

APPENDIX B

Noise Measurement Observations

APPENDIX B

SOUND MEASUREMENT OBSERVATIONS

Sound level measurements were made to develop a full understanding of community and aircraft sound levels. The measured aircraft sound levels were compared to the modeled sound levels for informational purposes only, but as per FAR Part 150 regulations could not be used to alter the sound level data contained in the INM.

The primary data collected from the sound level measurement program consists of electronic sound level data recorded by the individual sound level meters placed throughout the residential areas surrounding OSUA. The data consists of one-second equivalent sound level (Leq) measurements for every second of each hour that a sound level meter was in place. The sound level meters collected over 50,000 pages of data, which is too voluminous for inclusion in its entirety in this appendix. A few pages of this data is included in this Appendix as example of the data collected. In addition to the primary measurement data consultant staff was on-site at each of the monitoring locations for various periods of time while conducting the sound level measurement task for the OSUA FAR Part 150 Study. While at each monitoring location, consultant staff documented their observations regarding aircraft overflight events, ambient sound levels, and everyday common sounds that were heard as a supplement to the electronically recorded data. This supplemental information was captured on Sound Level Measurement Data Sheets, which are also included in this Appendix. The Sound Level Measurement Data Sheet provides spaces for the observer to:

- Note the time an event occurred - This was useful in locating the individual aircraft sound level events in the large amount of data collected by the sound level meter.
- Identify the event type - This is used to provide correlations between the cause of the event and the actual sound level recorded.
- Note, if possible to discern, the maximum sound level (Lmax) - This piece of data, in conjunction with the time of the event, is used to help locate the event in the large amount of data collected by the sound level meter. Depending on weather conditions, this piece of information may not be noted by the observer if the case containing the sound level meter was closed and could not be viewed. Not having this piece of information does not limit the analysis; all of the sound level data used for analysis and correlations came from the electronic measurement data collected by the sound level meter.
- Note whether or not the measurement was “clean” (i.e., free of other non-aircraft noise sources) - Correlations are based on those sound level measurements that contain only aircraft sounds. If extraneous sounds occurred at the time of the event, such as a lawnmower, then the measurement was considered to be contaminated and was not used for correlations.

- Note any piece of information that may be of relevance to the event – These notes are used to assist in the identification of the event as well as to provide as much information as possible as to what caused the event.

For correlations, the information provided on the Sound Level Measurement Data Sheet was used in conjunction with the sound level readings from the sound level meter to match aircraft events with specific sound levels. The information collected by the sound level meters represents a large amount of data that is not possible to provide in printed form, although a sample is included in this Appendix. All sound level meter readings are available by request on compact disk.

It is important to note, the FAR Part 150 prohibits the use of measured sound levels in the Integrated Noise Model (INM) for the development of Noise Exposure Maps..

Sound Level Meter Data Sample

<u>Location</u>	<u>Date</u>	<u>Time</u>	<u>One-Second Leg</u>
Site 1	25Oct 07	12:00:01	54.4
Site 1	25Oct 07	12:00:02	55.7
Site 1	25Oct 07	12:00:03	55.1
Site 1	25Oct 07	12:00:04	53.2
Site 1	25Oct 07	12:00:05	51.9
Site 1	25Oct 07	12:00:06	51.3
Site 1	25Oct 07	12:00:07	50.9
Site 1	25Oct 07	12:00:08	50.9
Site 1	25Oct 07	12:00:09	50.9
Site 1	25Oct 07	12:00:10	51.6
Site 1	25Oct 07	12:00:11	52.1
Site 1	25Oct 07	12:00:12	52.2
Site 1	25Oct 07	12:00:13	51.4
Site 1	25Oct 07	12:00:14	50.5
Site 1	25Oct 07	12:00:15	49.6
Site 1	25Oct 07	12:00:16	49.1
Site 1	25Oct 07	12:00:17	48.6
Site 1	25Oct 07	12:00:18	48
Site 1	25Oct 07	12:00:19	47.6
Site 1	25Oct 07	12:00:20	47.4
Site 1	25Oct 07	12:00:21	47.6
Site 1	25Oct 07	12:00:22	47.8
Site 1	25Oct 07	12:00:23	48.5
Site 1	25Oct 07	12:00:24	49.5
Site 1	25Oct 07	12:00:25	50.1
Site 1	25Oct 07	12:00:26	49.7
Site 1	25Oct 07	12:00:27	49.1
Site 1	25Oct 07	12:00:28	48.7
Site 1	25Oct 07	12:00:29	48.9
Site 1	25Oct 07	12:00:30	50.3
Site 1	25Oct 07	12:00:31	50.1
Site 1	25Oct 07	12:00:32	49.5
Site 1	25Oct 07	12:00:33	49.6
Site 1	25Oct 07	12:00:34	49.5
Site 1	25Oct 07	12:00:35	49.2
Site 1	25Oct 07	12:00:36	48.9
Site 1	25Oct 07	12:00:37	48.6
Site 1	25Oct 07	12:00:38	49.3
Site 1	25Oct 07	12:00:39	49.9
Site 1	25Oct 07	12:00:40	50.1
Site 1	25Oct 07	12:00:41	50.1
Site 1	25Oct 07	12:00:42	50.3
Site 1	25Oct 07	12:00:43	50.4
Site 1	25Oct 07	12:00:44	50.4
Site 1	25Oct 07	12:00:45	50.6
Site 1	25Oct 07	12:00:46	51.6

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10-20-07 Measurement Taken By: LINDSAY BAUMAISTER
10:30-12:30 ; 2:55-5:12

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: |

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: Wind Speed: WINDY IN AM

Wind Direction: Humidity: Typical Background Levels (range): 65 (83.6 w/strong wind)

Equipment:

Sound Level Meter

Type: L O 820 SLM

Serial Number:

(After 2:55) 41.5 (62.1 w/strong wind)

Date of Last Traceable Meter Calibration:

Field Calibration Reading:

Battery Check: 180% @ 4:47

Calibrator reading 20dB higher from 10/19/07 @ 10 am to 10/20/07 @ 2:55 p ; recalibrated

Response Settings:

Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:30-10:40	MECHANICAL EQUIP	72.6		WEED EATER OR SAW - NEIGHBOR
10:57	SE PROP DEPARTURE	74	Y	TURNED BEFORE SITE 12
11:02	CHILDREN PLAYING	69.0		PLAYING IN YARD ADJACENT TO SITE
11:13	PROP DEPARTURE	76.0	Y	NO VISUAL
11:19	CHILDREN PLAYING	?		IN YARD BEHIND HOUSE + ADJACENT YARD
11:24:50	CHILDREN PLAYING	84.7		YELLING
11:28	CHILDREN PLAYING	76.5		YELLING
11:37	AIRCRAFT DEPARTURE	75.0		NO VISUAL
11:49:45	CHILDREN	78.3		CHILD YELLING
11:52	SE PROP DEPARTURE	80.2	N	W/ STRONG WIND GUST
11:55:25	HAMMERING	71.5		
11:56	PROP DEPARTURE	83.0	Y	SINGLE ENGINE?
12:06	CHILDREN	80.1		YELLING
12:17	SE PROP DEPARTURE	83.6	Y	
12:23	SE PROP DEPARTURE	91.2	Y	TURNED RIGHT OVER SITE 1

Site Identification:

Calibrator
Chg'd @
2:54
10/20/07

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10-24-07 Measurement Taken By: LINDSAY BAUMAISTER
(8:30A - 11:15; 1:15 - 5P)

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: 2: 3152 ALDERIDGE * NOTE: A LOT OF BIRDS

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: 50's Wind Speed: CALM

Wind Direction: Humidity: Typical Background Levels (range): 46-48 dB

Equipment:

Sound Level Meter

Type:

Serial Number:

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 179% @ 8:40A MEM CHECK: 45.87%
Response Settings: Weighting Scale: @ 8:40A

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
8:32.35	PROP DEPARTURE		Y	
8:39.01	PROP DEPARTURE	78.1	Y	
8:41	DOG BARKING			
8:51	SIREN			
8:52.25	JET			
8:57.10	JET OVERFLIGHT			
9:03.08	DISTANT AIRCRAFT			
9:06.20	PROP DEPARTURE		Y	
9:11.00	PROP DEPARTURE		Y	
9:13.45	JET OVERFLIGHT			DISTANT
9:18.45	JET OVERFLIGHT			DISTANT
9:23.15	PROP			NO VISUAL
9:33	LAWN EQUIPMENT			MOWER OR BLOWER NEARBY
9:35.20	JET			DISTANT
9:39.48	PROP DEPARTURE		Y	

Site Identification: 2 (10-24-07; 8:30-11:15; 1:15-5)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:45:00	JET		Y	DEPARTURE ?
9:57	PROP			DISTANT - NO VISUAL
10:00	DELIVERY TRUCK			TRUCK RUNNING FOR ~5 min ACROSS STREET
10:09:15	JET DEPARTURE			
10:11:54	PROP DEPARTURE		?	DIRECTLY OVERHEAD - TRUCK RUNNING ACROSS STREET
10:14:20	DOG BARKING			NEXT DOOR NEIGHBOR
10:15:38	PROP DEPARTURE			TRUCK RUNNING ACROSS STREET
10:29	PROP			DISTANT
10:53:12	PROP DEPARTURE		Y	
10:55:35	JET OVERFLIGHT			
10:55:50	PROP DEPARTURE		Y	POSSIBLE TGO
10:57:35	PROP DEPARTURE		Y	POSSIBLE TGO
10:59:14	PROP DEPARTURE		Y	POSSIBLE TGO
11:03:40	JET DEPARTURE		Y	
11:06:25	PROP DEPARTURE		Y	
11:06:30	JET OVERFLIGHT			
11:07:25	PROP DEPARTURE		Y	DIRECTLY OVERHEAD
11:08:55	DOG BARKING			NEIGHBOR
11:11:20	PROP DEPARTURE		Y	
1:15p 1:15:15	PROP DEPARTURE		Y	
1:26:40	PROP ?			
1:30	HELD			DISTANT
1:34:24	JET ?			
1:37:25	TRAIN WHISTLE			
1:44	JET OVERFLIGHT			DISTANT
1:47:40	JET OVERFLIGHT			
1:51:43	PROP			
1:56:15	AIRCRAFT			

Site Identification: 2 (10-24-07 ; 1:15 - 5p)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
2:00:50	PROP DEPARTURE		Y	
2:06:40	HELD		Y	
2:08:20	JET ARRIVAL		Y	
2:17:40	PROP?			
2:25:30	BIRD			
2:26:25	JET OVERFLIGHT			
2:28:00	SE PROP ARRIVAL		Y	
2:28:30	LAWN EQUIPMENT			ON + OFF MOWER IN DISTANCE?
2:30:20	JET ARRIVAL		Y	
2:32:45	SE PROP ARRIVAL		Y	
2:38:25	SE PROP ARRIVAL		Y	
2:41:24	JET ARRIVAL		Y	
2:42:20	↳ JET REVERSE THRUST			
2:44:17	JET OVERFLIGHT			
2:45:55	ME PROP ARRIVAL		Y	T60 OR MISSED APPROACH
2:48:20	ME PROP ARRIVAL		Y	SAME AIRCRAFT AS ABOVE
2:49:55	JET OVERFLIGHT			
2:51:25	JET ARRIVAL		Y	
2:52:04	↳ JET REVERSE THRUST			
2:54:15	SE PROP ARRIVAL		Y	WHITE + RED
3:00:25	PROP			DISTANT
3:01:20	JET ARRIVAL		Y	
3:02:10	↳ JET REVERSE THRUST			
3:16:10	SE PROP ARRIVAL		Y	
3:22:55	JET DEPARTURE			
3:32:04	JET ARRIVAL		Y	
3:32:54	↳ JET REVERSE THRUST			
3:34:00	JET OVERFLIGHT			

Site Identification: 2 (10-24-07 ; 1:15-5p)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
3:38:15	SE PROP ARRIVAL		Y	
3:43:50	SE PROP ARRIVAL			
3:48:20	JET OVERFLIGHT			
3:51:10	JET ARRIVAL		Y	
3:52:00	↳ JET REVERSE THRUST			
3:57:15	MOTORCYCLE			PASSING NEARBY
3:58:05	JET OVERFLIGHT			LOW
4:01:40	JET ARRIVAL		Y	
4:02:33	↳ JET REVERSE THRUST			
4:03:15	JET ARRIVAL		Y	
4:03:50	↳ JET REVERSE THRUST			
4:04:30	JET OVERFLIGHT			
4:11:45	JET OVERFLIGHT			
4:18	DOG BARKING			ON + OFF
4:21:17	JET OVERFLIGHT			
4:25	DOG BARKING			ON + OFF FOR SEVERAL MINUTES
4:26:40	JET			OVERFLIGHT ?
4:34:27	CAR ALARM			
4:35:05	JET DEPARTURE			
4:48:30	JET OVERFLIGHT			TO THE EAST
4:50:08	JET OVERFLIGHT			

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/20/07 Measurement Taken By: Mike Alberts

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: Site 3

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: winds < 5 / calm

Temperature: Wind Speed:

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type:

Serial Number:

43-45 quiet/birds

45-49 community levels

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 176

Response Settings: Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:28 a.m.	Helicopter	63	Y	W of site, no visual
10:30	Helicopter	56.9	Y	W of site, no visual
10:54-11:05	Lawn Mower			2 houses over, 50-53 dba
11:11	prop aircraft	56	Y	
11:14	single prop	62	Y	arrival, overhead, From N turn W
11:37	single prop	54	Y	arrival, overhead, From N turn W
11:38	jet (gulfstream?)	54	Y	arrival, S runway
11:42	prop aircraft	66	Y	arrival, overhead, N runway
11:49	twin prop	62	Y	arrival, S of site, From N turn W
11:52	jet arrival	54	Y	arrival, S runway
11:54	single prop	53	Y	arrival from N, W of site
12:01	wind	62	Y	strong wind
12:05	single prop	59	Y	arrival
12:08	twin prop	-	N	other community sounds
12:18	prop aircraft	58.9	Y	arrival, S of site

Site Identification: 10/20/07, Site 3, Mike Alberts

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
12:19	prop aircraft	60.2	Y	arrival, S of site
12:20	train horn	75+		
12:22	train horn	76		
12:30	Helicopter	62.7	Y	arrival from ESE
				property owner noted she will mow lawn shortly
12:45	End			
2:15	start			
2:26	twin prop	56.5	Y	arrival, on Runway Centerline
2:27	single prop		N	dogs barking
2:34		63		dogs barking
2:35	A320/737 overflight	58		S of site, From W to E
2:20-2:40				dogs barking, broken, 56-60 dba
2:58	jet	65.5	Y	on airfield? departure W?
3:04	jet	57.9	Y	arrival
3:05	single prop	64.1	Y	banner tow, overhead, from SW to NE
3:10	single prop		N	other community sounds
3:24	Helicopter	59.1	Y	arrival, From SE to NW
3:25	single prop		N	< background
3:57	single prop		N	< background
4:03	Helicopter	71.7	Y	overhead, From ESE to WNW
4:05	Helicopter	71.1	Y	E of site, from N to S
4:10	A320	60	Y	overflight, N of site, From W to E
4:12	Helicopter		N	other community sounds
4:27	Kids playing	61		Two houses over
4:35	Helicopter	57	Y	S of site
4:41	Helicopter	67	Y	E of site, From N to S
4:49	Helicopter	61.2	Y	S of site, From SE to NW

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/24/07 Measurement Taken By: Mike Alberts

Project: **Ohio State University Airport FAR Part 150 Study**

Site Identification/Notes: Site 3

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: overcast

Temperature: Wind Speed:

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type:

Serial Number:

Date of Last Traceable Meter Calibration:

Field Calibration Reading:

Battery Check: 170

Response Settings:

Weighting Scale:

Calibrator

Type:

48-49 dba (early p.m.)

46-47 dba (quiet)

53-59 dba (neighborhood activities)

51-53 dba (vehicles from highway after 4:00 p.m.)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
1:29:28	twin prop	67.9	Y	
1:34:25	twin turboprop	70.5	Y	Arrival to N runway
1:37:35	train	60		
1:37:38	train	63		
1:37:45	train	61.5		
1:37:49	train	65		
1:39:53	aircraft	-	N	arrival to S runway? no visual
1:39:55	helicopter	54	Y	no visual
1:44:10	twin prop	54	Y	arrival on Runway centerline
1:49:42	jet departure	67	Y	eastbound 050°?
1:50:59	helicopter	75	Y	departure heading E turning S over site
1:53:40	Single prop	69	Y	departure turning N just W of site
1:59:21	Single prop	66	Y	direct overhead from ESE to WNW
2:06:03	Single prop	64	Y	direct overhead turning to N
2:17:40	train	63	Y	train horn

Site Identification:

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10-21-07 Measurement Taken By: LINDSAY BAUMAISTER
 2:35 - 5pm
 Project: Ohio State University Airport FAR Part 150 Study
 Site Identification/Notes: 4

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: Wind Speed: BREEZY @ 2:35; FAIRLY WINDY @ 4:15p

Wind Direction: Humidity: LOW Typical Background Levels (range): 47.0

Equipment:

Sound Level Meter

Type: LD 820 SLM

Serial Number:

58.8 w/ HIGH WIND

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 185 % @ 2:45p

Response Settings: Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
14:49	SE PROP ARRIVAL	60.1	Y	
14:51	ME PROP ARRIVAL	78	Y	
15:01	SE PROP ARRIVAL			
15:03	PROP DEPARTURE	56.9		
15:24.40	SE PROP ARRIVAL	77.1	Y	
15:28	SE PROP ARRIVAL	56.5	Y	
15:31	SE PROP ARRIVAL	55	Y	
15:48	JET ARRIVAL	91.4	Y	
15:53	HELD ARRIVAL	82.0	Y	
16:23	HELD DEPARTURE	60.4	Y	
16:25	SE PROP ARRIVAL	67.3	Y	
16:25.50	TRAIN HORN	64.2		
16:30	JET ARRIVAL	81.5	Y	
16:31	→ JET REVERSE THRUST	58.2		
16:44	JET TAKEOFF	58.9		

Site Identification: 4 (10-21-07; 2:35-5p)

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/22/07 Measurement Taken By: LINDSAY BAUMAISTER

8:42-11:15
Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: 4

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: Wind Speed:

Wind Direction: Humidity: LOW Typical Background Levels (range): 48 dB

Equipment:

Sound Level Meter

Type: LARSON DAVIS 820 SLM Serial Number:

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 181 % @ 8:41 am

Response Settings: Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
8:57	PROP DEPARTURE	58	Y	
8:59:45	PROP DEPARTURE	65	Y	
9:01	SE PROP DEP	58.1	Y	
9:05	SIREN	58	-	EMERGENCY VEHICLE
9:07	SE PROP DEP	59.2	Y	
9:08	JET DEPARTURES	84.6	Y	
9:16:46	SE PROP DEP	62.1	Y	TURNED TO DOWNWIND LEG
9:23	JET OVERFLIGHT	52.4	-	PORT COLUMBUS AIRPORT
9:32	PROP DEPARTURE	57.5	Y	
9:38	LAWN MOWER	54.8	-	NEIGHBOR TO REAR
9:39:20	PROP DEPARTURE	59	Y	NO VISUAL.
9:41	JET DEPARTURE	93.2	Y	
9:42	SE PROP DEP	57.7	Y	
9:45	SE PROP DEP	61.8	Y	
9:46:50	TP DEP	67	Y	NO VISUAL

10/22/07

Site Identification: 4 (8:42-11:15)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:50:50	HELD ARRIVAL	62.0	Y	
9:54	SE PROP DEP	61.8	Y	
10:02	PROP DEP	68	Y	S.E. ?
10:06	SE PROP DEP	59	Y	(DARK BLUE OR BLACK UNDERNEATH?)
10:19-10:21	TRAIN WHISTLE	68.1		ON + OFF
10:20	PROP DEP	62	Y	
10:25	PROP DEP	59.9	Y	S.E. ? NO VISUAL
10:29:50	LAWN MOWER	54.0		REAR NEIGHBOR
10:36:50	DOG BARKING	56		NEIGHBOR ACROSS STREET
10:39	SE PROP DEP	63	Y	
10:44	SE PROP DEP	57.4	Y	
10:48	SE PROP DEP	62.0	Y	POSSIBLE TGO
10:49:25	SE PROP DEP	59	Y	POSSIBLE TGO
10:51	SE PROP DEP	58.5	Y	TGO ?
10:54:20	PROP DEPARTURE	58.8	Y	NO VISUAL - TGO ?
10:57:35	SE PROP DEP	59.0	Y	TGO ? turn to N
10:58:30	SE PROP DEP	65.8	Y	TGO ? turn to S
11:00	SE PROP DEP	59.2	Y	TGO
11:05:55	SE PROP DEP	59.3	Y	TGO ?
11:06:40	SE PROP DEP	60.2	Y	TGO ?
11:10:45	SE PROP DEP	60.8	Y	TGO ?
11:14	SE PROP DEP	?	Y	

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/25/07 Measurement Taken By: Mike Alberts

Project: **Ohio State University Airport FAR Part 150 Study**

Site Identification/Notes: Site 5

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: q.m. breezy

Temperature: Wind Speed: 5-7 mph

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type:

Serial Number:

47-48 dba typical
45-46 dba quiet

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 174

Response Settings: Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
8:40:00 am				start observations
8:42:05	train	62		train horn
8:52:02	school bus	62		
8:52:35	prop aircraft	55	Y	N of site. no visual
9:08:02	jet aircraft	64	Y	N of site. no visual
9:12:10	prop aircraft	57.9	Y	N of site. no visual
9:19:30	prop aircraft	59	Y	N of site. no visual
9:45:40	prop aircraft	59	Y	N of site. no visual
10:09:15	jet aircraft	72	Y	N of site. no visual
10:21:00	police siren	65		
10:22:20	jet aircraft	56	Y	N of site no visual - reverse thrust?
10:27:20	jet aircraft	64.8	Y	N of site. no visual
10:38:25	jet aircraft	61.5	Y	N of site. no visual
10:56:50	prop aircraft	55	Y	N of site. no visual
11:11:31	jet aircraft	63	Y	N of site. no visual

Site Identification: 10/25/07, Site 5, Mike Alberts

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
11:14:50	dog barking	74		adjacent home
11:20:50	prop aircraft	52	Y	N of site. no visual
1:10-1:45	Lawn mowing / leaf blowing	-	-	2 houses over
1:42	helicopter	-	N	
1:44	helicopter	-	N	
1:57-1:59	dog barking	76		
1:59-2:02	-	-	-	conversation w/neighbor
2:15:36	prop aircraft	54	Y	departure
2:29:59	prop aircraft	-	N	dogs and cars
2:27	helicopter	65	Y	arrival. from S to N
2:55-3:05	-	-	-	conversation w/neighbor
3:18:45	prop aircraft	56	Y	N of site. no visual
3:28	single prop	65	Y	overflight. from E to W
3:33	school bus	61		
3:44	mail truck	62		
3:49	school bus	66		
3:49	jet aircraft	-	N	school bus
3:57	school bus	63.8		
4:01	dog barking	71		
4:10		61		American Airlines overflight - CMB
4:15				End

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10-22-07 (12:45-5pm) Measurement Taken By: LINDSAY BAUMAISTER

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: 6

* NOTE: TRAIN TRACKS VERY CLOSE BY; GOLF COURSE MOWER IN DISTANCE 12:45-1:28

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: OVERCAST

Temperature: Wind Speed: SLIGHT BREEZE

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type:

Serial Number:

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 180% @ 1:23 P

Response Settings: Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
12:51	SE PROP DEJO	58.2	Y	
12:56	HELD	?		DISTANT
12:56:30	SE PROP	56	Y	
12:58:30	HELD APPROACH	68.5	Y	
13:01	TRAIN WHISTLE	76.8		
13:02:10	SE PROP	75.5	Y	
13:06	SE PROP	63.3	Y	
13:09	SE PROP	74.1	Y	
13:30	SE PROP	53	Y	
13:33:30	TRAIN WHISTLE	75.8		VERY CLOSE
13:37	SE PROP	64.0	Y	
13:38:10	SE PROP	?	Y	
13:45	SE PROP	56.9	?	SMALL UTILITY VEHICLE ON GOLF COURSE AT SAME TIME
13:47	SE PROP	70	Y	
13:52:50	GOLF COURSE UTILITY VEHICLE	54		

Site Identification: 6 (10-22-07; 12:45-5p)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
13:53:50	SE PROP	62.7	Y	
13:58:50	SE PROP	69.1	Y	
14:02:50	SE PROP	66.0	Y	
14:04:15	SE PROP	73.1	Y	DIRECT OVERFLIGHT
14:06:35	SE PROP	71.7	Y	
14:10	SE PROP	68.9	Y	
14:16	LAWN MAINTENANCE EQUIPMENT	59	-	BLOWER? ON GOLF COURSE
14:21	SE PROP	65.1	N	BLOWER IN BKGRND
14:34	TRAIN WHISTLE	73.4	-	
14:36-14:38	TRAIN PASSING	67.0	-	
14:39	SE PROP	52	Y	
14:41:55	GOLF COURSE MAINTENANCE VEH.	63.4	-	W/CART/TRAILER
14:42:35	SE PROP	55	Y	
14:44:20	JET OVERFLIGHT	51.6	-	
14:51:00	MOTORCYCLE	59.1	-	PASSING
14:51:50	SE PROP	68	Y	
14:57:20	SE PROP	62?		(Blue under wing?)
15:00:00	TRAIN WHISTLE	76		
15:01:10	TRAIN PASSING	60		
15:01:55	SE PROP	64.9	Y	
15:02:29	SE PROP	65.4	Y	
15:03:30	HELD	58		NO VISUAL - IN DISTANCE
15:06:27	SE PROP	65.1	?	MOWER ON GOLF COURSE SDB? (Blue under wing)
15:08	SE PROP	52.6	Y	
15:25:45	SE PROP DEP	?		
15:26:39	ME DEPARTURE	75	Y	TURBOPROP, DIRECT OVERFLIGHT
15:29	HELD?	57.6		NO VISUAL - HELD ARRIVAL?
15:30.30	HELD? (same as above)	61.7		" "

Site Identification: 6 (10-22-07; 12:45-5p)

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/19/07 Measurement Taken By: Mike Alberts

Project: **Ohio State University Airport FAR Part 150 Study**

Site Identification/Notes: Site 7

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: Breezy / lt winds

Temperature: Wind Speed:

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter
Type:

Serial Number:

49-51 dba with light breeze
58-60+ dba stronger winds

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 184

Response Settings: Weighting Scale:

Calibrator
Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
<u>9:15 a.m.</u>				<u>Start observation</u>
<u>9:45</u>	<u>Helicopter</u>	<u>68.3</u>	<u>Y</u>	<u>From ENE to WSW, overhead</u>
<u>10:00</u>	<u>Helicopter</u>	<u>71.7</u>	<u>Y</u>	<u>From ENE to WSW, south of site</u>
<u>10:34</u>	<u>strong wind</u>	<u>60.1</u>		
<u>10:37</u>	<u>prop aircraft</u>	<u>70.9</u>	<u>Y</u>	<u>West of site</u>
<u>10:39</u>	<u>Train horn</u>	<u>69</u>		<u>west of site</u>
<u>10:40</u>	<u>Train horn</u>	<u>70.5</u>		<u>west of site</u>
<u>10:40</u>	<u>Train horn</u>	<u>71.5</u>		<u>west of site</u>
<u>10:47</u>	<u>prop aircraft</u>	<u>-</u>	<u>N</u>	<u>strong wind/leaves</u>
<u>10:52</u>		<u>64</u>		<u>garbage truck pass by</u>
<u>10:56</u>		<u>63</u>		<u>garbage truck pass by</u>
<u>11:25</u>	<u>single prop aircraft</u>	<u>52.5</u>	<u>Y</u>	<u>arrival, W of site, from N to S</u>
<u>11:31</u>	<u>prop aircraft</u>		<u>N</u>	<u>saw next door</u>

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/22/07 Measurement Taken By: Mike Alberts

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: Site 7

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: Wind Speed: Calm

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type:

Serial Number:

49-50dba (bugs, distant traffic)
45-46 quiet

Date of Last Traceable Meter Calibration:

Field Calibration Reading: Battery Check: 178

Response Settings: Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
8:54 a.m.				start observations
8:58:10	Single prop	67.5	Y	W of site turning N
9:00:30	Single prop	72.4	Y	direct overhead heading N
9:02:40	Single prop	64.6	Y	S of site heading W
9:08:40	jet departure	58.2	Y	
9:08:35	Single prop		N	jet departure noise
9:17:20	Single prop departure		N	S of site heading E
9:33:08	Single prop	63.6	Y	E of site heading N
9:40:00	Single prop	69	Y	turn to NW just SW of site
9:41:40	jet departure	62.2	Y	
9:42:55	Single prop	56.2	Y	E of site heading N
9:46:10	Single prop	61.5	Y	E of site heading N turning W
9:47:20	unknown (twin?)	67	Y	SE of site heading NE
9:54:35	Unknown prop	65	Y	S of site heading E
10:03:17	unknown prop	64	Y	S of site heading NE

Site Identification: 10/22/07, Site 7, Mike Alberts

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:06:56	Single prop	68	Y	direct overhead heading N
10:20:10	train	61		train horn
10:20:50	Single prop	70.7	Y	direct overhead heading NNW
10:26:23	Single prop	68	Y	direct overhead heading NNW
10:36:35	Single prop	62.5	Y	W of site heading NNE
10:37:30	Single prop	64	Y	E of site heading NNE
10:45:41	Single prop	57	Y	E of site heading NNE
10:48:43	Single prop	67	Y	SW of site turning W
10:50:25	Single prop	69	Y	turn to W just S of site
10:51:44	Single prop	64.4	Y	direct overhead turning W
10:55:25	Single prop	66	Y	direct overhead heading W
10:58:25	Single prop	60	Y	S of site turning W
11:00:40	Single prop	64	Y	W of site heading NNW
11:07:20	Single prop	60	Y	SE of site heading NE
11:11:27	Single prop	63.8	Y	S of site turning W
11:12:34	helicopter	69	Y	from N heading SW (police?)
End				
12:45:00				Resume observations
12:52:12	Single prop	71.5	Y	direct overhead heading NNW
12:56:10	helicopter	57.5	Y	E of site heading S
12:58:37	UPS truck	60	-	
12:59:03	helicopter	60.3	Y	no visual
12:56:54	Single prop	69.9	Y	direct overhead heading N
1:01:20	train	67		train horn
1:02:07	train	64		train horn
1:02:27	prop aircraft	61.9	Y	W of site no visual
1:05:47	Single prop	72.5	Y	direct overhead heading N
1:09:27	Single prop	55	Y	W of site heading N

Site Identification: 10/22/07, Site 7, Mike Alberts

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
1:13:15	single prop	59	Y	E of site heading N
1:30:43	single prop	-	N	N of site heading W
1:33:40	train	65		train horn
1:34:20	train	63		train horn
1:34:31	train	65		train horn
1:37:20	single prop	61	Y	W of site turning to W
1:38:16	single prop	71	Y	direct overhead heading N
1:46:20	single prop	70.5	Y	E of site heading N
1:47:35	single prop	60.6	Y	W of site heading N
1:53:40	single prop	66.5	Y	direct overhead
1:59:00	single prop	69	Y	turning W just S of site
1:59:20	helicopter	74	Y	departure - direct overhead
2:02:48	single prop	63.5	Y	turning W just S of site
2:03:45	aircraft	-	N	departure? no visual
2:06:44	single prop	-	N	saw across street
2:10:28	single prop	63	Y	turning W just S of site
2:22:19	single prop	62.3	Y	turning W just S of site
2:34:04	train	63		train horn
2:34:08	train	68		train horn
2:34:34	train	60		train cars/engine
2:35:00	train	72.4		train horn
2:35:16	train	69		train horn
2:35:24	train	63		train horn
2:35:29	train	67		train horn
2:39:20	single prop	66.4	Y	E of site heading N
2:42:38	single prop	68.7	Y	E of site heading N
2:51:43	single prop	62	Y	turning W just S of site
2:55-3:02	discussion with neighbor - no			observations recorded

Site Identification:

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/21/07 Measurement Taken By: Mike Alberts

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: Site 8

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: calm winds

Temperature: Wind Speed:

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type:

Serial Number:

45-46 quiet

47-48 typical community levels

51-53 cars on Livingston

Date of Last Traceable Meter Calibration:

Field Calibration Reading:

Battery Check: 180

Response Settings:

Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:35 a.m.				Start observations
9:52	Single prop	52.8	Y	Not site, from W to E
9:53	Single prop	72.9	Y	direct overhead, from E to W
10:13	Helicopter	68	Y	arrival, from ESE, just SW of site
10:18	prop aircraft	57.7	Y	arrival, Not site from E to W
10:29		67		Dog Barking next door
10:37		74		Dog Barking next door
10:42	twin prop	61.1	Y	E of site, from S to N
10:44	prop aircraft	65.8	Y	E of site, from S to N
10:51	Helicopter	73	Y	arrival, from ESE, just NE of site
10:55	prop aircraft	61	Y	From SE to NW
11:40	twin prop	66	Y	E of site, from S to N
11:47	Helicopter	70	Y	departure, to SE, just SW of site
11:57	Helicopter	74	Y	arrival, from ESE, just NE of site
12:15	Single prop	59.9	Y	arrival, overhead

Site Identification:

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/19/07 Measurement Taken By: Monica Newhouse

Project: **Ohio State University Airport FAR Part 150 Study**

Site Identification/Notes: Site 9, 422 Highgate Ave

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: 66 Wind Speed: Some light wind

Wind Direction: _____ Humidity: _____ Typical Background Levels (range):

Equipment:

Sound Level Meter

Type: LD820

Serial Number: Site

Date of Last Traceable Meter Calibration: _____

Field Calibration Reading: _____ Battery Check: 184%

Response Settings: _____ Weighting Scale: A

Calibrator

Type: _____

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:17 am	Background		—	Roadway Noise, Birds, Sawing
9:27	Wind	54	—	
9:29	Aircraft	53	Y	Most likely Air Carrier Jet
9:31:30	Prop	54.3	N-Birds	Very Contaminated
9:37:32	Prop	52	Y	Distant
9:42:42	Jet	52.9	N	Crickets, Most likely Air Carrier
9:44:54	Helo	56+	Y	
9:46:31	Prop	53	N-Birds	Distant
9:55:15	Prop	55	N-Crickets	Distant
9:58	Helo	54	Y	Might also be distant prop
10:08:04	Prop	53.4	Y	
10:09:06	Aircraft	56	Y	Distant
10:10:06	Wind	58.4	—	Non Aircraft
10:35:10	Prop	52.3	Y	Distant
10:39	Train	56+	—	Non Aircraft

Site Identification:

Site #9 - 10/19/07

422 Highgate Ave

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/22/07 Measurement Taken By: Monica Newhouse

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: Site 9, 422 Highgate

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: 60s Wind Speed: Calm

Equipment: Wind Direction: Calm Humidity: Typical Background Levels (range):

Sound Level Meter

Type: LD820

Serial Number: Noise

Date of Last Traceable Meter Calibration:

Field Calibration Reading: 94.0

Battery Check: 180%

Response Settings:

Weighting Scale: A

Calibrator Type: LD(94.0)

Mem: 99.6%

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:48:50	Seen	55	—	
9:53:02	Prop	65	Y	
10:01:16	Prop	69	Y	
10:05:33	Prop	54	N	Sawing
10:19:02	Prop	56	N	Train Horn
10:22:03	Saw	55	—	
10:24:54	Prop	53	Y	
10:32:56	Jet	52	Y	Distant
10:35:28	Prop	57	N	Birds
10:36:12	Prop	69	N	Birds
10:38	Bud	59+	—	
10:44:02	Prop	54	Y	
10:47:22	Prop	52	Y	
10:53:36	Prop	55	Y	
10:57:01	Prop	52+	Y	Distant

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:59:13	Prop	-	N	Owner Speaking
11:05:10	Prop	56	Y	
11:05:58	Prop	70	Y	
11:09:30	Prop	52	Y	
11:10:12	Prop, then Helo	60	Y (mult)	Helos @ 60+
11:11	Const. Noise	—	—	Hammering
11:14:49	Prop	52	N	Const. Noise
11:20:27	Prop	58	Y	
12:50:37	Prop	54	Y	
12:52:48	Prop	50	Y	Distant
12:54:12	Helos	65	Y	
12:55:20	Const. Noise	—	—	
12:55:33	Prop	53	N	Const Noise
12:57:28	Prop or Helos	55	Y	Distant
1:00:20	Bird	60+	—	
1:00:57	Jet and Prop	55	N	Distant events (Bird)
1:04:20	Prop	51	Y	Distant
1:08:02	Prop	51	Y	Distant
1:11:37	Garbage Truck	—	—	
1:17:30	Siren	—	—	
1:18:53	Truck	52	—	
1:28:42	Prop	57	Y	
1:35:58	Prop	50	Y	Distant
1:36:57	Prop	54	Y	
1:37:50	Saw (Const Noise)	—	—	
1:38:01	Prop	50	Y	Distant
1:41:10	Prop	54	Y	Distant
1:44:38	Saw	—	—	
1:44:55	Prop	55	Y	

Site Identification:

Site 9, 422 Highgate 10/22/07

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
11:52:11	Prop	48+	Y	Distant
11:58:04	Prop	59	Y	
2:02:42	Prop	50	N	(Saw) Distant
2:05:19	Prop	50+	Y	Distant
2:07	Const Noise	—	—	—
2:09:14	Aircraft	52	Y	Distant
2:14:40	Birds	—	—	—
2:20:50	Prop	48	Y	Distant
2:24:50	Lawn Mower	54	—	—
2:32:40	Prop	50+	N	(Train Horn)
2:38:20	Prop	55	Y	
2:41:08	Prop	59	Y	
2:42:28	Jet	54	Y	Distant
Staff Visiting Site				
3:05:37	Prop	58	N	(Bird)
3:09:46	Jet	56	N	Direct Overflight (Siren)
3:24:41	Prop	52	N	(Const Noise)
3:25:38	Prop	52	Y	
3:27:16	Aircraft	50	N	(Const Noise) Distant
3:28	Const Noise	—	—	—
3:33:42	Prop	61	Y	Nearly Direct Overflight
3:47	Children Playing	—	—	—
3:50:38	Prop	64	N	(Dog Barking)
3:52:32	Prop	51	N	(Const Noise)
3:55:25	Prop	63	Y	
4:00:29	Prop	68	Y	
4:10:04	Prop	64	Y	

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/20/07 Measurement Taken By: Monica Newhouse

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: 229 Southington
Site 10

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: _____ Wind Speed: Calm

Wind Direction: _____ Humidity: _____ Typical Background Levels (range):

Equipment:

Sound Level Meter

Type: LD820

Serial Number: Mid 50s

Date of Last Traceable Meter Calibration: _____

Field Calibration Reading: _____ Battery Check: 183% Memory @ 46%

Response Settings: _____ Weighting Scale: A

Calibrator

Type: _____

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:27	Leaf Blower	56+	—	Background/Constant Roadway Noise Also Audible
10:32:12	Aircraft		N	Possibly Helo -> Community Noise Drawn
10:40	Mowing Blowing	Stopped	—	Ambient
10:47	Leaf Blowing	—	—	Short time, under 1 min
10:50	Leaf Blowing	—	—	
10:54	Blowing Stopped	—	—	
10:57	Blowing	—	—	
11:00:07	Aircraft	54.2	Y	Blowing had Stopped
11:08	Jet	56	Y	Distant - Possibly Air Carrier
11:26:50	Aircraft	—	N	Distant
11:50	Jet	68+	Y	Direct Overflight
12:01:10	Jet	63	Y	Not direct overflight
12:02:48	Jet	56	Y	Distant
12:06:04	Turboprop	71	Y	Direct Overflight

Site Identification:

Site 10, 229 Southington 10/20/07

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
12:09:38	Aircraft	56+	Y	Distant Prop
12:12:20	Aircraft	54	Y	Distant Prop
12:15:30	Aircraft	54	N	Distant
12:16:32	Aircraft	77.6	Y	Direct overflight (Non-jet)
12:17:43	Aircraft	71.6+	Y	Direct overflight (Non-jet)
12:20	Train Horn	—	—	
12:25:26	Aircraft	57	Y	Distant
12:32	Lawn Mower	—	—	
—	Ambient between 47-49	—	—	
2:25	Aircraft	—	Y	Non jet (kit not yet opened)
2:33:21	Jet	65	Y	
2:48:50	Jet	56.2	Y	Distant
2:57:10	Jet	53	Y	Distant
3:02:20	Jet	77	Y	Direct Overflight
3:24:01	Prop	57	Y	Not Direct but visible
3:26:46	Prop	51.5	Y	"
3:33:05	Prop	51	Y	"
3:45	Bird Chirping	66	—	
3:54:25	Jet	53	Y	Distant
4:00:59	Prop	66	Y	
4:04:09	Prop	66	Y	
4:09:01	Jet	57	Y	Distant
4:16:36	Aircraft	52	Y	Distant
4:12:00	Blower	—	—	
4:15	Dog Barking	—	—	
4:21	Siren/Ton	—	—	
4:34	Prop	54	Y	Distant
4:39	Prop	68	Y	

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/21/07 Measurement Taken By: Monica Newhouse

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: Site 10-229 Southington

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: 60s Wind Speed: Calm

Wind Direction: Humidity: Typical Background Levels (range):

Equipment:

Sound Level Meter

Type: 40820

Serial Number:

Date of Last Traceable Meter Calibration:

Field Calibration Reading:

Battery Check: 180%

Response Settings:

Weighting Scale: A

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:39:27	Prop	—	Y	Box not yet open
9:42	Prop	—	N	Siren (Box not yet open)
9:43	Siren	—	—	
9:48:04	Prop	57	N	Birds chirping
9:49:20	Helicopter	69	Y	
9:50:46	Prop	61	Y	
9:55:01	Jet	51	Y	Distant
9:55:48	Prop	49	N	Birds (54-63dB)
10:07:19	Prop	59	N	Dog Barking (~62dB)
10:12:14	Jet	58	Y	Distant
10:15:20	Prop	68	Y	Direct Overflight
10:24:50	Church Bells	55+	—	
10:27:16	Jet	76	Y	Direct Overflight
10:30:00	Church Bells	55+	—	
10:40:35	Prop	52	N	Distant/Siren

Site Identification:

Site 10 - 229 Southington 10/21/07

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations Ambient @ 44-45 dB @ 2pm Ambient 47-48
10:43:08	Prop	54	N	Silence - Prop was distant
10:49:48	Aircraft	59	Y	Prop most likely
10:54:21	Prop	48	Y	Distant
11:14:50	Prop	65	Y	Direct Overflight
11:31:40	Prop	62	Y	Direct Overflight
11:45:53	Prop	52	Y	
11:48:07	Prop	55	Y	Direct Overflight
11:55:04	Aircraft	56	Y	Distant
11:58:05	Jet	61	Y	
12:00:05	Church Bells	59+	—	—
12:00:54	Prop	68	Y	Direct Overflight
2:28	Lawn Mower	62+	—	—
2:29:30	Prop	62	N	Lawn Mower
2:32:01	Aircraft	50	Y	Distant
2:43:43	Prop	61	Y	
3:03:22	Jet	52	Y	Air Carrier
3:06:18	Lawn Mower	—	—	—
3:11:32	Prop	58	N	Lawn Mower
3:22:18	Prop	66	Y	
3:25:46	Prop	53	N	Lawn Mower
3:46:26	Jet	75	Y	Direct Overflight
4:09	Weed Eater	—	—	—
4:19	Weed Eater	—	—	—
4:21:10	Jet	57	N	Weed Eater
4:22:38	Prop	64	Y	Direct Overflight
4:27:59	Lawn Mower	—	—	—
4:28:38	Jet	69	N	Lawn Mower

4:53 → No More events, lawn mowing.

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10-26-07 Measurement Taken By:

(9:36 - 12:10P)

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: //

* SOME DISTANT TRAFFIC NOISE AND BIRDS

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: _____ Wind Speed: SLIGHT BREEZE

Wind Direction: _____ Humidity: _____ Typical Background Levels (range): 45 dB

Equipment:

Sound Level Meter

Type: L.D. 820 SLM

Serial Number: _____

50 dB w/WIND

Date of Last Traceable Meter Calibration: _____

Field Calibration Reading: _____ Battery Check: 180% @ 9:36A

Response Settings: _____ Weighting Scale: _____

Calibrator

Type: _____

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:39	AIRCRAFT	48.4		POSSIBLE PROP DEPARTURE ? NO VISUAL
9:46	SIREN	49.3		EMERGENCY VEHICLE
9:51	PROP DEPARTURE	52.0	Y	HIGHER IN ALTITUDE
9:53	MOTORCYCLE	52.0		PASSING NEARBY
9:58-10:01	SIREN	55.0		EMERGENCY VEHICLE
10:11:18	BIRD	60.2		CHIRPING; ~10FT AWAY
10:14	JET OVERFLIGHT	55.0		
10:23	PROP DEPARTURE	48.0		SOUTH OF SITE 11; NO VISUAL
10:29	PROP OVERFLIGHT	53.8		POSSIBLE ARRIVAL NO VISUAL - TOO SHY
10:33	PROP DEPARTURE	64.0		TURNED N. JUST BEFORE SITE
10:36	BIRD	51		
10:48	PROP DEPARTURE	60.4		
10:52	PROP DEPARTURE	?	N	CRICKETS? ~55dB
11:01:30	PROP DEPARTURE	?		DISTANT
11:10	PROP DEPARTURE	55.0	Y	

Site Identification: 11 (10-21-07; 9:36A-12:10p)

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/19/07 Measurement Taken By: LINDSAY BAUMAISTER
10:15-12pm
 Project: **Ohio State University Airport FAR Part 150 Study**
 Site Identification/Notes: SITE 12

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: _____

Temperature: _____ Wind Speed: WINDY

Wind Direction: E Humidity: _____ Typical Background Levels (range): _____

Equipment:

Sound Level Meter

Type: _____

Serial Number: _____

Date of Last Traceable Meter Calibration: _____

Field Calibration Reading: _____

Battery Check: _____

Response Settings: _____

Weighting Scale: _____

Calibrator

Type: _____

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:18:50	JET OVERFLIGHT			
10:20	CONSTRUCTION			HAMMERING OFF AND ON - IN NEIGHBORHOOD
10:23	JET OVERFLIGHT			
10:28:57	JET OVERFLIGHT			
10:44	DOG BARKING			IN HOUSE
10:45:07	LAWN MOWER			HOUSE ACROSS SIDE STREET (BACKYARD)
10:52	ME PROP DEP?			TURNED N JUST BEFORE SITE (DID NOT FLY OVER SITE)
10:56	ME PROP DEP			"
11:02:18	JET OVERFLIGHT			
11:07:07	JET OVERFLIGHT			
11:08:39-11:22	LAWN MOWER			HOUSE ACROSS SIDE STREET (FRONT YARD)
11:23:18	LAWN BLOWER			"
11:31	JET OVERFLIGHT			
11:32:39	JET OVERFLIGHT			
11:36	JET OVERFLIGHT			

Site Identification: 12 (10/19/07 ; 10:15-12p)

[illegible]

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10-27-07 Measurement Taken By: LINDSAY BAUMAISTER
8:55 AM - 11:30 AM; 1:15 PM - 4:40 PM

Project: Ohio State University Airport FAR Part 150 Study

Site Identification/Notes: 12: 5417 LIMESTONE RIDGE DR

* NOTE: GETTING REFLECTIVE NOISE FROM HOUSES

Weather Conditions: Sky: Clear ^{8:55am} (Partly Cloudy) Cloudy Other: 11 AM - MOSTLY CLEAR
1:15 PM - CLEAR

Temperature: 48 (9am) Wind Speed: BREEZY W/OCCASIONAL STRONG WIND GUSTS

Wind Direction: W Humidity:

Typical Background Levels (range): 49 dB - CALM

Equipment:

Sound Level Meter

Type:

Serial Number:

54-57dB - STRONG WIND

Date of Last Traceable Meter Calibration:

Field Calibration Reading:

Battery Check: 176 %

MEMORY CHECK: 34.29 %

Response Settings:

Weighting Scale:

Calibrator

Type:

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
8:57	JET OVERFLIGHT			
9:02:38	JET ARRIVAL	72.2	Y	TURNED TO ARRIVE OVER SITE 12
9:05:10	SE PROP ARRIVAL		Y	
9:09:45	SE PROP ARRIVAL		Y	
9:10:55	JET ARRIVAL		Y	
9:18:06	JET OVERFLIGHT		-	
9:20:45	JET OVERFLIGHT		-	
9:21:50	HOMEOWNER		-	TALKING TO NEIGHBOR
9:24:20	SE PROP ARRIVAL		Y	ARRIVAL PATH JUST SOUTH OF SIDE STREET (TO THE SOUTH)
9:27:18	PROP ARRIVAL		Y	
9:34:50	JET OVERFLIGHT		-	
9:39:00	SIREN		-	EMERGENCY VEHICLE
9:42:30	JET OVERFLIGHT		-	
9:43	SIREN		-	EMERGENCY VEHICLE
9:48:40	PROP			HEADING WEST - POSSIBLE DEPARTURE

Site Identification: 12 (10-25-07, 8:55-11:30am; 1:30-4:40pm)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:59:35	JET OVERFLIGHT		—	
10:01:40	LAWN EQUIPMENT		—	DISTANT - IN NEIGHBORHOOD LAWN BLOWER OR MOWER
10:03:18	JET ARRIVAL		Y	
10:04:30	JET OVERFLIGHT		—	
10:08:02	JET DEPARTURE?			LASTED THROUGH 10:09:40 NO VISUAL
10:13:30	VERY STRONG WIND GUST		—	
10:21:05	JET ARRIVAL		Y	
10:22:19	↳ JET REVERSE THRUST			
10:23:58	JET ARRIVAL		Y	
10:25:35	SIREN		—	EMERGENCY VEHICLE
10:32:00	JET OVERFLIGHT		—	HEADING SOUTH
10:37:20	JET DEPARTURE @ AIRPORT?		—	NO VISUAL
10:40:45	JET OVERFLIGHT		—	HEADING WEST
10:42:40	JET OVERFLIGHT		—	HEADING EAST
10:48:55	JET OVERFLIGHT		—	HEADING SSW
10:49:17	ARRIVAL		Y	FROM THE NORTH - TURNED EAST OVER SITE 12
10:57:00	PROP OVERFLIGHT		—	POSSIBLE OSU DEPARTURE - HEADING WEST
11:08:20	PROP ARRIVAL		Y	
11:15:57	JET OVERFLIGHT		—	
11:27:30	PROP ARRIVAL		Y	
1:15p 1:15-1:27	TRUCK	52-53	—	IRRIGATION TRUCK IN CUL-DE-SAC RUNNING PUMP?
1:32:30	PROP ARRIVAL		N	TURNED EAST BEFORE SITE 12 - LOUD TRUCK DRIVING BY
1:39:15	PROP ARRIVAL	56.5	Y	
1:43:40	HELO ARRIVAL		?	IN DISTANCE
1:46:07	SE PROP ARRIVAL	57	?	STRONG BREEZE AT THE SAME TIME
1:53:25	PROP ARRIVAL	72.3	Y	TWIN TP?
2:01:50	PROP ARRIVAL	81.2	Y	M E.
2:10:59	JET OVERFLIGHT	57	—	W/ STRONG WIND

Site Identification: 12 (10-25-07; 8:55-11:30; 1:30-4:40 pm)

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
2:12:24	STRONG WIND	63	-	
2:22:15	JET ARRIVAL	76.9	Y	FAIRCHILD DORNIER ENVOY 3-J328 (SCHEDULED)
2:28:40	JET OVERFLIGHT	61.3	-	
2:38	JET OVERFLIGHT	57	-	B12
2:40:10	JET ARRIVAL	71.6	Y	CHALLENGER CL30? (SCHEDULED FOR 2:52)
2:50:45	SCHOOL BUS	58.9	-	ON LIMESTONE RIDGE IN FRONT OF SITE 12
2:56:05	JET OVERFLIGHT	53.6	-	
2:59:07	JET OVERFLIGHT	~54	-	VERY LOW COMMERCIAL JET
3:00	JET OVERFLIGHT	~53	-	
3:10:25	SE PROP ARRIVAL	71.1	Y	
3:18:00	CHILDREN	61.6	-	SHOUTING NEARBY
3:19:35	SE PROP ARRIVAL	64.2	Y	
3:25:42	SE PROP ARRIVAL	56.7	Y	
3:28:15	SE PROP DEP?	53	N	W/ STRONG WIND GUST - HEADING WSW
3:36:30	JET ARRIVAL	77.3	Y	CESSNA CITATION 560? (SCHEDULED FOR 3:30)
3:37	JET OVERFLIGHT	68	-	VERY LOW COMMERCIAL JET
3:41:59	PROP ARRIVAL	66.8	Y	TURBOPROP
3:43	LAWN EQUIPMENT	51-52	-	MOWER RUNNING IN DISTANCE
3:47	LAWN EQUIPMENT	56	-	"
3:52:07	LAWN EQUIPMENT	56	-	"
4:10:12	JET OVERFLIGHT	60	-	
4:21:43	JET ARRIVAL	77	Y	CESSNA CITATION (SCHEDULED FOR 4:15?)
4:24:25	CAR PASSING	56	-	
4:25:15	JET ARRIVAL	65.6	Y	
4:27:45	PROP	50	-	
4:28:25	JET OVERFLIGHT	53	-	
4:31:36	JET OVERFLIGHT	69.2	-	
4:34:30	JET ARRIVAL	?	Y	

SOUND LEVEL MEASUREMENT DATA SHEET

Date: 10/25/07 Measurement Taken By: Monica Newhouse

Project: **Ohio State University Airport FAR Part 150 Study**

Site Identification/Notes: Site B, 5222 Byrwood Dr.

Weather Conditions: Sky: Clear Partly Cloudy Cloudy Other: Some Roadway Noise from Henderson
 Temperature: 50s Wind Speed: Calm

Wind Direction: Humidity: Typical Background Levels (range): 52-54 dBA

Equipment:

Sound Level Meter

Type: LD820

Serial Number:

Date of Last Traceable Meter Calibration:

Field Calibration Reading:

Battery Check: 17.58

Response Settings:

Weighting Scale: A

Calibrator

Type: LD

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
9:04:28	Prop		Y	
9:10:20	jet		Y	
9:17:08	jet		Y	Distant
9:19:01	jet		Y	
9:42:12	Siren			
9:44:20	Prop		Y	Distant
9:58:46	jet		Y	Distant
10:07:34	jet		Y	Departure
10:14:09	jet		Y	Distant
10:17:57	Siren			
10:25:50	Aircraft		Y	Distant (jet most likely)
10:31:10	jet		Y	
10:36:48	jet		Y	
10:47:40	jet		Y	
10:48:45	Prop		Y	

Site Identification:

Site 13, 5222 Brynwood Dr 10/25/07

Time	Event Type (if discernable)	Lmax	Clean Measurement (Y or N)	Notes / Observations
10:54:30	Prop		Y	
10:56:20	Prop		Y	
11:11	Suins			
11:14:24	Jet		Y	
11:24:19	Jet		Y	Distant
11:26:02	Jet		Y	
11:29:03	Aircraft		Y	Distant
1:41:58	Prop		Y	Winds began to pick up
2:07:14	Prop	54	N	(Wind)
2:09:50	Aircraft	62	Y	Most likely prop
2:16:46	Aircraft	55	Y	
2:34	Wind	56-58		
2:36:51	Jet	57	Y	
2:37:58	Prop	56	N	(Wind)
2:38:53	Prop	53	Y	Distant
2:40:10	Prop	57	N	(Wind)
2:43:37	Jet	55	Y	
2:50:00	Jet	56	N	(Wind)
2:54:28	Jet	57	Y	
2:58:16	Jet	56	Y	
3:16:36	Prop		Y	
3:26:32	Prop		Y	Direct Overflight
3:36:20	Jet		Y	Arrival to Columbus
3:40:05	Jet		Y	Distant
3:53:21	Prop		Y	
3:57:28	Jet		Y	Distant
4:08:04	Jet		Y	
4:15:56	Prop		Y	