Displaced Threshold for Approach and Departure Surfaces	H-17
Figure H-12. LDA Starting Point – Displaced Threshold for Adjusted RPZ.....	H-18
Figure H-13. LDA Starting Point – Displaced Threshold for Adjusted RSA	H-19
Figure H-14. LDA Starting Point – Displaced Threshold for Adjusted ROFA.....	H-20
Figure I-1. Percent of Aircraft Overrun Versus Distance Beyond the Runway End.....	I-2
Figure I-2. Threshold Displacement on a Visual Runway.....	I-4
Figure I-3. Overlapping Runway Safety Areas – Elevated Risk	I-5
Figure I-4. Intersecting Runways – Elevated Risk	I-6
Figure J-1. Fillet Design Example	J-2
Figure J-2. Angle of Intersection (Delta).....	J-4
Figure J-3. Steering Angle of No More Than 50 Degrees.....	J-4
Figure J-4. Track of the Main Gear is Modeled, Offset by the Taxiway Edge Safety Margin (TESM).....	J-5

	Page
Figure J-5. Minimize Excess Pavement While Providing the Standard TESM	J-5
Figure J-6. Pavement Edge (Main Gear Track + TESM) Offset by 6 inches (152 mm).....	J-6
Figure J-7. Detail of Figure J-6.....	J-6
Figure J-8. Taper Selection to Minimize Excess Pavement with Consideration for Constructability	J-7
Figure J-9. Establishing Radius of Outer Taxiway Pavement Edge Based on the Centerline Radius and Taxiway Width for Each TDG	J-7
Figure J-10. Dimensioning the Fillet Design.....	J-8
Figure J-11. TOFA/TLOFA Width.....	J-13
Figure J-12. Separation Distance between Parallel Taxiways/Taxilanes	J-15
Figure J-13. Extra-Wide Pavement Area at Runway Entrance.....	J-18
Figure J-14. Entrance Taxiway Intersecting Runway End at an Angle less than 90 Degrees ...	J-19
Figure J-15. Entrance Taxiway Intersecting Runway End at an Angle Greater Than 90 Degrees	J-20
Figure J-16. Aerial Image of Complex Taxiway Intersection Exceeding the “Three-Path” Concept.....	J-21
Figure J-17. Complex Taxiway Intersection Not Meeting the “Three-Path Concept”	J-22
Figure J-18. Taxiway Intersection that Coincides with Multiple Runways.....	J-23
Figure J-19. Y-Shaped Taxiway Crossing a Runway.....	J-24
Figure J-20. Apron-Taxiway Configuration – Elevated Risk.....	J-25
Figure J-21. Aerial Image of High-speed Exit Co-located with Connecting Taxiways	J-26
Figure J-22. High-Speed Exit Co-located with Connecting Taxiway	J-27
Figure J-23. Aerial Image of High-speed Exit Leading to Another Runway	J-28
Figure J-24. Parallel Taxiway Adjacent to Apron Pavement	J-29
Figure J-25. Aerial Image of Short (Stub) Taxiway Connection to a Runway.....	J-30
Figure J-26. Poor Holding Bay – Moderate Risk Configuration	J-31
Figure J-27. Poor Holding Bay – Elevated Risk Configuration	J-31
Figure J-28. Co-located High-Speed Runway Exit Taxiways	J-32
Figure J-29. Taxiway Fillet Pavement for Uncommon Turn.....	J-33
Figure J-30. Aligned Taxiway and Common Mitigations	J-34
Figure J-31. Taxiway Connections to V-shaped Runways.....	J-35
Figure J-32. Taxiways to Converging, Non-Intersecting Runways.....	J-35
Figure J-33. Parallel Taxiway/Runway Intersection – Elevated Risk	J-37

	Page
Figure J-34. Parallel Taxiway/Runway Intersection – Optimum Configuration.....	J-38
Figure L-1. ADG V-VI Departures.....	L-5

TABLES

Table 1-1. Aircraft Approach Category (AAC).....	1-13
Table 1-2. Airplane Design Group (ADG).....	1-13
Table 1-3. Visibility Minimums	1-14
Table 1-4. TDG Table.....	1-15
Table 3-1. Runway Design Standards.....	3-1
Table 3-2. Visual Approach Surfaces	3-12
Table 3-3. Non-Precision and IFR Circling Approach Surfaces	3-13
Table 3-4. APV and PA Instrument Runway Approach Surfaces.....	3-14
Table 3-5. Instrument Departure Surface.....	3-17
Table 3-6. Transverse Grades Based on AAC	3-60
Table 3-7. Transverse Grades Based on ADG.....	3-61
Table 4-1. Design Standards Based on Airplane Design Group (ADG)	4-10
Table 4-2. Design Standards Based on Taxiway Design Group (TDG).....	4-10
Table 4-3. Runway to Taxiway Separation for Reverse Turns from a High-Speed Exit Based on TDG.....	4-32
Table 5-1. Parking Position Clearance.....	5-7
Table 6-1. Fixed-by-Function Designation for CNSW Equipment.....	6-24
Table B-1. Allowable Crosswind Component per Runway Design Code (RDC).....	B-3
Table B-2. Standard Wind Analysis Results for ALL_WEATHER.....	B-7
Table C-1. Air Velocity Sensitivity Thresholds	C-1
Table D-1. Aircraft Characteristics.....	D-4
Table D-2. Notes for Figure D-2 – High Frame Elevation.....	D-6
Table D-3. Notes for Figure D-2 – Intermediate Frame Elevation.....	D-6
Table D-4. Notes for Figure D-2 – Low Frame Elevation.....	D-6
Table D-5. Daytime Color (x, y, Y) Specification Limits	D-9
Table D-6. Minimum Coefficient of Retroreflection Candelas/Foot Candle/Square Foot/Candelas/Lux/Square Meter.....	D-9

	Page
Table D-7. Visual Screen Panel Wind Loads	D-10
Table E-1. Minimum Parking Position Sizing	E-2
Table G-1. Runway Design Standards Matrix, A/B-I Small Aircraft.....	G-1
Table G-2. Runway Design Standards Matrix, A/B-I.....	G-2
Table G-3. Runway Design Standards Matrix, A/B-II Small Aircraft.....	G-3
Table G-4. Runway Design Standards Matrix, A/B-II.....	G-4
Table G-5. Runway Design Standards Matrix, A/B-III.....	G-5
Table G-6. Runway Design Standards Matrix, A/B-IV.....	G-6
Table G-7. Runway Design Standards Matrix, C/D/E-I.....	G-7
Table G-8. Runway Design Standards Matrix, C/D/E-II.....	G-8
Table G-9. Runway Design Standards Matrix, C/D/E-III	G-9
Table G-10. Runway Design Standards Matrix, C/D/E-IV	G-10
Table G-11. Runway Design Standards Matrix, C/D/E-V	G-11
Table G-12. Runway Design Standards Matrix, C/D/E-VI.....	G-12
Table H-1. Relation of Declared Distances to Design Standards	H-2
Table J-1. Taxiway Intersection Dimensions for TDG 1A.....	J-9
Table J-2. Taxiway Intersection Dimensions for TDG 1B.....	J-9
Table J-3. Taxiway Intersection Dimensions for TDG 2A.....	J-10
Table J-4. Taxiway Intersection Dimensions for TDG 2B.....	J-10
Table J-5. Taxiway Intersection Dimensions for TDG 3.....	J-11
Table J-6. Taxiway Intersection Dimensions for TDG 4.....	J-11
Table J-7. Taxiway Intersection Dimensions for TDG 5.....	J-12
Table J-8. Taxiway Intersection Dimensions for TDG 6.....	J-12
Table J-9. TOFA Calculations (feet)	J-14
Table J-10. TLOFA Calculations (feet).....	J-14
Table K-1. Criteria to Support Instrument Flight Procedure Development.....	K-4
Table L-1. Approach Reference Code (APRC).....	L-2
Table L-2. Departure Reference Code (DPRC).....	L-4

	Page
Table M-1. Differences in Design Standards with Upgrade in Aircraft Approach Category (AAC) and Airplane Design Group (ADG)	M-1
Table M-2. Differences in Airport Design Standards with Lowering Approach Visibility Minimums	M-3
Table M-3. Relationship of Aircraft Characteristics to Design Components	M-4

- a. **Exception:** The presence of a standard Engineered Materials Arresting System (EMAS) is equivalent to the standard length for a departure RSA and OFA prior to a runway end.
4. Incompatible objects and activities remain clear of the RPZ, per paragraph 3.13.
5. Controls in the form of land-use restriction, zoning, easements, or acquisition are in place, to the extent practical, to protect approach and departure surfaces from adverse conditions such as:
 - a. proposed development, or
 - b. natural vegetation growth.
6. Critical areas, light signal clearance surfaces, and approach surfaces associated with electronic and visual NAVAIDs such as a visual glide slope indicator (VGSI), approach lighting system (ALS), or ILS remain clear of interfering sources.

3.6 Approach and Departure Surfaces.

Table 3-2, Table 3-3, Table 3-4, and Table 3-5 present the dimensional standards applicable to varying runway types based on normal conditions (e.g., standard 3-degree glidepath angle). Meeting the criteria of these tables protects the runway use and establishes maximum runway utility during meteorological weather conditions. The FAA determines final published visibility minimums by applying the criteria prescribed in TERPS.

3.6.1 Approach Protection Surfaces.

The approach protection surfaces defined in this paragraph are distinct from the approach surfaces defined in 14 CFR Part 77. The specific size, slope, and starting point of the surface depend upon the visibility minimums and each type of procedure associated with the runway end. Evaluate any obstacle penetrating the approach surfaces in Table 3-2, Table 3-3, and Table 3-4 through the OE/AAA process.

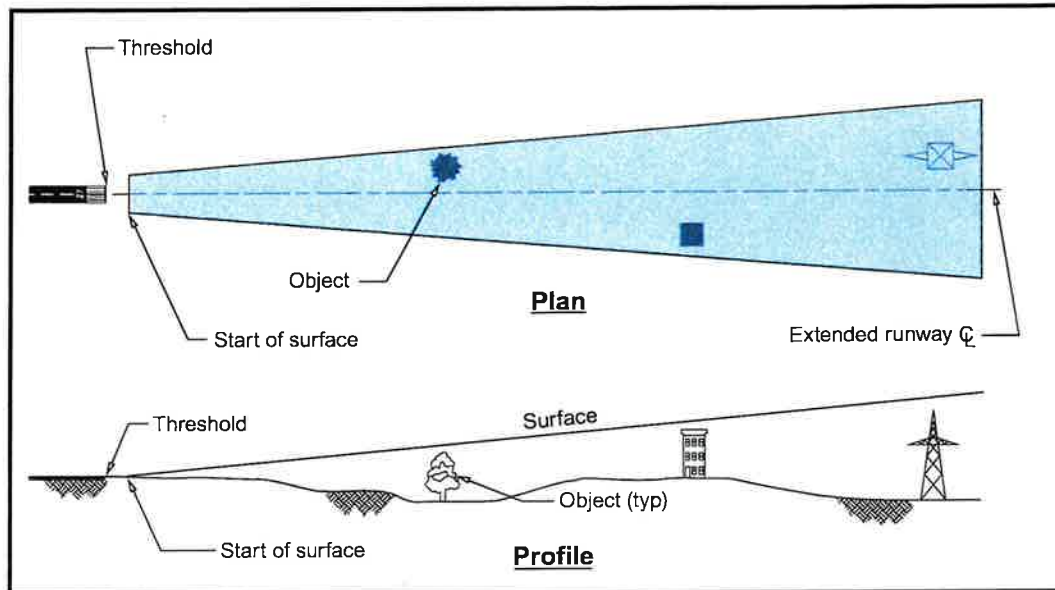
3.6.1.1 Standards.

Approach surfaces protect runway use for visual and instrument aircraft operations. The FAA will not issue a modification of standard for standards prescribed in Table 3-2, Table 3-3, and Table 3-4.

1. Visual runway (Table 3-2) approach surfaces are clear of obstacles.
2. Instrument runway (Table 3-3 and Table 3-4) approach surfaces are clear of obstacles.
3. The approach surface has a trapezoidal shape, per Figure 3-3, Table 3-2, Table 3-3, and Table 3-4.

4. If necessary to avoid obstacles, the instrument approach surface may be offset, as shown in [Figure 3-8](#). Contact the Flight Procedures Team for more information on offset instrument approaches.

Figure 3-3. Standard Approach Surface



Note 1: The starting elevation of the approach slope is the elevation of the runway threshold.

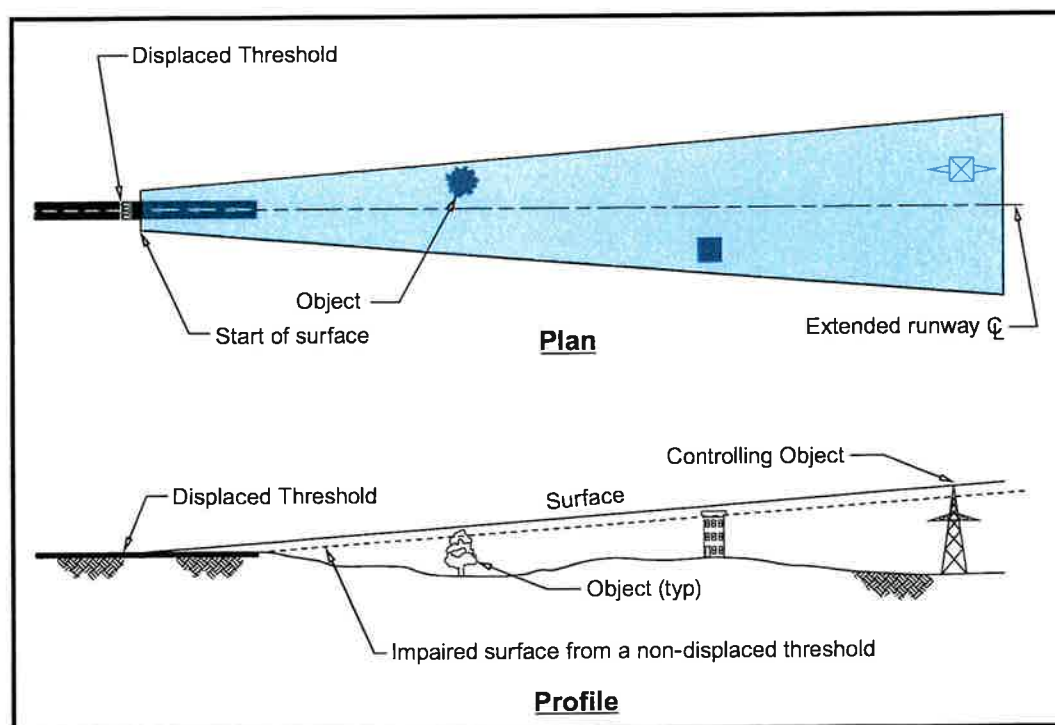
Note 2: Refer to [Figure 3-4](#) for a displaced threshold.

3.6.1.2 Design Considerations.

1. The instrument approach surfaces in [Table 3-3](#) and [Table 3-4](#) only reflect the visual segment of an instrument approach, as defined in TERPS.
 - a. Other TERPS criteria may apply.
 - b. Coordination with the FAA Flight Procedures Team is necessary for a complete assessment of instrument runways.
2. Ensure protection of runway ends from proposed development or natural vegetation growth that could penetrate the approach surfaces:
 - a. Protection measures include land use restrictions and zoning, easements, and property acquisitions (see [AC 150/5020-1](#)).
 - b. For additional guidance on Approach and Departure Protection, see <https://www.faa.gov/airports/engineering>.
 - c. Refer to the Runway Airspace Management (RAM) Tool on the FAA's ADIP website <https://adip.faa.gov> for management of data regarding vegetation on and around airports.

- d. Consider operational surfaces associated with electronic and visual NAVAIDs such as a VGSI, ALS, or ILS (see [AC 150/5340-30](#)).
3. For instrument runways, the FAA adjusts minimums as applicable, whenever an airport cannot mitigate obstacles penetrating an instrument approach and departure surface.
4. For roads, railroads, waterways, or other traverse ways for mobile objects within the limits of the approach surface:
 - a. Consider the height of the highest mobile object that normally traverses the area under the approach surface.
 - b. If unknown, apply the following typical values above the traverse way surface:
 - i. interstate highways: 17 feet (5.2 m)
 - ii. railroads: 23 feet (7 m)
 - iii. access controlled roads: 10 feet (3 m)
 - iv. all other public roads, highways, and vehicle parking areas: 15 feet (4.6 m).
5. Displacing the threshold may mitigate obstacle(s) penetrating the approach surface. See [Figure 3-4](#).

Figure 3-4. Displaced Threshold



Note 1: The starting elevation of the approach slope is the elevation of the runway displaced threshold.

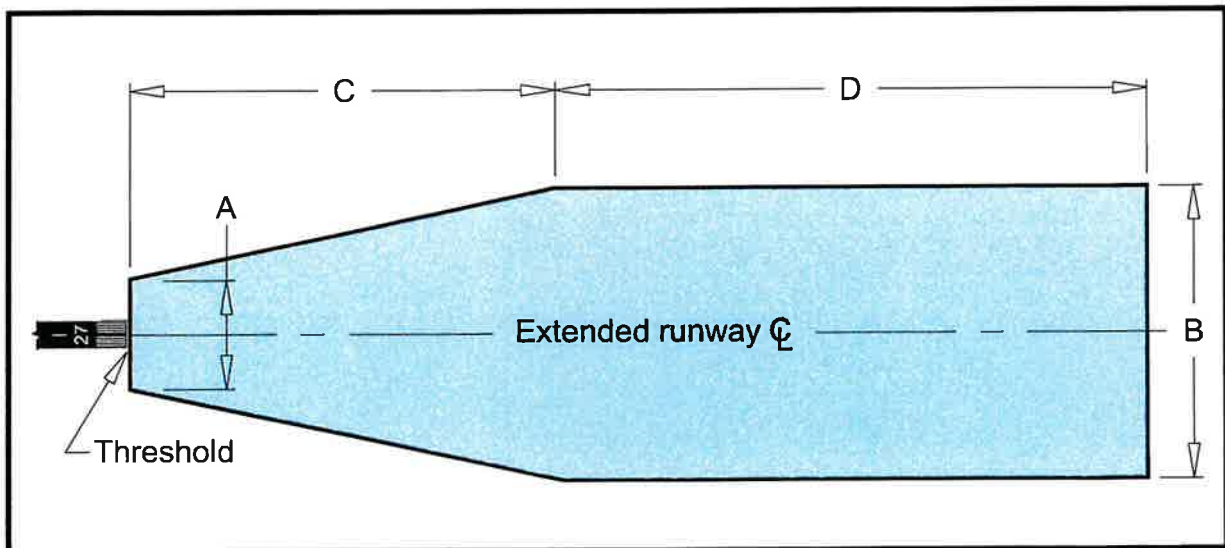
Table 3-2. Visual Approach Surfaces

Surface	Runway Type	A ft (m)	B ft (m)	C ft (m)	D ft (m)	Slope
Surface 1	Approach end of runways serving small airplanes with approach speeds less than 50 knots.	120 (37)	300 (91)	500 (152)	2,500 (762)	15:1
Surface 2	Approach end of runways serving small airplanes with approach speeds of 50 knots or more.	250 (76)	700 (213)	2,250 (686)	2,750 (838)	20:1
Surface 3	Approach end of runway serving large airplanes (>12,500 lbs (5,669 kg))	400 (122)	1,000 (305)	1,500 (457)	8,500 (2,591)	20:1

Note 1: Approach surface begins at the runway threshold.

Note 2: Use [Table 3-3](#) for runways with a circling-only approach.

Figure 3-5. Visual Approach Surfaces



Note 1: Refer to [Table 3-2](#) for dimensional values.

Note 2: Surface slopes upward and away from starting point.

Table 3-3. Non-Precision and IFR Circling Approach Surfaces

Surface	Runway Type	Visibility minimums	A ft (m)	B ft (m)	C ft (m)	D ft (m)	Slope
Surface 4	Approach end of runways that support IFR circling procedures and procedures only providing lateral guidance (VOR, NDB, LNAV, LP, TACAN, VORTAC, ASR, and LOC).	≥ ¾ statute mile (1.2 km)	200 (61)	400 (122)	3,400 (1,036)	10,000 (3,048)	20:1
		< ¾ statute mile (1.2 km)	200 (61)	400 (122)	3,400 (1,036)	10,000 (3,048)	34:1

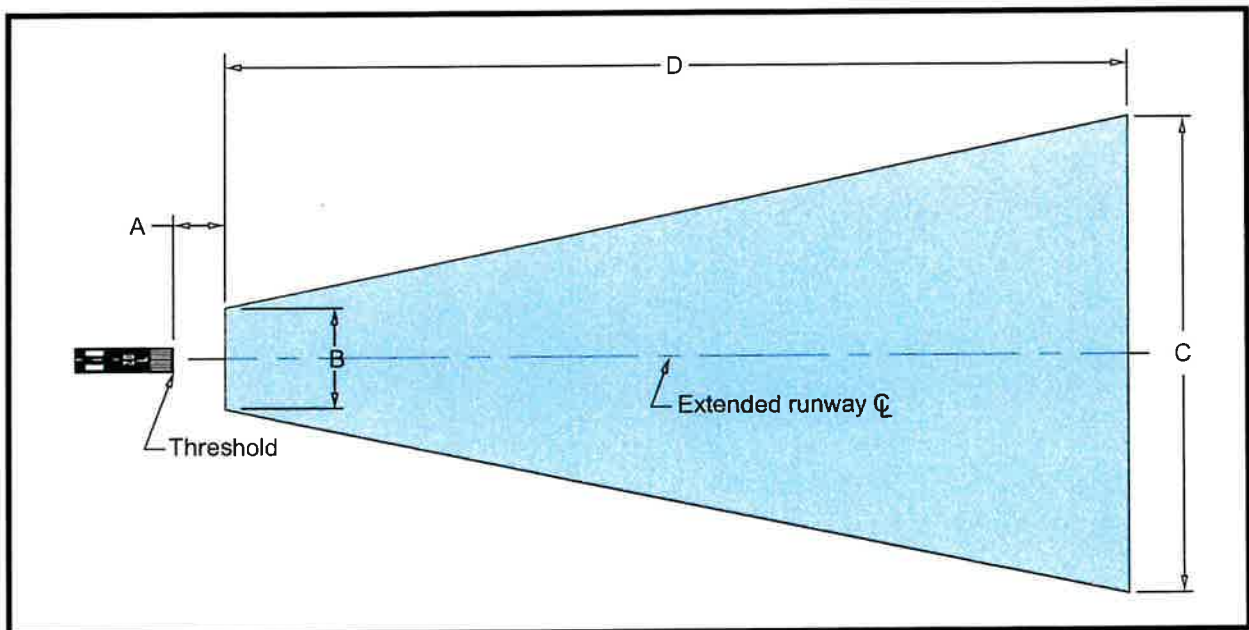
Note 1: Dimension A is relative to the runway threshold.

Note 2: Refer to the U.S Terminal Procedures Publication (TPP) to determine if circling minimums are available.



Note 3: Marking and lighting of obstacle penetrations to this surface or the use of a Visual Guidance Lighting System (VGLS) may mitigate displacement of the threshold. Contact the Flight Procedures Team if existing obstacles penetrate this surface.

Note 4: 10,000 feet (3,048 m) represents a nominal value for planning purposes. The length is dependent on the Visual Descent Point (VDP) location.

Figure 3-6. Non-Precision and IFR Circling Approach Surfaces



Note: Refer to [Table 3-3](#) for dimensional values.

 Displaying title 14, up to date as of 1/23/2026. Title 14 was last amended 1/23/2026. 

Title 14 – Aeronautics and Space

Chapter I – Federal Aviation Administration, Department of Transportation

Subchapter I – Airports

ENHANCED CONTENT - TABLE OF CONTENTS

Part 157 Notice of Construction, Alteration, Activation, and Deactivation of Airports 157.1 – 157.9

§ 157.1 Applicability.

§ 157.2 Definition of terms.

§ 157.3 Projects requiring notice.

§ 157.5 Notice of intent.

§ 157.7 FAA determinations.

§ 157.9 Notice of completion.

PART 157—NOTICE OF CONSTRUCTION, ALTERATION, ACTIVATION, AND DEACTIVATION OF AIRPORTS

Authority: 49 U.S.C. 106(g), 40103, 40113, 44502.

Source: Docket 25708, 56 FR 33996, July 24, 1991, unless otherwise noted.

§ 157.1 Applicability.

This part applies to persons proposing to construct, alter, activate, or deactivate a civil or joint-use (civil/military) airport or to alter the status or use of such an airport. Requirements for persons to notify the Administrator concerning certain airport activities are prescribed in this part. This part does not apply to projects involving:

- (a) An airport subject to conditions of a Federal agreement that requires an approved current airport layout plan to be on file with the Federal Aviation Administration; or
- (b) An airport at which flight operations will be conducted under visual flight rules (VFR) and which is used or intended to be used for a period of less than 30 consecutive days with no more than 10 operations per day.
- (c) The intermittent use of a site that is not an established airport, which is used or intended to be used for less than one year and at which flight operations will be conducted only under VFR. For the purposes of this part, *intermittent use of a site* means:
 - (1) The site is used or is intended to be used for no more than 3 days in any one week; and
 - (2) No more than 10 operations will be conducted in any one day at that site.

§ 157.2 Definition of terms.

For the purpose of this part:

Airport means any airport, heliport, helistop, vertiport, gliderport, seaplane base, ultralight flightpark, manned balloon launching facility, or other aircraft landing or takeoff area.

Heliport means any landing or takeoff area intended for use by helicopters or other rotary wing type aircraft capable of vertical takeoff and landing profiles.

Private use means available for use by the owner only or by the owner and other persons authorized by the owner.

Private use of public lands means that the landing and takeoff area of the proposed airport is publicly owned and the proponent is a non-government entity, regardless of whether that landing and takeoff area is on land or on water and whether the controlling entity be local, State, or Federal Government.

Public use means available for use by the general public without a requirement for prior approval of the owner or operator.

Traffic pattern means the traffic flow that is prescribed for aircraft landing or taking off from an airport, including departure and arrival procedures utilized within a 5-mile radius of the airport for ingress, egress, and noise abatement.

§ 157.3 Projects requiring notice.

Each person who intends to do any of the following shall notify the Administrator in the manner prescribed in § 157.5:

- (a) Construct or otherwise establish a new airport or activate an airport.
- (b) Construct, realign, alter, or activate any runway or other aircraft landing or takeoff area of an airport.
- (c) Deactivate, discontinue using, or abandon an airport or any landing or takeoff area of an airport for a period of one year or more.
- (d) Construct, realign, alter, activate, deactivate, abandon, or discontinue using a taxiway associated with a landing or takeoff area on a public-use airport.
- (e) Change the status of an airport from private use to public use or from public use to another status.
- (f) Change any traffic pattern or traffic pattern altitude or direction.
- (g) Change status from IFR to VFR or VFR to IFR.

§ 157.5 Notice of intent.

- (a) Notice shall be submitted on FAA Form 7480-1, copies of which may be obtained from an FAA Airport District/Field Office or Regional Office, to one of those offices and shall be submitted at least—
 - (1) In the cases prescribed in paragraphs (a) through (d) of § 157.3, 90 days in advance of the day that work is to begin; or
 - (2) In the cases prescribed in paragraphs (e) through (g) of § 157.3, 90 days in advance of the planned implementation date.
- (b) Notwithstanding paragraph (a) of this section—
 - (1) In an emergency involving essential public service, public health, or public safety or when the delay arising from the 90-day advance notice requirement would result in an unreasonable hardship, a proponent may provide notice to the appropriate FAA Airport District/Field Office or Regional Office by telephone or other expeditious means as soon as practicable in lieu of submitting FAA Form 7480-1. However, the proponent shall provide full notice, through the submission of FAA Form 7480-1, when otherwise requested or required by the FAA.
 - (2) notice concerning the deactivation, discontinued use, or abandonment of an airport, an airport landing or takeoff area, or associated taxiway may be submitted by letter. Prior notice is not required; except that a 30-day prior notice is required when an established instrument approach procedure is involved or when the affected property is subject to any agreement with the United States requiring that it be maintained and operated as a public-use airport.

§ 157.7 FAA determinations.

- (a) The FAA will conduct an aeronautical study of an airport proposal and, after consultations with interested persons, as appropriate, issue a determination to the proponent and advise those concerned of the FAA determination. The FAA will consider matters such as the effects the proposed action would have on existing or contemplated traffic patterns of neighboring airports; the effects the proposed action would have on the existing airspace structure and projected programs of the FAA; and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal. While determinations consider the effects of the proposed action on the safe and efficient use of airspace by aircraft and the safety of persons and property on the ground, the determinations are only advisory. Except for an objectionable determination, each determination will contain a determination-void date to

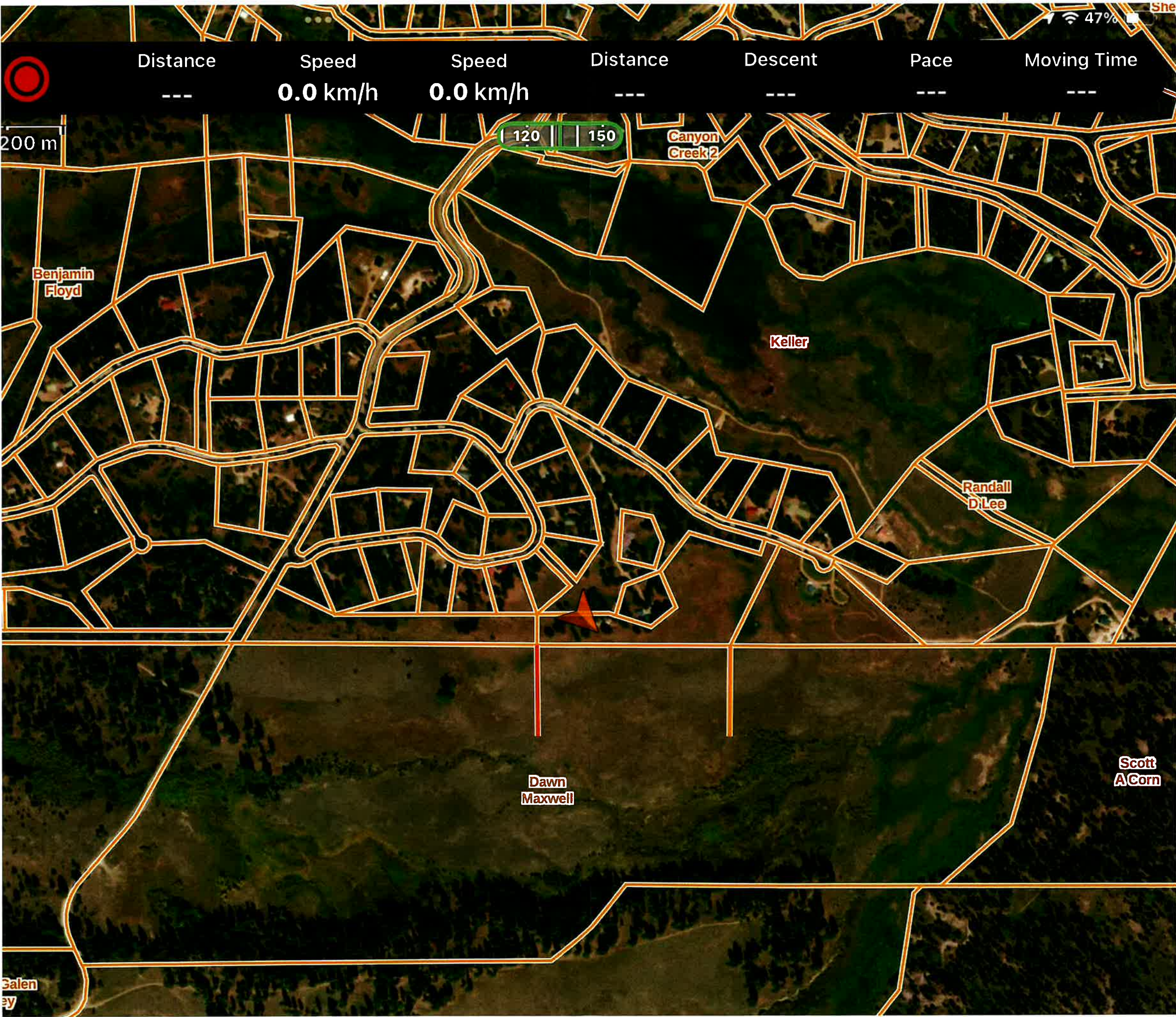
facilitate efficient planning of the use of the navigable airspace. A determination does not relieve the proponent of responsibility for compliance with any local law, ordinance or regulation, or state or other Federal regulation. Aeronautical studies and determinations will not consider environmental or land use compatibility impacts.

- (b) An airport determination issued under this part will be one of the following:
- (1) **No objection.**
 - (2) **Conditional.** A conditional determination will identify the objectionable aspects of a project or action and specify the conditions which must be met and sustained to preclude an objectionable determination.
 - (3) **Objectionable.** An objectionable determination will specify the FAA's reasons for issuing such a determination.
- (c) **Determination void date.** All work or action for which notice is required by this sub-part must be completed by the determination void date. Unless otherwise extended, revised, or terminated, an FAA determination becomes invalid on the day specified as the determination void date. Interested persons may, at least 15 days in advance of the determination void date, petition the FAA official who issued the determination to:
- (1) Revise the determination based on new facts that change the basis on which it was made; or
 - (2) Extend the determination void date. Determinations will be furnished to the proponent, aviation officials of the state concerned, and, when appropriate, local political bodies and other interested persons.

§ 157.9 Notice of completion.

Within 15 days after completion of any airport project covered by this part, the proponent of such project shall notify the FAA Airport District Office or Regional Office by submission of FAA Form 5010-5 or by letter. A copy of FAA Form 5010-5 will be provided with the FAA determination.

MAPS



She

47%



Distance Speed Speed Distance Descent Pace Moving Time
--- 0.0 km/h 0.0 km/h --- --- --- ---

200 m

120 | 150

Canyon Creek 2

Benjamin Floyd

Keller

Randall D. Lee

Dawn Maxwell

Scott A. Corn

Galen
ey



SIGNATURES

Register to Appeal CUP 2026-002

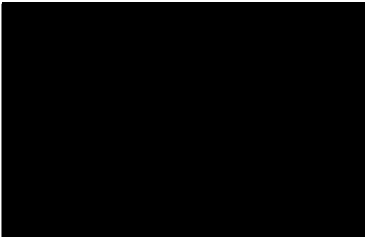
Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Dana Alspach

Email Address



Phone Number

Address

Signature

A handwritten signature in black ink, appearing to be 'Dana Alspach', is written below the signature label.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

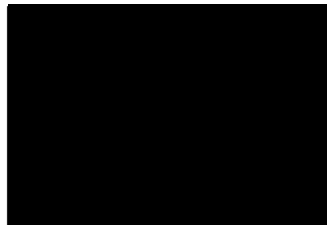
Katherine Anderson

Email Address

Phone Number

Address

Signature



A handwritten signature in black ink, appearing to be 'Katherine Anderson', written over a faint horizontal line.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

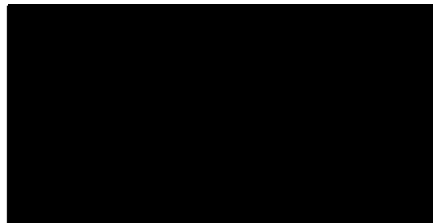
Mandi Anderson

Email Address

Phone Number

Address

Signature



A handwritten signature in black ink, appearing to read "Mandi Anderson".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

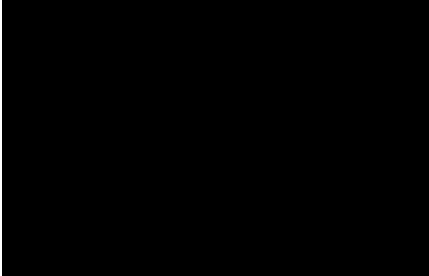
Full Name

Mike Armstrong

Email Address



Phone Number



Address

Mailing Address

Signature

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Amber Armstrong

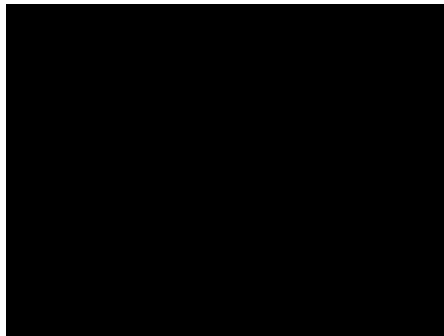
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read 'Amber Armstrong', located below the redacted area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

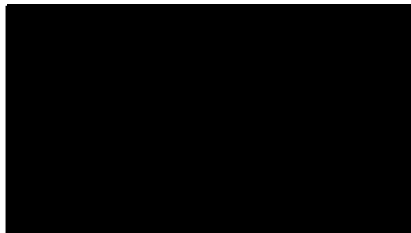
KERI BARBERO

Email Address

Phone Number

Address

Signature



A handwritten signature in black ink, appearing to read 'Keri Barbero'.

Comments

We support your fight against this 100%!!!! Wishing you all the best!

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Kim Blough

Email Address

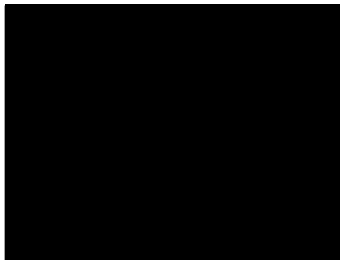
geebeeteetee1927@gmail.com

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink that reads "Kim Blough".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name


Kevin Bolen

Email Address



Address

Signature

A handwritten signature in cursive that reads "Kevin Bolen".

Comments

Stop the airstrip and the needless development of the pristine area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Dawn Bolen

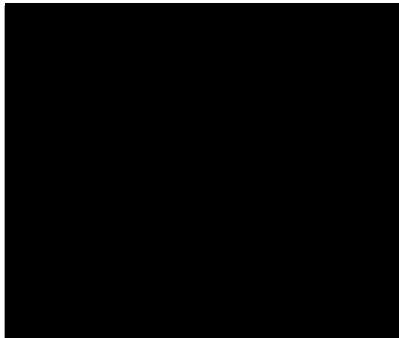
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Dawn Bolen'.

Comments

For nearly 30 years, the Steers' property has been a refuge and retreat for our family who is directly negatively impacted by Boise County's recent decision to approve the CUP to allow an airstrip in the meadow adjacent to the Steers' property. The disregard for the negative impacts on personal safety, property values and rights, watershed and habitat conditions is unreasonable. Furthermore, the disregard for a safe and peaceful environment for the wildlife and long time residents is shocking and needs to be further addressed before an airstrip is allowed near the existing residential area.

The negative impacts to residents and wildlife, along with the risk of wildfire that come along with this proposed airstrip, far outweigh the convenience and for-profit endeavors of the developers who currently request the CUP.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Rachel Claus

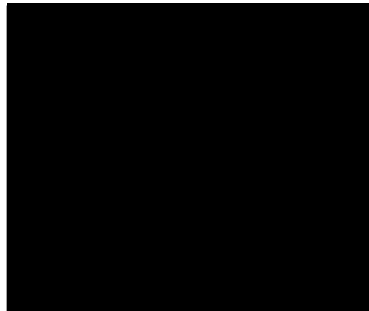
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to be 'RC' with a flourish.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Stacey Claus

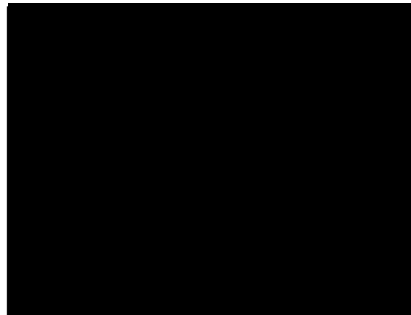
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to be 'Stacey Claus'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

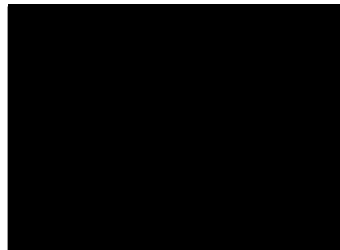
James Collins

Email Address

Phone Number

Address

Signature



James Collins

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Richard Donovan

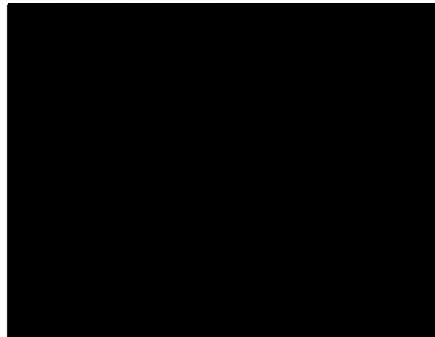
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read "Richard Donovan", is written over the signature line.

Comments

My opposition to CUP2026-002 includes many concerns. The conditions are extremely vague in some cases, and offer no considerations for existing residents in the area. Restrictions that are stated for the number of "operations" per day as na example, are grossly unlimited and undefined. If an aircraft approaches and appears to be doing a "touch and go" but the gear never touches earth, does that still count? Who enforces the "48 operations per day"? The restrictions that do exist and are stated are essentially unenforceable. No Noise Study was done.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Valerie Donovan

Email Address

Phone Number

Address

Mailing Address

Signature



Valerie Donovan

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Wilma Eck

Email Address

Phone Number

Address

Mailing Address

Signature



Wilma M. Eck

Comments

Not only is this an unmitigated assault on the peace and tranquility of the entire neighborhood, but a terrible accident waiting to happen, when any one of those planes crash, hitting one of those near by homes. Remember that this planned airstrip is NOT required nor even necessary for the well-being of Star Ranch inhabitants nor the surrounding environs, but is actually a threat to those living near by. Also, lest we forget, the proposed site for the airstrip is actually a Wetlands. Home to nesting Sandhill Cranes and a migratory path and a permanent home for Elk, Deer, Moose and many other Wildlife animals who will be driven away by this air strip and the proposed spot for additional homes which the instigators of this project, are not currently discussing publically..

The home owners in this area nor anyone else around here, wants this air strip. Only those directly involved with lining thier own pockets and the prospective buyers for those proposed future " estates " want this here. PLEASE

let your voices be heard against this atrocious assault on the current peace and tranquility of this area. Please don't let them convince you that " This will happen sooner or later so what's the difference ? "" attitude. The difference is that those folks who bought property years ago, wnd there are many, with the idea of a peacefull mountain retirement, will

Lose that opertunity. How will you feel if you seek a peaceful retirement, work hard for years and do everything possible to achieve that goal, only to have it ripped away by some greedy, grasping, money grabbers who care nothing for the way of life, we of the mountain live and breathe day after day, and pray to be allowed to continue until we are gone.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Kodi Ekker

Email Address

Phone Number

Address

Mailing Address

Signature



Kodi Ekker

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Perry Ekker

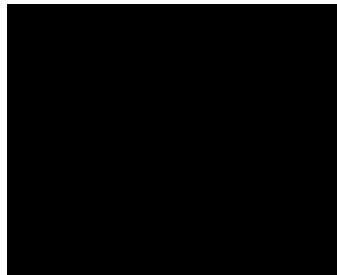
Email Address

Phone Number

Address

Mailing Address

Signature



Perry Ekker

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Frazier Sandy

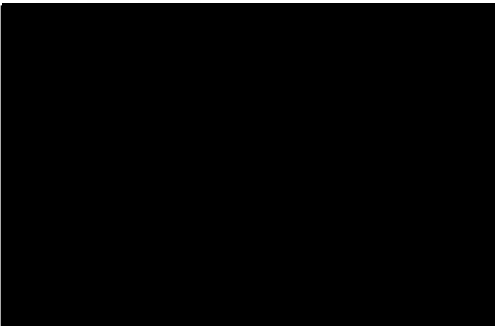
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'ASD'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Randy Frazier

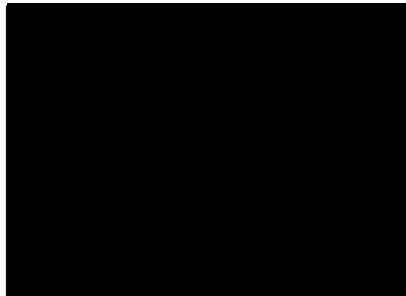
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Randy Frazier'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Tim Garrett

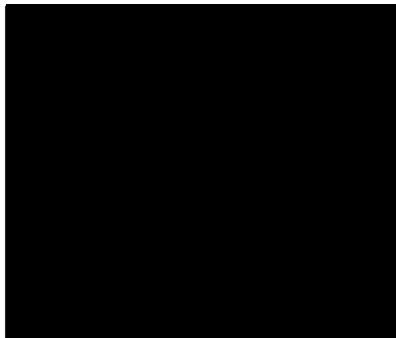
Email Address

Phone Number

Address

Mailing Address

Signature



Tim Garrett

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Patricia Grunke

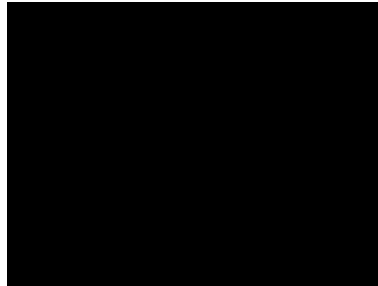
Email Address

Phone Number

Address

Mailing Address

Signature



Patricia Grunke

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Kevin Grunke

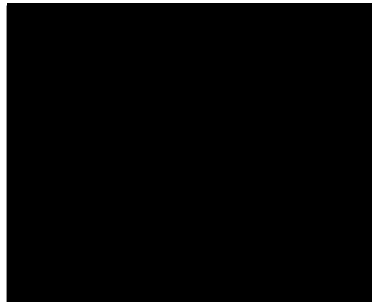
Email Address

Phone Number

Address

Mailing Address

Signature



Kevin Grunke

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

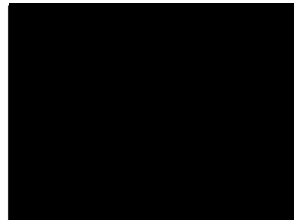
Judy Harm

Email Address

Phone Number

Address

Signature



A handwritten signature in cursive script that reads "Judy Harm".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Sheryl Hart

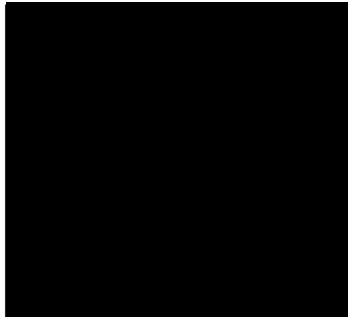
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script that reads "Sheryl Hart".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Joe Hartman

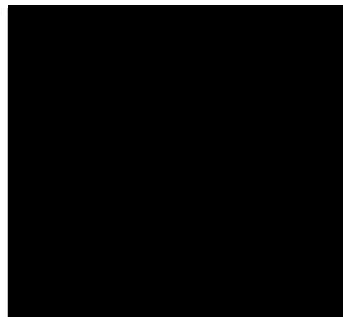
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read "Joe Hartman".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Laura Hartz

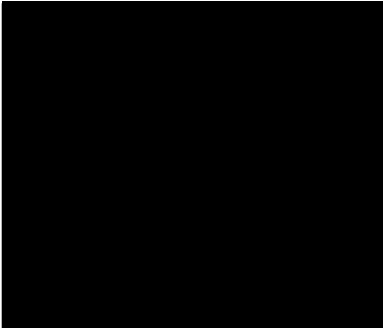
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Laura Hartz', written over a faint grey line.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Melvin Hartz

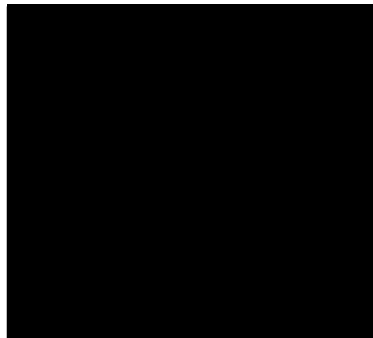
Email Address

Phone Number

Address

Mailing Address

Signature



Melvin A. Hartz

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Vicki Heazle

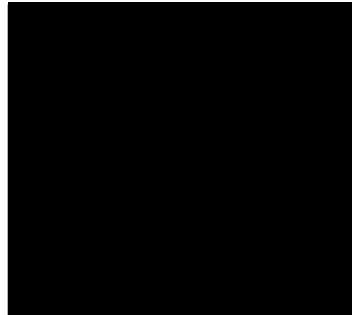
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink that reads "Vicki Heazle".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Kimberly Horting

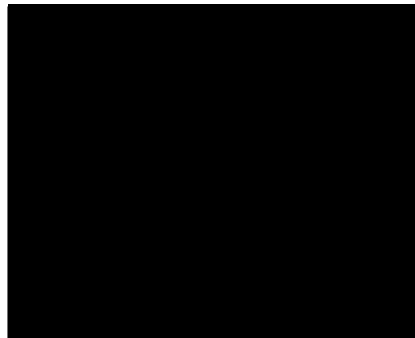
Email Address

Phone Number

Address

Mailing Address

Signature



Kimberly Horting

Register to Appeal CUP 2026-002

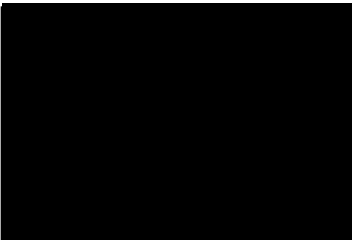
Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Tim Horting

Email Address



Phone Number

Address

Signature

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Judy Jim Jucker

Email Address

Phone Number

Address

Mailing Address

Signature



Comments

Totally disagree with the airport use and need in this case

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Amelia Kelly

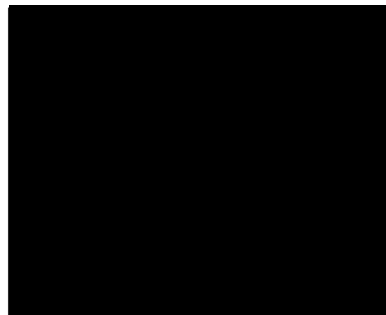
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read 'Amelia Kelly'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Jessica Larsen

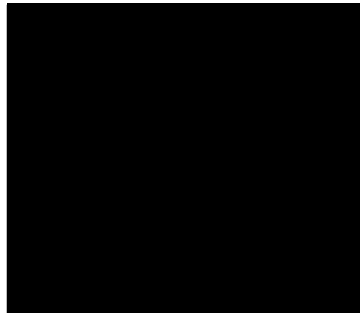
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to be 'J. Larsen', written over a horizontal line.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Margaret Lawrence

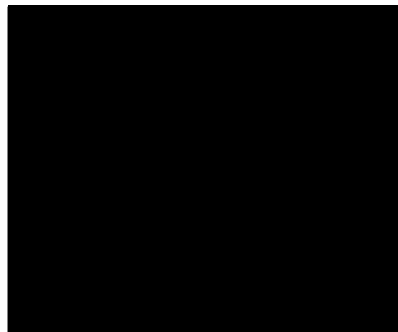
Email Address

Phone Number

Address

Mailing Address

Signature



Margaret Lawrence

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Ashley Leaton

Email Address

Phone Number

Address

Mailing Address

Signature



Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Tanner Leaton

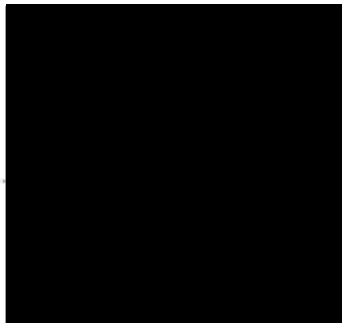
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read "Tanner Leaton".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

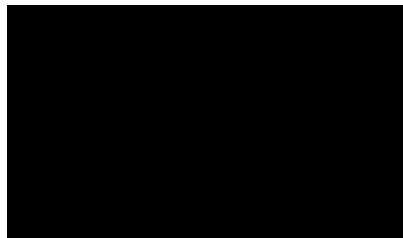
Mike Lee

Email Address

Phone Number

Address

Signature



A handwritten signature in blue ink, appearing to read "Mike Lee".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name Randall Lee

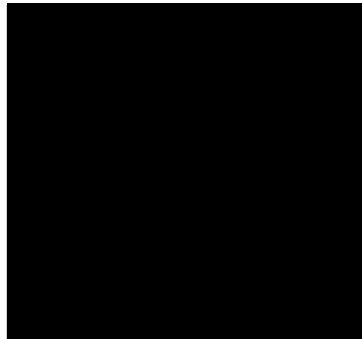
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read "Randall Lee", is written over the bottom portion of the redacted area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

John Mancera

Email Address

Phone Number

Address

Mailing Address

Signature



Comments

Air traffic is pointed directly in line to our house landing and leaving the traffic will amend to the more suitable approach in time and we'll eventually be looking at the belly of the airplanes up to 48 times a day possibly. Would you be okay if it was your house??

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Melvin Martin

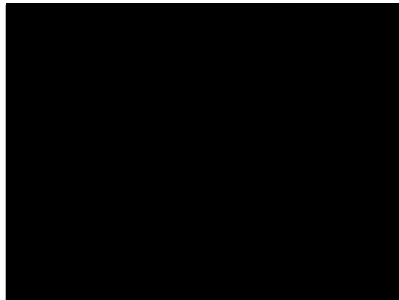
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Melvin Martin'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

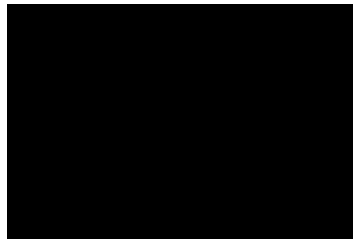
Ron Martinez

Email Address

Phone Number

Address

Signature



A handwritten signature in cursive script that reads "Ron Martinez".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Jeremy Miller

Email Address

Phone Number

Address

Mailing Address

Signature



Comments

No airstrip please, don't want the noise .

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Garrick Nelson

Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Garrick Nelson', is written below the redacted area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Gary Newberry

Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read "Gary Newberry".

Comments

Owning a home (not Rental) at 14 Ranft Drive for thirty years, I oppose a landing strip in this area and always will oppose this project until deceased.

Monday, February 16, 2026

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Joshua nopens

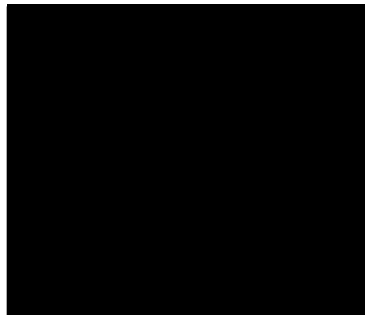
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to be 'Joshua Nopens', written over a faint horizontal line.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Matt Owen

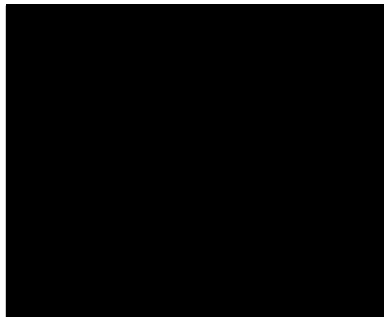
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read "Matt Owen".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip - CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Josie Owen

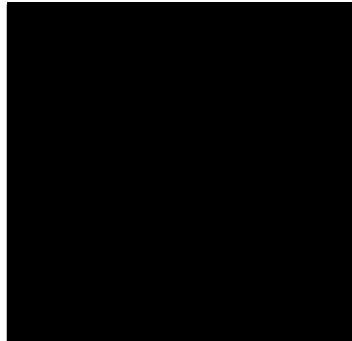
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read "Josie Owen", is written below the redacted area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name Kristi Pardue

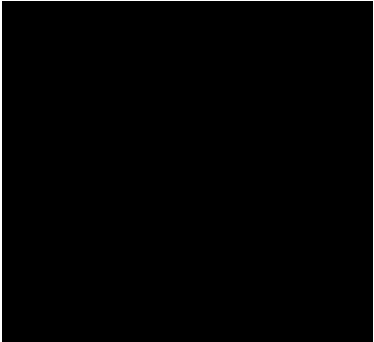
Email Address

Phone Number

Address

Mailing Address

Signature



Kristi Pardue

Comments

Everything about this process and approval of the landing strip has not been above board. There is political under the table dealings going on. The public letters and comments have been ignored. The voice of the public has not mattered at all in this permitting pricess

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Charles Pardue

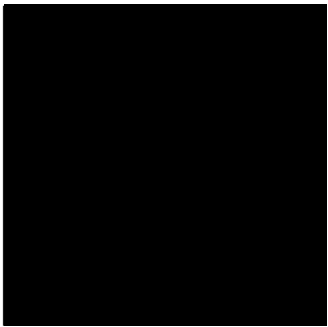
Email Address

Phone Number

Address

Mailing Address

Signature



Charles Pardue

Comments

We are opposed to any runway near Star Ranch. We have not felt our voice has been acknowledged by the county. It seems the residents who live and have properties in Star Ranch and who have voiced opposition have largely been ignored by P&Z and County Commissioners. The CUP for the landing strip should never have been approved and we fully support the appeal.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Wendy Pecora

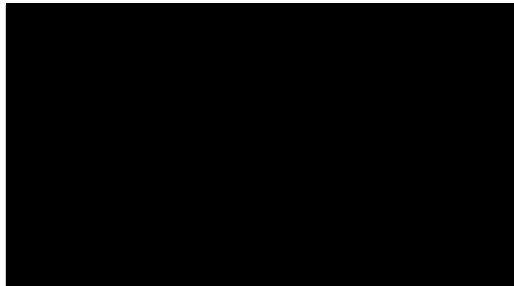
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script that reads "Wendy Pecora".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Julie Pecora

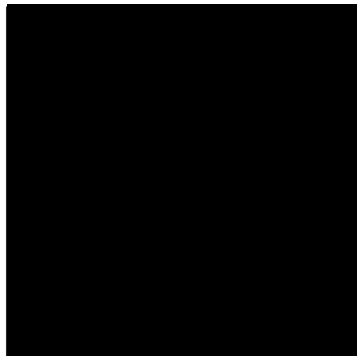
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read "Julie Pecora", is written over the bottom portion of the redacted area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Rachel Richardson

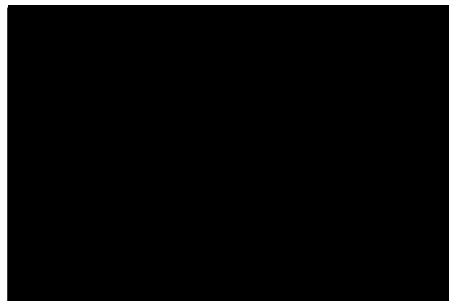
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read "Rachel Richardson".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Robert Rumer

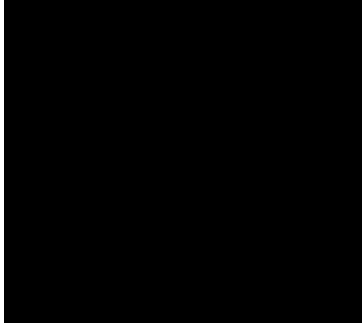
Email Address

Phone Number

Address

Mailing Address

Signature




Comments

I feel this is property theft, stealing value from one land owner and transferring it to another. I do not believe the Airplanes are going to be under 82 decibels as a lot of older planes are still flown. There is no enforcement if the sound decibels is exceeded. I have been near back country air strips as planes take off and there is no way they are that quiet.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Linda Sirani

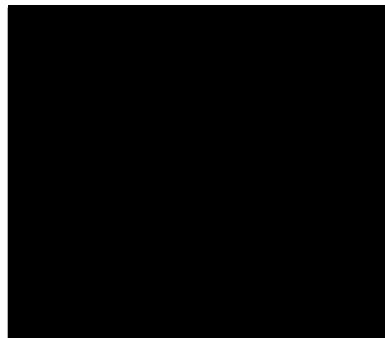
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script that reads "Linda Sirani".

Comments

We as constituents, don't feel that we were heard. When the voting came, it was twice as many no's as yes's. The grass airstrip is not going to benefit anyone that is currently in this area, only the people that live in the meadow. It's going to raise our taxes and since we're next to the meadow, it's going to increase our insurance. Please, listen to the people that are being impacted by the grass runway.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Joseph Sirani

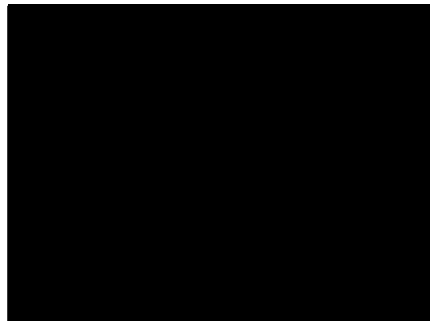
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink that reads "Joseph Sirani".

Comments

Not sure why it passed. We had double the representation of the other side and they still won. It doesn't seem like we were really heard; twice as many no's as yes's from constituents.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Mary Sorensen

Email Address

Phone Number

Address

Mailing Address

Signature



Mary Sorensen

Register to Appeal CUP 2026-002

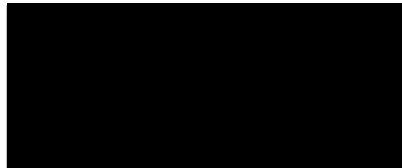
Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Randi Staudinger

Email Address



Address

Signature

A handwritten signature in black ink, appearing to read 'Randi Staudinger'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Meredith Steers

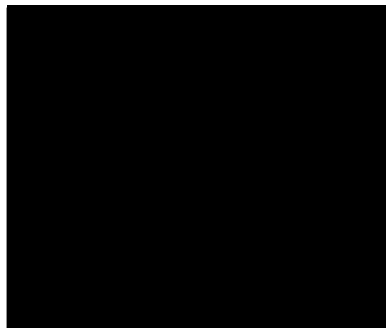
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script that reads "Meredith Steers".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Matt Steers

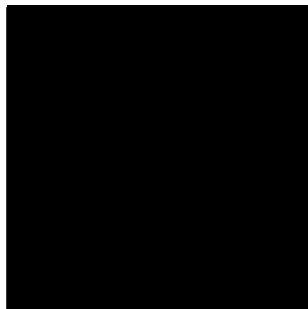
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read 'MS'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Leroy Van Natta Jr

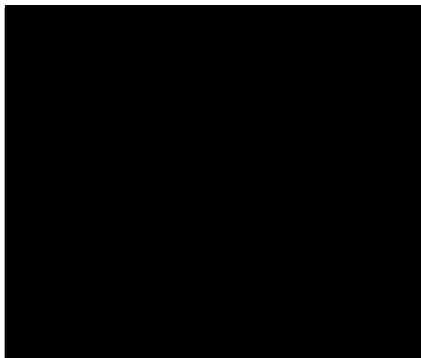
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read 'Leroy Van Natta Jr', is written below the redacted area.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Randell Waller

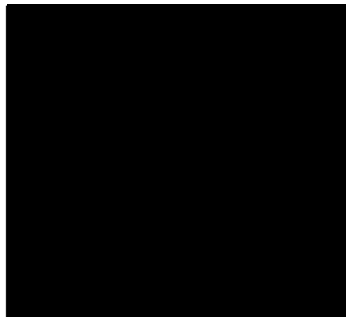
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Randell Waller', written over a white background.

Comments

I have a property in Placerville at 310 Gibbs loop or circle as some pike to call it

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Bonita Wells

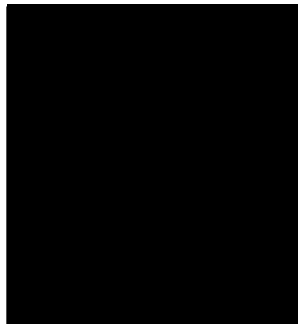
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script that reads "Bonita Wells".

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

James wells

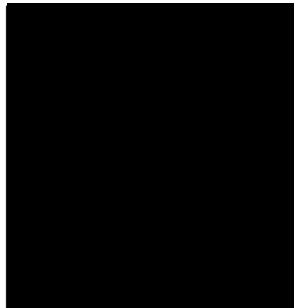
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'James Wells'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we where promised when we bought our property. These promises where guaranteed by the Boise County Unified Land ordnance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day,12 hours a day, 7 days a week, 365 days a year. This a rural residential community NOT a planned airpark community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one mans hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law , Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 20026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Janee Welsh

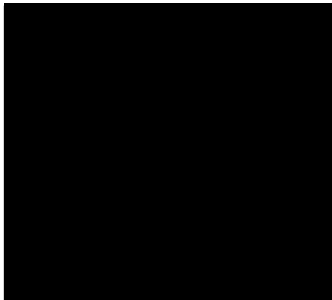
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in black ink, appearing to read 'Janee Welsh', written over a faint horizontal line.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Cary Welsh

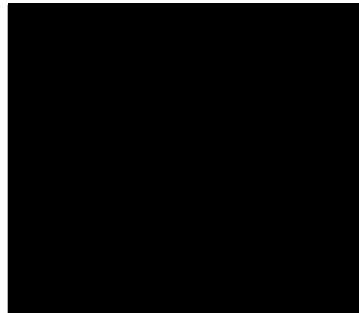
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read 'Cary Welsh'.

Register to Appeal CUP 2026-002

Everyone opposed to this CUP shares one belief that we deserve to live in the way we were promised when we bought our property. These promises were guaranteed by the Boise County Unified Land Ordinance (ULO) and the Boise County Comprehensive Plan. Both of these documents promise the exact opposite of what CUP 2026-002 will inflict. 48 operations a day, 12 hours a day, 7 days a week, 365 days a year. This is a rural residential community NOT a planned airport community. The time for this proposition has passed 50+ years ago. By adding your name you will be SAYING NO to one man's hobby and the egregious behavior of our County officials.

By my electronic signature affixed below I hereby affirm that I am a party affected by the Findings of Fact, Conclusions of Law, Conditions of Approval and Order ("Order") concerning the Ponderosa Peaks Airstrip – CUP #2026-002 issued February 5, 2026 and join and adopt the Appeal of the Order by Matthew and Meredith Steers. The address of my affected property and my mailing address are set forth below.

Full Name

Michael Wilkey

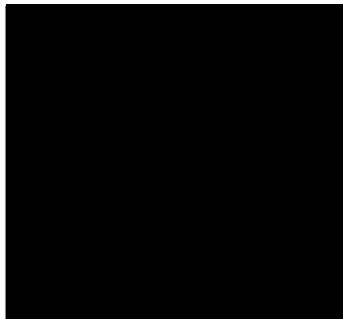
Email Address

Phone Number

Address

Mailing Address

Signature



A handwritten signature in cursive script, appearing to read "Michael Wilkey", is written below the signature label.

Meredith Steers

Boise County Planning and Zoning Commission
P.O. Box 1300 / 413 Main Street
Idaho City, Idaho 83631

RE: OPPOSITION TO CUP 2026-002 ("PONDEROSA PEAKS")

TO THE HONORABLE COMMISSIONERS:

My name is Meredith Steers. My husband and I have lived at 17 Hack Lane, a property adjoining the meadow in this application, full time for 27 years. Please take a moment to think about what home means to you; safety? Financial security? Tranquility? Us too. This application, if approved, would destroy every aspect of home for us.

There are many inconsistencies and missing vital information in this application. We as Boise County taxpayers demand transparency and truth.

The Applicant has used the term "Airstrip" in discussions about this proposed project, both on social media and in person to imply a primitive, low-impact usage. However, the terminology used in the application and application narrative is "runway." The technical definition of a runway is "an engineered, specific component of an airport facility designed to support weight loads and traffic." The Applicant is using soft language to hide the reality of the hard infrastructure they intend to build, giving the illusion of a low use airstrip, while planning a heavily used runway.

The Boise County Unified Land Use Ordinance (ULO #2024-02) states that the subject property is physically and legally unsuitable for the proposed intensity of use. The application fails to demonstrate the resource availability (specifically water) and physical capacity required to support an 18-acre aviation runway without degrading the surrounding environment and infrastructure. Based on the following technical/legal arguments, the application is faulty and incomplete and **must be denied.**

I. ILLEGAL WATER USE & FUGITIVE DUST NUISANCE (Violation of ULO §4.3.E.5 & §3.1.E)

The Applicant's Site Plan (Exhibit 5) designates the runway area as "RUNWAY - 18 acres." The Narrative describes a "grass runway" intended to blend with the meadow. This creates a catch-22 regarding Idaho water law and nuisance codes.

- **The Water Rights Violation:** In Idaho, irrigating 18 acres of non-agricultural "turf" for a private airstrip constitutes an "**Industrial/Commercial**" **beneficial use**, not a residential *de minimis* use (which is limited to ½ acre). The Applicant has failed to provide a Transfer of Water Rights from the Idaho Department of Water Resources (IDWR) authorizing the diversion of sufficient volume to irrigate 18 acres of turf. Without this proof, the "grass runway" is not legal.
- **The Fugitive Dust Violation:** If the Applicant cannot legally water the runway, the 18-acre graded surface will become a dry-earth dust hazard. Propeller wash creates high-velocity dust clouds ("Fugitive Dust").
- **ULO Citation:** ULO §3.1.E prohibits uses that generate "dust" detrimental to neighboring properties. Without proof of valid commercial water rights to maintain sod, this project guarantees a dust nuisance that violates the Code.

II. HYDROGEOLOGICAL IMPACT & AQUIFER COMPACTION (Violation of ULO §4.3.E.9)

ULO §4.3.E.9 mandates that conditional uses must not destroy significant natural features. By the very definition of a runway the land in question will be destroyed and subsequent damage to neighboring properties is highly likely.

- **Aquifer Recharge Blockage:** The "meadow" described in the application acts as a natural sponge, facilitating aquifer recharge for our community wells. To build a safe runway, the soil must be compacted to support the impact loads of landing gear. Compacting 18 acres of soil to "95% density" (standard for runways) creates an impermeable cap, diverting rainwater rather than allowing it to recharge the groundwater.
- **Well Interference:** The resulting change in hydrogeology threatens the static water levels of adjacent residential wells. The Applicant has failed to provide a **Hydrogeological Study** proving that paving/compacting this meadow will not degrade the water supply for existing homes, future homes and the fire department cistern.

III. VISUAL BLIGHT & "INDUSTRIAL" AESTHETICS (Violation of ULO §4.3.E.3)

The Applicant claims the project will maintain "rural character." ULO §4.3.E.3 requires the use to be "harmonious in appearance."

The Applicant is proposing an engineered runway which requires specific infrastructure that creates visual blight:

- **Industrial Markers:** A safe runway requires specific visual aids that are inherently industrial:
 - **Windsocks:** Bright orange/white synthetic fabric on tall metal poles.
 - **Threshold Markers:** Painted tires, cones, or white sheet-metal markers required to denote the safe landing zone.
 - **Tie-Downs:** Concrete anchors and chains visible in the meadow.

- **Lighting:** Safe runways often require Edge Lighting, introducing light pollution into a dark-sky area.
- **Incompatibility:** These elements are visually distinct from "agricultural" or "residential" aesthetics. They transform a natural meadow into a marked transportation hub, creating visual blight that violates the harmony requirement of the ordinance.

IV. CONSTRUCTION PHASE NUISANCE (Violation of ULO §4.3.E.7)

The application treats the runway as if it already exists. It does not. The construction of a 3,200-foot runway is a major civil engineering project.

- **Mass Grading:** Unlike a primitive airstrip where a plane lands on natural ground, a runway requires a leveled, planar surface. Grading 18 acres requires scrapers, bulldozers, and compactors operating for weeks or months.
- **Vibration & Exhaust:** The heavy equipment required to build this strip will generate vibration and diesel exhaust exceeding the "detrimental" threshold of ULO §4.3.E.7.
- **Road Degradation:** The importation of gravel and road base to stabilize the runway (even if grass, the sub-base must be rock to prevent sinking) will require hundreds of dump truck trips over Harris Creek Road. The Applicant has proposed no mitigation for this road damage.

V. "SPOT ZONING" & SPECIAL PRIVILEGE

Approving this permit would constitute "Spot Zoning"—the singling out of a parcel for a use classification totally different from the surrounding area, for the benefit of the owner and to the detriment of other owners.

- **The Argument:** The surrounding zoning is residential/agricultural. A formal Runway is a "Transportation/Industrial" use. Granting a permit for a transportation hub in the center of a platted residential subdivision grants a **Special Privilege** to the Applicant that denies the neighboring property owners their right to the quiet enjoyment of their homes.

VI. INSUFFICIENT LATERAL SETBACKS (Violation of ULO 4.3.C)

There are not official markers or survey to show exactly where the runway will be. Therefore, there is no way to ensure the Runway Protection Zone and all aviation related hazards and safety can be satisfied within the applicant's property boundaries.

- **The "Wingtip" Encroachment:** A typical backcountry aircraft has a wingspan of 36 to 40 feet. If the Applicant places the runway centerline even 75 feet from a property line, the wingtip of a taxiing aircraft is essentially at the fence line.
- **The Hazard:** The Commission must require aviation-specific setbacks (e.g., 200 feet from centerline) to ensure safety. The current Site Plan fails to demonstrate that the *operational width* of the aircraft and subsequent Runway Protection Zone can be contained within the applicant's property boundaries and **without infringing on the private property rights and safety of neighbors.**

CONCLUSION

This application is not only unsafe, it is without proper resources and studies. The Applicant proposes to use water he does not have rights to, grow grass on soil he must compact, create a runway that visually and physically degrades the neighborhood and meadow's ecosystem.

The applicant has failed to provide **Proof of Water Rights**, a **Hydrogeological Assessment**, or a **Construction Traffic Mitigation Plan**. The application is incomplete and legally insufficient.

I respectfully request the Commission put existing home owners ahead of a hobby for a select few and **DENY CUP 2026-002**.

Sincerely,

Meredith Steers



Matthew Steers

10/1/25



Boise County Planning and Zoning Commission

P.O. Box 1300 / 413 Main Street Idaho City, Idaho 83631

RE: OPPOSITION TO CUP 2026-002 ("PONDEROSA PEAKS AIRSTRIP")

TO THE COMMISSIONERS:

My name is Matthew Steers and I live at 17 Hack Lane. My home is immediately next to the north boundary of the proposed runway. If you approve this project, we will effectively be living on an active runway. This is not an exaggeration. I invite you to come to our property and see for yourselves.

We want you to understand that this is our only home. We are not developers seeking profit or short-term investors. This house is the only property we own on earth.

We have lived in Boise County for over 30 years. My wife and I have been at this address for nearly 27 of those years. We were even married in Placerville. Our connection to this county runs deep. We have lived as quiet, respectful neighbors and we cherish the peace we have worked hard to build.

We are not anti-development. We know that things change and that responsible growth can be good. However, responsible development must be transparent and safe. It must not destroy the safety or financial security of the people already living there. The time for this proposal was 50 years ago, before the first Star Ranch lot was ever sold. That was the moment to decide if this area would be an airpark or a quiet neighborhood. It cannot be both.

If this land was meant for aviation, the subdivision would have been built around it from the start. Instead, we bought into a residential community. We made our decisions based on the peace and zoning that existed then. You cannot retroactively force a runway upon long-established homeowners who have already invested their life savings into their properties. Changing the rules after we have already built our lives here violates our legal right to rely on the zoning protections that existed when we purchased this property.

Further, this proposal is not responsible development. It tries to force a private hobby project into a neighborhood that is already full of families. This is not empty backcountry land. The area is already dense with established homes. There are too many houses here for an airstrip to be safe. There is no room for a buffer zone to protect us from noise, fuel exhaust, or accidents. The flight path goes right over living spaces, and the noise will disturb many neighbors. The density of this subdivision makes an airstrip completely incompatible with our neighborhood.

Under Idaho Case Law and the Boise County Unified Land Ordinance (ULO #2024-02), the applicant must prove this permit meets all the rules. They have failed to do this. They have not proven that this airstrip is safe for existing residents. They have not shown that our property values and insurance will be safe. They have not been honest about the risks this creates for neighbors like us.

I. FATAL FLAW: "PHANTOM ROADS"

(Violation of ULO §4.3.D.4, ULO §3.1.A.1, ULO §2.4.B, Idaho Code §18-3203 & Idaho Criminal Trespass Laws)

Before even considering the impact of the runway, the application must be denied because it is legally defective on its face.

1. Falsified Access & Material Misrepresentation The submitted site plans (Pages 7 and 8) depict access roads traversing the north side of the runway through my private property and the private roads of our subdivision. These roads do not exist and have never existed; yet, these are the only roads depicted in the application.

A review of the maps reveals a disturbing reality: the applicant seems to be placing roads across my property to the proposed runway without permission or easements. This is not a clerical error; it is a material misrepresentation of the physical reality of the site. Under ULO § 2.4.B, all applications are required to be complete and accurate; submitting a site plan that depicts illegal access where none exists renders the application legally incomplete and void.

2. Criminal Trespass & False Instruments (Idaho Code §18-3203) The applicant has no recorded easement and no legal authority to use or improve this land. By submitting plans that rely on **hijacking** my private land for what appears to be access, the applicant is attempting a **de facto seizure** of my property.

Under Idaho State Law, entering or utilizing the private land of another without permission constitutes criminal trespass. By depicting a road across my land on an official government application, the Applicant is formally documenting an intent to commit civil and criminal trespass to facilitate his development. Furthermore, submission of this demonstrably false information is a violation of **Idaho Code 18-3203**; Offering a False Instrument for Record is a felony under this law.

3. Violation of ULO Access Standards (Mandatory Denial) A search of the Boise County Recorder's Office confirms there is no recorded instrument granting the Applicant right-of-way across 17 Hack Lane. This triggers two immediate ULO violations:

- **Violation of ULO §4.3.D.4:** This section explicitly requires "proof of perpetual legal access and proof of the authority to alter/improve the access." The applicant has failed to provide this because he does not have it. You cannot approve a permit based on a map that creates a trespass.
- **Violation of ULO §3.1.A.1:** This section mandates that "All lots or parcels must have perpetual legal access to a public road." Because the "phantom roads" on the north side are the primary access depicted for vehicles in the Site Plan, their non-existence means the project fails the fundamental access standards of the County and must be denied.

4. Procedural Bar: Requirement to Correct Prior to Adjudication Even if the Applicant claims the depiction of these roads is merely a "clerical error," the Commission is procedurally barred from ruling on this application until the error is corrected.

- **Violation of Due Process & Public Notice:** The public has a right to review and comment on the *actual* proposed project, not a hypothetical one. By noticing a meeting based on false maps, the County has deprived the public of the ability to assess the true impact of the facility's access. The Commission cannot legally approve a "moving target."
- **ULO §2.4.B (Requirement for Accuracy):** This statute mandates that applications be accurate. An application containing a material error regarding access is, by definition, an **incomplete application**.
- **Jurisdiction:** The Commission cannot grant a Conditional Use Permit based on a site plan that does not match reality. The Applicant must be required to withdraw the current maps, submit corrected site plans showing the *actual* intended access, and re-notice the application to the public. To rule on the application as it stands—with known false information—would be an arbitrary and capricious action, reversible by a court of law.

II. PROCEDURAL FAILURE: "PIECEMEAL PLANNING"

(Violation of ULO § 2.4.B, ULO § 5.5, & Idaho State Planning Laws)

The applicant is attempting to bypass a comprehensive review by splitting this project into pieces.

The Evidence: The Project Narrative (Page 2) explicitly lists "Phase I - CUP for Grass Strip" and "Phase II - 8 Unit Subdivision." Furthermore, on social media (Facebook, Placerville/Star Ranch Group), the Applicant discussed dividing the meadow into "4 large and a few small lots."

- **Expansion on Undisclosed Intent:** This admission confirms that the "Grass Strip" is merely infrastructure for a larger, unapproved development. By failing to submit the Preliminary Plat for the subdivision concurrently with the CUP, the Applicant has violated ULO § 2.4.B. Under State law regarding special use permits, applications must be evaluated based on the specific standards of the ordinance; concealing the primary use (the subdivision) makes it impossible for the Commission to evaluate the true scope of the project.

The Legal Argument: Requesting a runway for a subdivision that does not yet exist is "Piecemeal Planning." The Commission cannot legally assess the "cumulative impact" required by ULO §4.3.E.6 if the subdivision application is hidden behind this CUP.

- **Expansion on Cumulative Impact & Due Process:** This strategy deprives the public of their due process rights to comment on the full impact of the project. Furthermore, ULO § 5.5 mandates that subdivisions be subject to a rigorous two-hearing review process. By approving the "Phase I" runway first, the Commission would effectively be granting a vested right to the "Phase II" subdivision without the requisite infrastructure review. The Idaho Supreme Court has historically disfavored segmented applications that attempt to evade comprehensive review standards.

III. CATASTROPHIC FINANCIAL HARM & UNINSURABILITY

(Violation of ULO §4.3.C, Idaho Insurance Regulations & Idaho Regulatory Takings Act)

ULO Section 4.3.C mandates that a CUP shall only be granted if it does not cause "detriment to persons, property, or natural resources."

1. Imminent Risk of Uninsurability We have consulted with our insurance carrier. On November 20, 2025, my agent formally advised me that the installation of an airstrip/runway directly abutting my property constitutes a "very unusual increased liability risk."

- **Expansion on Material Risk:** This professional determination establishes that the proposed use creates a "Material Change in Risk" for adjacent properties. Under Idaho insurance regulations, carriers are permitted to cancel or non-renew policies when there is a substantial change in the risk assumed. By approving this permit, the County is actively creating the specific condition that legalizes the cancellation of my insurance.

2. Cancellation Warning My agent also advised that the mere existence of this hazard creates grounds for "non-renewal" (cancellation) of my homeowner's policy.

- **Expansion on Financial "Detriment":** While we own our home free and clear, the loss of insurability creates an immediate and catastrophic financial exposure. Without coverage, we are forced to "self-insure" against total loss from fire or aircraft impact. Furthermore, this uninsurability renders the property "un-financeable." We lose the ability to access our own equity (via HELOC or reverse mortgage) for medical emergencies or retirement, and we cannot sell to any buyer requiring a loan.

3. Coverage Exclusion "Aircraft" is not a named peril in standard homeowner policies. If a plane overruns the runway into my home, I face a total, uninsured financial loss.

- **Expansion on Liability Gap:** The Applicant has provided no evidence of a multi-million dollar aviation liability policy naming all neighbors as additional insured. Without this, the Commission is authorizing a high-risk activity that shifts 100% of the financial liability for a crash onto the innocent neighbor.

4. External Obsolescence & Incurable Defect In appraisal terms, this project creates "External Obsolescence," an incurable defect that permanently lowers my property value and shrinks the buyer pool.

- **Expansion on Appraisal Standards:** Unlike a physical defect (e.g., a leaky roof) that can be cured, the noise and crash hazard of a neighboring airstrip are "incurable."
- **Buyer Pool Collapse:** Residential property near runways suffers from a significant reduction in the pool of eligible buyers. HUD/FHA guidelines prohibit government-insured loans for properties located in or near a Runway Protection Zone (RPZ). By approving a runway that places my home in or near a RPZ, the County is legally disqualifying my property from the vast majority of the lending market (approx. 90% of buyers).
- **Expansion on Nuisance Law:** Because this defect cannot be fixed by the homeowner, it constitutes a "Nuisance" under Idaho Law, defined as anything which is "an obstruction to the free use of property, so as to interfere with the comfortable enjoyment of life or property."

- **5. Grounds for Litigation** A government action that creates uninsurability is a functional destruction of property value. Under the Idaho Regulatory Takings Act, the County cannot approve a permit that deprives a neighbor of the beneficial use of their land without analysis. This approval would force us to bear a catastrophic financial burden solely to facilitate the applicant's leisure. The Commission is being asked, quite literally, to extract the equity from our home to subsidize a private hobby.

IV. THE "PUBLIC BENEFIT" IS A PROVEN FALSEHOOD

(Violation of ULO §4.3.E.6, Idaho Administrative Law & FAA AC 150/5300-13)

The applicant attempts to satisfy the ULO requirement for "Public Benefit" (Section 4.3.E.6) by offering land for a fire station. Public records and the Site Plan itself prove this justification is false and dangerous.

1. Redundancy The Placerville Fire Protection District has issued a Public Statement (Chairman William Longden, Nov 13, 2025) confirming they have already selected and secured a superior 8-acre site donated by the Brassey Family Trust to serve this exact area.

- **Expansion on Lack of Substantial Evidence:** This official statement renders the Applicant's primary justification for the permit factually null. Relying on a claimed public benefit that the beneficiary agency has explicitly rejected would constitute an "arbitrary and capricious" decision reversible by a court.

2. Conflict of Interest The applicant's representative, Andrew Bourret, identifies himself as the Fire Chief in the application narrative while acting as the private developer. On social media, he admitted the donation is intended as a "match" to "chase" federal grants.

- **Expansion on Prohibited Zoning for Profit:** This admission suggests the land use is being bartered for potential future funding rather than evaluated on its land-use merits. Leveraging a private nuisance (the airstrip) to "chase" speculative grants creates a conflict of interest that undermines the integrity of the zoning process.

3. The "Crash Zone" Station The Site Plan (Page 8) places the proposed "Fire District" parcel and "Community Gathering Area" immediately adjacent to the runway threshold. This places a public gathering spot in the Runway Protection Zone (RPZ)—literally the crash zone for stalls or undershoots.

- **Expansion on Negligent Design & FAA Standards:** While this is a private strip, FAA Advisory Circular 150/5300-13A explicitly states that RPZs must be kept clear of people and structures. If this were a public airport, the FAA would forbid a public gathering spot within this zone. By inviting the public to congregate in the area statistically most likely to experience an aircraft accident, the proposal violates the fundamental safety mandate of ULO § 4.3.E.4.

V. UNMITIGATED NOISE DISTURBANCE & ACOUSTIC TRESPASS

(Violation of ULO §4.3.E.3, §4.3.E.7 & §4.3.C)

ULO §4.3.E.3 requires the use to be "harmonious" with the neighborhood. The introduction of this use creates a "Severe Noise Detriment" through the following mechanisms:

- **Peak Intensity & The "Lawnmower" Standard:** Takeoff noise for general aviation aircraft reaches 88-95 decibels at 500 feet—equivalent to a lawnmower running inside our living room. The EPA identifies outdoor noise levels above 55 dB as interfering with speech and relaxation; the proposed use exceeds this threshold by nearly double.
- **The "Ground Noise" Siege (Stationary Industrial Disturbance):** Safe aviation demands a rigorous, multi-stage engine testing protocol. This begins with an interminable period of grinding engine idle, followed by a sudden, startling roar as the pilot revs the engine to near-maximum power for mandatory safety checks—all while sitting stationary just feet from our property line. By approving this, the Commission is sanctioning the creation of a permanent engine testing facility.
- **The "Canyon Echo" Effect:** The Boise Basin topography acts as a natural amphitheater. Aircraft noise does not dissipate; it reverberates off higher ridges and tree lines, effectively doubling the duration of the disturbance. The Applicant has failed to provide an Acoustic Study modeling this terrain-specific amplification.
- **Incurable Acoustic Penetration:** Aircraft engines produce low-frequency vibrations (infrasound) that penetrate standard residential walls and windows far more effectively than road traffic. This vibration creates an "apprehension of disturbance" that cannot be blocked by fencing or landscaping.
- **Inverse Condemnation:** Idaho courts have recognized that noise which disrupts the "quiet enjoyment" of property can constitute a nuisance or a taking, even without direct physical overflight. This principle was affirmed by the Idaho Supreme Court, which established that a landowner is entitled to compensation when municipal action results in a "taking" of the beneficial use of the property, even in the absence of physical encroachment. The Court recognized that low-level aviation noise that destroys the residential utility of land is a compensable taking. Furthermore, this application triggers the standard set by **Federal Supreme Court precedent**, where it was ruled that flights which are "so low as to be a direct and immediate interference with the enjoyment and use of the land" constitute the taking of a flight easement. By approving this permit, the Commission would be authorizing a permanent physical occupation of my acoustic space, effectively seizing a **permanent easement** over my property **and dozens of other properties** for the Applicant's private benefit.**Failure to Mitigate:** The Applicant has proposed zero mitigation for noise. The application lacks any acoustic management plan or enforceable restrictions on hours of operation, leaving the neighborhood defenseless against early morning warm-ups and high-decibel engine testing.

VI. SEIZURE OF AIRSPACE & TRAFFIC INTERFERENCE

(Violation of ULO §4.3.E.8, Idaho Aeronautics Statutes & Idaho Constitution)

1. The "Intersection Trap" (Harris Creek Rd) The Applicant's own Traffic Pattern Map (Page 9) shows the flight path crossing directly over Harris Creek Road at extremely low altitude. This creates a "hazardous interference with traffic" (ULO §4.3.E.8).

- **Statutory Illegality:** Under Idaho aeronautics statutes, flight is only lawful if it is not "imminently dangerous to persons or property lawfully on the land or water beneath." By designing a traffic pattern that places aircraft wheels mere feet above a County road, the Applicant is proposing a flight path that is statutorily unlawful.

2. De Facto Easement & Unconstitutional Taking By orienting the runway towards my home, the applicant effectively imposes a federal safety easement (RPZ) over my private property without my consent. The County cannot approve a permit that grants a private party a "safety easement" over my land, effectively seizing my air rights and vertical development rights to satisfy the Applicant's FAA requirements.

3. Collision Hazard Mixing manned aircraft with an active, uncontrolled residential drone flyway creates an immediate mid-air collision hazard. The applicant has provided no mitigation plan for this conflict, violating the "No Hazard" mandate of ULO § 4.3.E.4.

4. Creation of a Public Nuisance By designing a facility that directs low-flying aircraft over a public highway and private homes, the Applicant is creating a condition that interferes with the comfortable enjoyment of life and property—a Public Nuisance which the County has a duty to abate, not permit.

VII. IMMINENT SAFETY & WILDLIFE HAZARDS

(Violation of ULO §4.3.E.9, ULO §4.3.E.4 & Federal Migratory Bird Treaty Act)

1. Procedural Failure: Missing Measurements The submitted site plans fail to include certified measurements from the runway centerline to existing property boundaries. Without this data, the Commission cannot legally determine if the project meets safety setbacks.

2. Missing Emergency Plan The application violates ULO §4.3.D.9 because it lacks a written Emergency Services Action Plan. The use of the word "shall" in the ordinance makes this mandatory. Who puts out an aviation fuel fire today?

3. Incompatible Surface (The "Nature's Ice" Factor) The applicant admits the property is in a Floodway/100-Year Floodplain. Aviation safety data confirms that wet grass reduces braking effectiveness by 60% or more. Siting a landing strip on soil that remains saturated (and therefore slick) during spring and fall violates the "Hazardous to Neighboring Uses" prohibition.

4. Sandhill Crane Migration & Megafauna This meadow is and has always been a critical roosting and migration corridor for Sandhill Cranes (protected under the Migratory Bird Treaty Act) and megafauna like elk and moose. Placing a runway in their ancestral habitat creates a "kill box."

- **Expansion on Federal Violation:** ULO § 4.3.E.9 mandates that the use "does not result in the destruction of any significant natural... feature." By authorizing a land use that creates a high-probability collision zone with federally protected birds, the County is sanctioning an activity that creates a foreseeable violation of federal law.

5. The "Density Altitude" Hazard In summer, high temperatures and elevation drastically reduce aircraft performance ("Density Altitude"). A 3,200-foot grass strip that might be safe at sea level becomes a death trap in a Boise County July. Approving a runway length that is marginal for these conditions constitutes "Gross Negligence."

VIII. ENVIRONMENTAL & INFRASTRUCTURE LIABILITIES

(Violation of ULO §3.1.E)

1. Toxic "Chemical Trespass" (Leaded Fuel) General aviation aircraft rely on 100LL (Low Lead) fuel, the single largest remaining source of airborne lead emissions in the United States. The exhaust contains aerosolized lead particulates. When mixed with fugitive dust, this creates a toxic compound that settles on my vegetable garden, my roof (contaminating rainwater runoff), and the grazing forage for local wildlife.

- **Health & Nuisance Violation:** Forcing a neighbor to breathe lead-laced dust clouds is a textbook statutory nuisance ("injurious to health"). Furthermore, ULO § 3.1.E explicitly prohibits uses that emit "toxic or corrosive fumes."
- **Groundwater Risk:** The site plan fails to show fuel storage or spill containment areas (ULO §3.1.E.1). Operating leaded-fuel aircraft in a designated Floodway creates a direct vector for toxic contamination into the groundwater.

2. Wildfire Ignition Source The site is located in the Wildland-Urban Interface (WUI). Introduction of hot aircraft exhaust and brake fires into a dry grass meadow increases the risk of accidental wildfire.

IX. BAD FAITH TACTICS & VAGUE CONDITIONS

(Violation of ULO § 2.4.D, ULO § 4.3.C & State Planning Statutes)

- **The South Meadow Contradiction:** The developer is actively marketing the South Meadow of his property as a potential landing strip to prospective buyers, yet forcing this CUP into the North Meadow (the Floodway) mere feet from my front door. This violates the requirement to "minimize adverse impacts" (ULO §4.3.C). **If a safer location exists, why choose the most hazardous one?**
- **Strategic Winter Timing:** The applicant is rushing this application through in winter, when many seasonal residents of the Star Ranch area are absent, effectively suppressing public comment.
- **Failure to Notify & Lack of Good Faith Engagement:** The Applicant held a "Town Hall" with only two days' notice via Facebook, failing to personally contact immediate neighbors. This effectively disenfranchised veterans and seniors in our community who do not use social media or even have the internet.
- **Material Contradiction (Seasonal vs. Year-Round):** The applicant claims "seasonal use" in the narrative but publicly stated "the runway will be plowed in the winter." This contradiction renders the Impact Statement materially false.
- **"Open-Ended" Loophole:** The application states the runway is for "invited guests" with no hard caps. This is a loophole for "Fly-Ins" and "Flying Clubs." Without a hard numerical cap (e.g., "Max 4 operations per week"), the term "invited guests" allows unlimited traffic, making enforcement impossible.
- **"Commercial" Designation:** The applicant checked "Commercial" on the Master Application while claiming "Private" use. If it is "Commercial," it fails on nearly every code requirement. If it is "Private," the application is fraudulent and must be denied on this point alone.

X. ADDITIONAL TECHNICAL DEFICIENCIES

- **Fugitive Dust & Water Rights (Violation of ULO §4.3.E.5):** In Idaho, irrigating 18 acres of non-agricultural "turf" for a private airstrip constitutes an "Industrial/Commercial" beneficial use. The Applicant has failed to provide a Transfer of Water Rights from IDWR. Without water, the 18-acre graded surface will become a dry-earth dust hazard. Propeller wash will generate high-velocity "Fugitive Dust" clouds, further exacerbating the nuisance.
- **Hydrogeological Impact:** Compacting 18 acres of soil to "95% density" (standard for runways) creates an impermeable cap, preventing aquifer recharge. The Applicant has failed to provide a study proving this will not degrade adjacent wells.
- **"Spot Zoning":** Granting a permit for a high-intensity transportation hub in the center of a platted residential subdivision constitutes "Spot Zoning"—singling out a parcel for a special privilege to the detriment of all others.

XI. CONCLUSION: SUMMARY OF FATAL DEFECTS & MANDATORY DENIAL

For 27 years, this property has been our only home and sanctuary. The applicant asks the Commission to prioritize a discretionary private hobby over our vested property rights, our financial security, and the safety of the public at large. Based on the record, the Applicant has **FAILED** to meet the burden of proof on ten specific counts:

1. **FAILED to Prove Legal Access (Section I):** The application relies on "Phantom Roads" that do not exist, violating **ULO §4.3.D.4** (Proof of Access) and **ULO §3.1.A.1**, effectively attempting to secure a permit through material misrepresentation (**ULO §2.4.B**) and intended criminal trespass.
2. **FAILED to Avoid Piecemeal Planning (Section II):** The Applicant admits the project includes a future subdivision ("Phase II"). Segregating these phases violates **ULO §5.5** and **ULO §2.4.B**, preventing the Commission from reviewing the cumulative impact (**ULO §4.3.E.6**) and **stripping the general public of a voice** by evading comprehensive hearings.
3. **FAILED to Prevent Property Detriment (Section III):** The use causes uninsurability and triggers a **buyer pool collapse** (FHA/HUD exclusion). This constitutes a "Regulatory Taking" and a direct violation of the prohibition against detriment to property (**ULO §4.3.C**).
4. **FAILED to Validate Public Benefit (Section IV):** The claimed fire station benefit (**ULO §4.3.E.6**) is a **redundancy**, as a **superior site has already been donated next to the current helicopter pad**. Furthermore, placing public gatherings in the crash zone violates **ULO §4.3.E.4**.
5. **FAILED to Mitigate Acoustic Trespass (Section V):** The proposal violates "harmonious use" standards (**ULO §4.3.E.3 & §4.3.E.7**), subjecting neighbors to significant acoustic disturbance and vibration without any proposed mitigation plan or operational restrictions.
6. **FAILED to Ensure Traffic Safety (Section VI):** The flight path creates an illegal "intersection trap" over Harris Creek Road (**ULO §4.3.E.8**) and attempts a *de facto* seizure of private airspace, violating the "No Hazard" mandate (**ULO §4.3.E.4**).
7. **FAILED to Address Physical Hazards (Section VII):** The runway is sited on a slick Floodway surface and ignores "Density Altitude" risks (**ULO §4.3.E.4**), endangers federally protected Sandhill Cranes (**ULO §4.3.E.9**), and lacks the mandatory Emergency Services Plan (**ULO §4.3.D.9**).
8. **FAILED to Manage Environmental Risk (Section VIII):** The operation introduces toxic leaded fuel emissions and creates a wildfire ignition source in the WUI, violating **ULO §3.1.E** (Toxic Fumes/Safety).
9. **FAILED to Demonstrate Good Faith (Section IX):** The Applicant manipulated timing to suppress comment and provided contradictory statements, violating **ULO §2.4.D** and the duty to minimize adverse impacts (**ULO §4.3.C**).
10. **FAILED to Prove Infrastructure Sufficiency (Section X):** The Applicant lacks Water Rights to control fugitive dust (**ULO §4.3.E.5**) and has not proven the project will not degrade local aquifers or wells (**ULO §3.1.E**).

In closing, the application before you is not merely flawed; it stands as a documented disregard for the rule of law and the safety of the neighbors. To grant a permit based on an application demonstrating such a profound lack of candor and care would be to reward bad faith and sanction negligence.

I respectfully request that the Boise County Planning and Zoning Commission **DENY CUP 2026-002**.

Sincerely,

Matthew Steers