



The Ohio State University Airport

Part 150 Study Public Meeting #1
SUMMARY¹

Meeting Time and Location

April 24, 2008, 7 to 9 p.m. – presentation at 7:30 p.m. – at OSU Airport Hangar 1 (entrance next to Barnstormer Restaurant), 2160 West Case Rd., Columbus, OH 43235.

Meeting Attendance and Format

Eighty members of the public attended the public open house. Media representatives included Suburban News Press, This Week News, WOSU Radio and WMCH-TV4. Participants entered the OSU Airport Hangar, where they signed in, received a name tag and picked up handouts and directions on how to proceed through the five information stations, which included:

- ✓ Station #1 (red): The Federal Aviation Regulation (FAR) Part 150 Process

This station summarized, with exhibits, the process, roles and regulatory framework for a Part 150 Noise and Land Use Compatibility Study (Part 150 Study); noise study goals; and airport and aircraft operational needs

- ✓ Station #2 (green): Aircraft Operations

This station featured exhibits summarizing the existing and forecast annual operations, the aircraft fleet mix, flight tracks and runway use at OSU Airport. These provide the data inputs to the Integrated Noise Model (INM), which then calculates the noise contours surrounding the OSU Airport today and in the future.

- ✓ Station #3 (orange): Aircraft Noise Modeling

¹ This summary is intended to provide a paraphrased overview of presentations made, materials discussed, questions asked and comments made. It is not intended to be a word-for-word representation of the Part 150 Study public meeting proceedings.

Station 3 provided details on the INM and noise metrics, then displayed the draft 65 Day-Night Sound Level (DNL) contours – the FAA’s threshold for determining noise impact – surrounding the Airport in 2007, 2012 and 2027. Exhibits also displayed sound exposure levels for jet and propeller aircraft.

✓ Station #4 (purple): Aircraft Noise Measurements

This station explained where and when noise measurements were taken and highlighted the results.

✓ Station #5 (blue): Closing/Comments

Refreshments were located on tables at this last station, where attendees could also fill out and leave comment forms.

Colored balloons at each station and arrow signs on the floor helped orient participants. Consultant and Airport staff members were located at each station to provide information, answer questions and listen to public comment. Aircraft were located just outside the hangar to enable participants to see the types of planes that use the Airport.

Materials Available/Reviewed at the Meeting

- Part 150 Open House Instructions
- Frequently Asked Questions
- Station Exhibits
- PowerPoint Presentation: Background, Findings and Highlighted Exhibits
- Comment Form

Pre-Meeting Publicity

- Newspaper ads in This Week News (Dublin and Worthington editions; circulation 42,579) and Suburban News Press (Dublin, Northwest and Worthington editions; circulation 44,055)
- News release sent electronically to all local media; pre-meeting articles appeared in This Week and Suburban News Press; radio and television reports aired on WOSU AM and FM and WCMH-TV4
- Meeting date and purpose published in newsletter mailed to approximately 200 addresses on OSU Airport mailing list and e-mailed to all e-mail distribution lists (approximately 500 names and organizations)
- E-mail notification to Part 150 Committee, appointing agencies, elected officials, community officials and to those who have expressed an interest in the Part 150 process
- Signage on the Worthington Village Green located at the square of Worthington at SR 161 and US 23

Study Team Participants

- David Full, Don Andrews, Brad Wente (RS&H)
- Steve Alverson and Ron Seymour, Mike Alberts, Monica Newhouse (ESA Airports)
- Marie Keister (Engage)
- Bill Habig and Latane Montague (consultants)
- Doug Hammon, Cathy Ferrari, Elizabeth Ike, Cecilia Lammers, Robert Haverkamp, Dean Bud Baeslack (OSU)

Meeting Summary

Meeting Introductions

Marie Keister, facilitator and lead for the OSU Airport Part 150 Study public involvement effort, invited attendees to be seated for the 7:30 p.m. overview presentation of the OSU Airport Part 150 Study process and draft Day-Night Average Sound Level (DNL) contours for OSU Airport. Ms. Keister then introduced Mr. Steve Alverson, Part 150 Study Task Manager with the RS&H Consultant Team.

Introduction to Aircraft Noise Modeling

Mr. Alverson provided the Part 150 Study overview (*see “Part 150 Public Open House Presentation”*), first recapping that a FAR Part 150 Study is:

- A program an airport can voluntarily undertake to address noise and land use compatibility concerns
- Its components are established by the FAA and include evaluating:
 - ✓ Existing conditions (land use, zoning, etc.)
 - ✓ The existing noise environment
 - ✓ The future noise environment
 - ✓ Noise abatement alternatives
 - ✓ Land use alternatives
 - ✓ And making recommendations
- Study recommendations approved by the FAA become eligible for federal funding and implementation.

Mr. Alverson also explained what a Part 150 Study is not:

- It is not an airport master plan, environmental review document or safety study.
- It is not an opportunity to close the airport, as a Part 150 study assumes an operating airport with the scheduled future development plans reflected in the future-year noise contours. Mr. Alverson explained, for example, that the proposed runway extension in the most recently adopted Master Plan (in 1990) would be assumed in the future development plans when developing the future year noise contour maps. This allows the consultant team to consider its full impact in the analysis and make recommendations accordingly.
- It is not a forum to explore non-aviation uses of the airport property.

Mr. Alverson clarified roles and responsibilities of the airport, the FAA, local governments, residents and pilots, who ultimately have the responsibility for the operation of the aircraft and are responsible for following noise abatement procedures while adhering to all safety measures. He summarized the FAA regulatory framework and the study goals, which include:

- Documenting current and future noise levels around OSU Airport
- Reviewing current noise abatement flight tracks and procedures
- Reviewing the current aircraft noise complaint process
- Evaluating additional noise abatement opportunities
- Providing opportunity for community input
- Developing recommendations for noise abatement and noise mitigation measures

Mr. Alverson explained that aviation system users pay for the aviation system, including researching and mitigating the impacts of noise. He discussed the airport and aircraft operational needs, explaining that:

- Airports must be available for users 24 hours a day due to interstate commerce regulations
- Airports balance working with communities on airport noise concerns with maintaining a viable airport for the region
- Aircraft must take off and land into the wind, which determines which runways are used
- Aircraft climb as quickly as possible on departure to reach cruise altitude
- Aircraft use visual approaches for landing during good weather and instrument approaches for landing during bad weather. This may result in slightly different flight patterns based on weather conditions.
- Aircraft will deviate from the typical flight patterns to avoid severe weather as needed

Mr. Alverson showed a graphic outlining the Part 150 Study process, illustrating how the consultant team has been collecting data in a number of areas to look at current and proposed airport operations, aircraft fleet mix, flight procedures, land uses and zoning around the airport and population data. Noise measurements took place in 13 areas surrounding the airport.

The outcome of Phase 1 is the noise exposure maps, or NEMs, for both existing and forecast conditions. These draft maps, available to the public for review today and online, will be finalized based on public input and additional technical analysis, and submitted to the FAA for their review and acceptance later this year. In the meantime, the OSU Airport Part 150 Study will move into Phase 2, which is to look at noise abatement and land use alternatives and develop recommendations for a noise compatibility program to reduce incompatible land uses. After seeking input from the Part 150 Committee and the public, recommendations will be forwarded to University officials for their consideration. They will forward their recommendations to the FAA for final review and approval.

Mr. Alverson explained that noise modeling must comply with Federal Aviation Regulation (FAR) Part 150 requirements, which include using:

- The current FAA-approved Integrated Noise Model (INM) Version 7.0
- Annual-average day aircraft operations
- Aircraft types from the INM's database
- FAA-approved aircraft substitutions
- The Day-Night Average Sound Level (DNL) metric to assess impact

The noise modeling must not alter standard INM departure and arrival profiles or create aircraft substitutions without FAA approval, and may not use noise measurements to modify the INM aircraft noise database.

Flight Track and Runway Use Inputs

Mr. Alverson reviewed several slides showing sample flight tracks that occur today and that are forecast to occur in the future. He showed how the turn to a 50 degree heading was reflected in the 2007 flight tracks of jets departing to the east of the Airport. The consultant team developed over 1,400 modeled flight tracks at OSU Airport – more than the number of modeled flight tracks developed for the FAR Part 150 Study at Atlanta Hartsfield-Jackson International Airport, the second busiest airport in the world. Mr. Alverson said a sampling of flight tracks were displayed at information station #2, and would also be available for viewing after the meeting at www.OSUAirportPart150.com.

Day-Night Average Sound Level (DNL) Contours

Mr. Alverson presented the draft 2007, 2012 and 2027 DNL contours. The modeling indicates that the 65 DNL contour – the FAA's threshold for determining noise impact -- falls mainly within Airport property. Land uses not within the 65 DNL contour are considered compatible according to FAA guidelines. While not required by the FAA, OSU Airport also asked the consultant team to look at the 60 DNL contours, which Mr. Alverson then presented.

Mr. Alverson said that variations of the contours during 2007, 2012 and 2027 are driven by jet noise. In 2007, the 65 DNL contours extend further to the west of the Airport than the east because prevailing winds are usually from the west, so aircraft take off in that direction most often. Helicopter operations add to the noise contours on the north end of the Airport property. In 2012, the noise contours shift to the north because jets are expected to use the north runway if it is extended as proposed in the OSU Airport Master Plan. The 2027 noise contour is similar to 2012. While noisier aircraft are expected to be retired by then due to their age, potential noise reduction would be expected to be offset by the increased number of jet operations.

Mr. Alverson also noted that, while not required by the FAA, the City of Worthington and OSU Airport had requested that the consultant team run the model to analyze noise contours under a “no build” scenario, which would assume that the north runway was not extended as assumed in the 2012 modeling forecast. Mr. Alverson then showed the draft 2012 noise contours with and without the north runway extension. He indicated the noise

contour around the south runway would be longer than it would be if the north runway was extended, and the 60 DNL would also reach more of the surrounding community.

Sound Exposure Level (SEL) Contours

Mr. Alverson showed the sound exposure levels (SEL) for several types of jet and propeller aircraft departures. Showing these contours helps increase understanding on how noise affects sensitive areas. While not required, they will also be used during the noise compatibility phase of the OSU Airport Part 150 Study.

Noise Measurement Results

Mr. Alverson displayed the 13 sites where noise measurements were taken for seven continuous days in October, when OSU Airport experienced heavier traffic during The Ohio State University's football homecoming week. Sites were chosen to capture information relating to OSU flight training operations, the turn to a 50 degree heading over Worthington, helicopter operations and other noise sensitive areas. Consultant team members monitored each noise measurement site, taking notes and observing operations. They also reviewed FlightAware data during the measurements.

Mr. Alverson showed the range of noise measurements at each location, which illustrated both the volume and duration of noise events. The measured levels fell within the range of the modeled levels, but modeled levels were generally higher than the measured levels. That is, the model erred on the side of assuming more noise impact.

Next Steps

Mr. Alverson reviewed the next steps, which included:

- Finalizing the draft DNL Contours. Participants were encouraged to fill out comment forms.
- Finalizing the Noise Exposure Maps (NEM) Report and submitting them to OSU Airport to certify their accuracy before submitting them to the FAA
- Initiating the Noise Compatibility Program phase of the study upon approval of the FAA
- Developing preliminary noise mitigation measures, which would include both operational and land use alternatives
- Ongoing community outreach

Mr. Alverson explained that the noise compatibility aspect of the Part 150 Study was developed by the FAA to address non-compatible land uses within the 65 DNL noise contour. Any Noise Compatibility Program (NCP) must be formally approved by the FAA. While the FAA is reluctant to approve NCP measures that reduce impacts beyond the 65 DNL contour, OSU Airport is committed to working to obtain FAA approval of an updated Noise Compatibility Program.

Public Comments and Questions (Responses in Italics)

Facilitator Marie Keister invited the general public to make comments and ask questions.

1. How will the results of the noise monitoring be used? Will loud single (noise) events be considered in the contour? *Onsite noise monitoring information allows the study team to compare single event noise with cumulative noise exposure levels developed by the Integrated Noise Model, shown here on the draft Noise Exposure Maps. Monitoring also helps everyone understand how aircraft noise levels compare to other community noise sources. While the FAA does not require this in the Part 150 Study process, the next phase of this effort will review the noise complaint data and the noise monitoring results to gain a better understanding of how single events are affecting communities surrounding the Airport. Phase 2 will also look at how noise abatement strategies could be used to address concerns.*
2. You are using meaningless, inaccurate data. Many complaints are counted as one complaint. There are very old planes being flown by student pilots.
3. There are up to 16,000 air taxi/commuter-type operations. How many are based at OSU Airport? *There are no scheduled commercial operations at OSU Airport and the Airport has no plans for such “commercial” operations by air carriers. There were approximately 3,400 operations in the “air taxi/commuter” category of the OSU Airport activity forecast for 2007. Don Andrews, RS&H Part 150 Study Project Officer, explained that within the context of the aviation forecasting, the “air taxi/commuter” category refers to any scheduled or non-scheduled for-hire operations by aircraft with 60 or fewer seats. While there are no scheduled for-hire operations at OSU Airport, and the Airport is not aware of any locally based air-taxis, there are of course non-scheduled for-hire operations, such as air-taxi or charter aircraft operations. Such operations are a non-commercial for-hire type of activity, but the operations are conducted by the same type of aircraft that make up the private and corporate aircraft in the general aviation fleet and fly the same kind of mission profiles as the general aviation fleet. Mr. Alverson explained that as a federally funded general aviation airport, OSU Airport cannot restrict for-hire activity.*
4. Night flights are not usually student pilot flights, but are flights that are used for medical purposes. I’m a cancer survivor; these flights are critical to saving people’s lives.
5. Worthington has a rich historical heritage. Quiet is needed for enjoyment, and OSU Airport’s increased operations bring more noise and increase the chance for a crash. This diminishes our ability to quietly enjoy the historical elements of our area. The negative impacts of extending a runway at OSU Airport would be extreme.
6. Air pollution and odors from aircraft make those of us living on West Case Road have to go indoors. Have environmental studies looked at these types of impacts? Will there be an environmental assessment during this Part 150 Study? *An environmental review under the National Environmental Policy Act (NEPA)*

would occur at the very end of the Part 150 Study process, if the Part 150 Study process results in the need for any Federal approvals or decisions that trigger NEPA. For example, if the Noise Compatibility Program contains recommended changes to departure flight tracks or other changes to air traffic control procedures, and if the FAA finds that those changes are acceptable and feasible from an operational/aviation safety perspective, the FAA would then need to evaluate those changes to determine if there are potential environmental impacts. If there is potential for environmental impact, for example, due to the shifting of noise from one community to another that would result from changing existing flight tracks, those impacts would need to be evaluated under NEPA prior to the FAA's final decision to implement such changes.

7. Mr. Alverson said that an increase of 10 decibels is twice as loud. Actually, in my expert opinion, sound doubles with a 3 decibel increase. *Mr. Alverson indicated that a doubling of the sound energy results in a 3-dB increase in noise exposure, but it takes about a 10-dB change before people would judge that a new noise level is twice as loud.*
8. Local flight tracks would increase on the south runway if the north runway was extended, correct? In Orange County, California there are flight restrictions for certain hours and aircraft are required to arrive/depart at a steeper angle. Have those types of restrictions been considered here? *Mr. Alverson indicated that the 1990 Aircraft Noise and Capacity Act severely limited airport proprietors' ability to put curfews in place. Airports with curfews that existed in 1990 were grandfathered under the act. Noise compatibility strategies will be considered during the second phase of this study, which will begin later this year.*

Ms. Keister encouraged everyone to visit the information stations, and that comment forms could be turned in at the meeting or later by mail or e-mail. All materials presented or displayed at the public meeting would be posted on the project web site within one to two business days.

Post-Meeting Follow-up

- Media coverage resulted in This Week News, Suburban News Press, NBC 4 and WOSU Radio
- All meeting materials were posted on the web site
- Public comments were accepted until May 24, 2008