

Get Involved!

Progress on the Part 150 Study has been shared at public open houses held during the course of the Part 150 Study. The upcoming October 27 open house is the last of three open houses. Public comments can be provided in person or on the web site at www.OSUAirportPart150.com. Letters and e-mailed comments will also be accepted at Engage Communications, 7759 Crawley Drive, Dublin, Ohio, 44691, and MKeister@engagepublicaffairs.com. Comments should be submitted by December 1, 2009.

Have Questions? See the Web Site for Answers!

The OSU Airport Part 150 Study is following a number of technical steps required by the FAA, and mirrors best practices nationwide. For study materials, answers to frequently asked questions and more, see www.OSUAirportPart150.com.

The Ohio State University Airport
2160 West Case Road
Columbus, OH 43235



The Ohio State University Airport

Newsletter #3
October 2009

PART 150 STUDY NEWSLETTER

Public Open House and Hearing!

Tuesday,
October 27, 2009

7 to 9 p.m.

Presentation at 7:30 p.m.

OSU Airport Hangar 1
(Entrance next to
Barnstormers Restaurant)
2160 West Case Road
Columbus, OH 43235

A court reporter will be available to accept individual testimony regarding the draft report.

The open house provides the public the opportunity to speak directly with the experts to ask questions or provide comment.

Contact Us!

Part 150 Study
Learn more about the Part 150 Study and leave comments by December 1, 2009 at www.OSUAirportPart150.com.

OSU Airport
2160 West Case Road
Columbus, OH 43235

www.OSUAirport.org

PUBLIC OPEN HOUSE AND HEARING ON DRAFT NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS

The Ohio State University Airport will host a public open house and hearing on Tuesday, October 27, 7-9 p.m., to share and seek comment on the noise consultant's draft recommendations for the Airport's Noise Compatibility Program (NCP). A court reporter will be present to record individual testimony.

The open house, which will include a presentation at 7:30 p.m., will summarize the results of the review and analysis and share recommendations on types of noise abatement procedures OSU Airport and the University may adopt to reduce noise exposure. The study team will also discuss potential land use compatibility measures to prevent incompatible land uses from being developed in the future.

Study Recap

OSU Airport's Federal Aviation Regulation (FAR) Part

150 Noise and Land Use Compatibility Study began in 2007. The purpose of this study is to evaluate aircraft-related noise exposure in the communities near the Airport and identify methods for reducing noise exposure.

The first phase of the study developed noise exposure contours – or Noise Exposure Maps (NEMS) -- for the current (2008) and future conditions (2013 and 2027) at the Airport. The analysis determined that the 65 Day-Night Sound Level (DNL) contour – the Federal Aviation Administration's (FAA) threshold for significant noise – falls mainly within Airport property. Land uses falling outside the 65 DNL contour are considered compatible. After extensive public input and University review, the draft NEMs were submitted to the FAA in December.

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WHAT IS A NOISE COMPATIBILITY PROGRAM?

The Noise Compatibility Program (NCP) portion of the Part 150 Study process addresses the noise concerns expressed by local residents. Alternative operational, land use, and administrative measures are reviewed to determine which measures can contribute to further reducing noise exposure for residents surrounding OSU Airport, reduce the amount of non-compatible land uses, and provide steps to effectively implement the selected alternatives. Criteria for evaluating the alternatives were established at the beginning of the study. Those criteria included:

- Develop a balanced and cost effective program for reducing noise without limiting airport utility, aviation efficiency, or adversely affecting safety
- Improve the overall noise environment, while not shifting noise from one community to another
- Measures for reducing the highest noise levels affecting the greatest number of people, without adversely affecting one community over another, will be given highest priority
- NCP measures must be technically and legally feasible, and approved by the FAA (flight procedures) and local governments (land use measures)
- Measures subject to FAR Part 161 evaluation (e.g., airport closure) will not be part of the study recommendations

Part 150 Noise Compatibility Program Recommendations

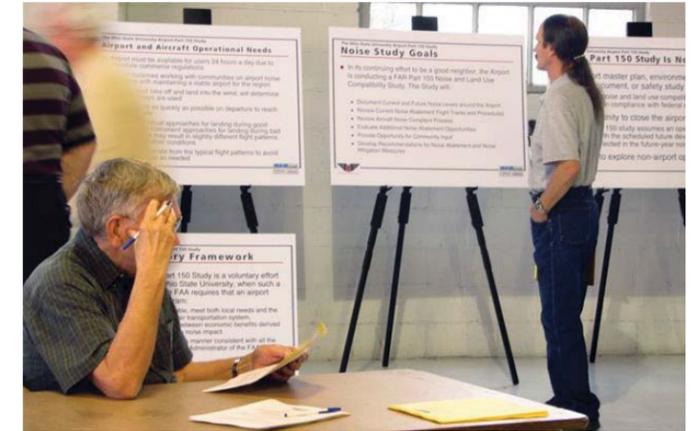
After extensive input from the public and neighboring communities, a list of 41 operational, land use, and administrative alternatives were reviewed using the criteria mentioned in this newsletter, as well as the

appropriate technical analysis tools. Following the review of these alternatives, there are 21 recommendations being proposed. Some of the recommendations are existing programs that will continue, while others are new programs that will need to be developed and implemented. The recommendations include:

- Align downwind leg of training pattern south of OSU Airport with Bethel Road
- Establish a map for pilots showing the noise sensitive areas near the Airport, and encourage them to avoid those areas
- Add clarifying language regarding head-to-head operations to the Noise Abatement Guidelines
- Discuss restriction on head-to-head operations
- Enhance helicopter published procedures
- Continue educating pilots on the importance of optimum propeller settings
- Establish preferential arrival paths
- Establish preferential departure paths
- Establish Area Navigation (RNAV) procedures
- Publish visual approach procedures
- Add language regarding nighttime noise sensitivity to Noise Abatement Guidelines
- Discuss noise abatement program with stakeholders and the public (ongoing education)
- Educate pilots on noise programs
- Update overlay zones
- Update building codes
- Noise compatibility program management
- Develop Jeppesen insert highlighting Noise Abatement Guidelines
- Update airport facilities directory
- Update noise and flight track monitoring system
- Conduct noise program updates as operating conditions change

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FAA acceptance was received on July 1, 2009. The second phase of the study, now coming to its conclusion, considered noise compatibility strategies identified by local residents, the University and industry best practices. Those findings are now available online at www.OSUAirportPart150.com; printed copies are available for public review at OSU Airport and at the Worthington and Dublin public libraries.



NEXT STEPS

Following the public meeting, the community will have 30 days to provide written comments. The public testimony, as well as all written comments received throughout the study, will be included in Part 150 documentation submitted to The Ohio State University for approval. Once approved, the Part 150 Study will be submitted to the FAA for its review and approval, likely summer, 2010. The FAA has 180 days to review and decide whether to approve the recommended measures. Approved measures that have capital costs will then be eligible for Federal funding for implementation. The entire Part 150 Study process, including FAA review and approval, is anticipated to be completed by early 2011.

HOW TO PROVIDE COMMENT

The purpose of the Part 150 Study is to document the existing operating conditions at OSU Airport and evaluate operational procedures and land use measures to reduce aircraft-related noise exposure in the surrounding communities.

The draft noise exposure contour maps and all prior public meeting materials are available at www.OSUAirportPart150.com. Materials from the October 27 Open House will be posted on or before October 29. Public comments can also be provided at any time via the web site. To ensure comments on this study are included in the final submission to the University and the FAA, citizens are advised to submit comments by December 1, 2009.

STUDY TEAM OF NATIONALLY-RECOGNIZED AIRPORT EXPERTS

The engineering firm of RS&H is overseeing the OSU Airport Part 150 Study. RS&H, headquartered in Jacksonville, Florida, is one of the airport industry's leading facilities and infrastructure consulting firms. San Francisco-based ESA Airports, one of the top firms for conducting aircraft noise analyses and preparing environmental documentation, is conducting the noise analysis as a subcontractor to RS&H. Local firm Engage Communications is leading the public involvement effort.