

## **APPENDIX J**

### **Media Outreach and News Coverage**

# New airport noise study to launch in September

■ *If funded, the 'Part 150' study would take at least 18 months and involve a committee with members from neighboring communities.*

By **GREGORY L. JONES**

*Northwest Columbus News Reporter*

Noise around the Ohio State University Airport could soon be under great scrutiny, officials say.

Airport officials are expecting to hear soon from the Federal Aviation Administration regarding their grant request to support a "Federal Aviation Regulation Part 150 Noise Study," said Airport Director Douglas Hammon.

The study, which could begin as early as September, will evaluate current noise and provide a model for noise in the future, Hammon said.

While noise complaints are nothing new

for the old Don Scott Airport, Hammon said the study will allow airport planners to determine future noise abatement needs.

"We want to be as complete in this process as possible," he said.

The airport began using AirScene flight tracking system software in November to watch flightpaths and calculate aircraft altitude over specific locations, said Catherine Ferrari, airport spokeswoman.

The system has allowed Ferrari and other staff members more information to address residents' complaints about noise more fully, she said.

While the Part 150 study will not begin until later this year, Hammon said the airport already has asked business and community groups from Columbus and the suburbs surrounding the airport for delegates to the advisory committee that will oversee the process, Hammon said.

"This is a minimum 18-month project," Hammon said.

*See STUDY, Page 2A*

NORTHWEST COLUMBUS NEWS July 25, 2007

## STUDY

*Continued from Page 1A*

Experts will take complaint data and conduct noise assessments, Hammon said.

Noise monitors also will be placed in and around the airport and in neighborhoods where noise complaints were reported,

he said.

Three public workshops will be held during the process, he said.

"People can provide comments throughout the process," Hammon said.

Results from the study will be given to the airport board of trustees, who will use the information together with a needed environmental assessment and economic impact study to determine the future of the airport, Hammon said.

"We want to give (the board of trustees) the (noise) answers they need," Hammon said.

Airport officials have been examining the impact of lengthening the facility's North runway from 3,000 to 6,000 feet, Ferrari said.

"The main thing is safety," Ferrari said, and lengthening the runway would allow the airport to split its current traffic between its two main runways, she said.

Plans to change the runways and increase hangar space will be on hold until after all the studies are complete, Hammon said.

Those changes are a minimum five years away, he said.

"There's more study to come," Hammon said.



## ***News Release***

For immediate release: August 20, 2007  
Contact: Cathy Ferrari, 614-292-5823  
[cferrari@osuairport.org](mailto:cferrari@osuairport.org)

## **For Immediate Release**

### **University Airport to begin Noise Study**

COLUMBUS, OH (August 20, 2007) --The Ohio State University has received a grant from the Federal Aviation Administration to begin a Federal Aviation Regulations Part 150 Noise and Land Use Compatibility Study for the University Airport.

The Part 150 Noise Study will document noise levels from current aircraft operations and forecasted future operations. It will also develop recommendations for reducing potential aircraft noise exposure for surrounding communities.

The engineering firm of Reynolds, Smith & Hills, Inc. (RS&H) has been selected to oversee the project. RS&H, headquartered in Jacksonville, Florida, is one of the 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, will conduct the noise analysis as a subcontractor to RS&H.

"We are pleased that the FAA is supporting our effort to understand the noise impact on our surrounding neighbors," said Doug Hammon, Airport Director. "We have assembled a strong team of industry experts to manage this project and make recommendations based on best practices throughout the country."

A Part 150 Committee representing neighboring municipalities, airport users and other stakeholders will provide feedback and comment throughout the study. That committee will meet several times to review analysis and offer suggestions about the recommendations being considered. In addition, three public open houses will be conducted to answer questions and collect comments from interested individuals. A public hearing will be held in conjunction with the final open house. The FAA will be involved in various stages of the process.

The study will be completed in two phases. The first phase, beginning in September, will identify the Noise Exposure Maps (NEMs). NEMS are the official noise contours for the airport and are prepared for the existing airport conditions as well as for projected conditions into the future. This phase of the study will cost \$533,673, and will be funded at 95% through an FAA Fiscal Year 2007 Airport Improvement Program grant. The remainder of the cost will be borne by the Airport.

The second phase of the study will develop a Noise Compatibility Program (NCP) for the Airport. The NCP will recommend steps that can be taken to mitigate the impacts of aircraft noise on noise sensitive land uses. This phase of the study is expected to be funded through a combination of an FAA Fiscal Year 2008 Airport Improvement Program grant and Airport funds. The study is expected to be completed in two years.

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# Grant to pay for most of noise study at OSU's airport

By Martin Rozenman  
THE COLUMBUS DISPATCH

Ohio State University has received a federal grant to begin a noise and land-use compatibility study for its airport, Don Scott Field.

The Federal Aviation Administration will pay 95 percent of the \$533,673 cost of the first of the study's two phases. The airport will pay the rest, airport spokeswoman Cathy Ferrari said.

Members of the group We Oppose Ohio State Airport Expansion remain skeptical.

"It's definitely a good step," said the group's former president, Dennis Hennen. However, he's concerned the airport's recent history doesn't bode well, citing canceled meetings and faulty data.

"As a former pilot of many years, I looked at these and said, 'Wait a minute,'" said Jane Weislogel, the group's vice president. "They under-reported all kinds of things."

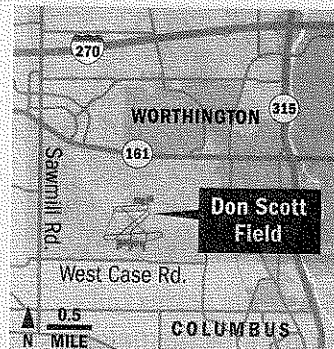
"To be able to use the data they have for the study is not appropriate because it doesn't include all the complaints they got."

Ferrari said the airport's last noise study was in 1990. The master plan for Don Scott was updated in 2002.

"We'd ultimately submit this to the board of trustees so they can see it match up with the noise study," she said.

The master plan includes a runway expansion and new hangars, Ferrari said.

"The runway expansion means more of a safety margin for pilots," she said. "It also allows us to put an in-



THE COLUMBUS DISPATCH

strument-landing system in (that) we currently don't have and allows planes to come in on a glide and quieter."

A committee representing the Northwest Side, Worthington, Dublin, Riverlea and Sharon and Perry townships as well as airport-users and central Ohio organizations will provide feedback throughout the study, she said. Three public open houses, including a public hearing, will be conducted to answer questions and collect comments, Ferrari said.

The first phase, beginning in September, will document noise levels from current and projected aircraft operations, she said. The second phase will recommend steps to mitigate the effect of noise on the surrounding area for a radius of about 3 miles, Ferrari said.

The FAA also will pay 95 percent of the second phase, which is estimated to cost between \$200,000 and \$300,000. The airport will pay the rest.

The study is expected to be completed in two years.  
[mrozenman@dispatch.com](mailto:mrozenman@dispatch.com)

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## OSU airport noise study might be more of the same

To the Editor:

It is good to see coverage on a topic as important as the Ohio State University Airport and their upcoming Part 150 noise study. This study is much needed and long overdue. Unfortunately, you only covered part of the story.

For almost a year, We Oppose Ohio State airport Expansion has raised concerns in the manner in which OSU is collecting data and reporting on noise complaints. A review of January and February 2007 complaints show an error rate of at least 30 percent and under-reporting in many categories such as night flights.

Since this data will be part of the 150 study, it is important it is right. Despite the overwhelming evidence that the data is wrong, OSU has made it clear they see no problems.

In the long run, I'm afraid the Part 150 study will be more of the same. The University has paid lip service to listening to the community. But they've continually reduced opportunities for public discussion by limiting and canceling public meetings. When problems are brought to their attention, they are dismissed, and months and years later we end up with the same problems.

**Dennis S. Hennen, former president,  
We Oppose Ohio State airport Expansion**

## WOOSE: Errors in noise reports are unacceptable

To the Editor:

We Oppose Ohio State airport Expansion commends the OSU Airport for undertaking a Part 150 Noise Study. WOOSE has a documented history of supporting a Part 150 Study and has actively taken part in meetings as well as offered recommendations on the proposed study.

On four occasions WOOSE has written and distributed reports expressing concern to Ohio State University on their collection and reporting of noise complaints. Most recently, we completed a thorough review of all 592 complaints submitted to OSU for January and February to find an error rate of 27.5 percent – basically more than 1 in 4 complaints contained one or more errors in research, recording or reporting.

We believe this error rate is unacceptable; if left uncorrected, it will compromise the integrity, purpose and public trust of the Part 150 Study. Also, from mid-February through May 2007, 45.6 percent of the submitted complaints were not researched.

We ask, how can flawed and incomplete data be used to “identify trends in number, location and time of complaints, types of operations of concern, and types of aircraft”?

WOOSE brought these concerns to Dean Baeslack and the Advisory Committee and offered to work with the OSU airport staff to make corrections. OSU offered the following reply, “We remain confident in the overall portrayal of our data and record-keeping which we believe is appropriate.”

Please note, they didn’t say it was correct.

We continue to encourage residents to submit complaints about problematic aircraft operations to [noise@osuairport.org](mailto:noise@osuairport.org) and please consider copying WOOSE at [noise@woose.org](mailto:noise@woose.org).

**Jane Weislogel, vice president,  
Kimberly Nixon-Bell, member,  
We Oppose Ohio State airport Expansion**



# LETTERS

## **'Constant' airport critics need to reduce the noise**

To the Editor:

I was stunned to read Dennis Hennen of We Oppose Ohio State Airport Expansion criticize the OSU airport and suggest that they don't listen to the public, ("OSU airport noise study might be more of the same," Aug. 29). I attend the Airport Advisory Committee meetings and find them to be very open to public input. Hennen hasn't been to one since December of 2006. He has missed the last two meetings. How hypocritical of him to say that the airport has reduced the opportunity for public input.

I was further disgusted with the letter from Kim Nixon-Bell and Jane Weislogel, the self-appointed noise complaint analysts, ("WOOSE: Errors in noise reports are unacceptable," Aug. 29). These are the same people who wanted the airport to have an anonymous complaint system. I wonder what they would have analyzed if the complaint system was anonymous? Month after

month, I see reports showing that 75 percent of the noise complaints are being filed by 10 or fewer people. Many of the neighborhoods near the Don Scott Field support the airport's ongoing efforts to listen to the community and try to reduce noise. These neighborhoods are all closer to the airport than the above-mentioned residents. The airport should be applauded for agreeing to conduct a new noise study. My suggestion is for WOOSE to let the noise study be completed. There is nothing to be gained by constant criticism of the airport.

**Alan Harding**



# LETTERS

## Special education teachers often are underappreciated

To the Editor:

This letter is a response to a letter written by Martha Anglim, ("Districts' grade reflects a need for additional efforts," Sept. 5). I work as a classified substitute for the Worthington Schools. I work with special needs children ages 3 to 20 in any number of Worthington school buildings.

What I have witnessed is dedicated, knowledgeable and caring professionals. I have seen the devotion these people put into "their" kids. I have heard, many times, of teachers and aides waking in the middle of the night worrying about a student and finding a solution. I've seen receipts that show how much a teacher/aide has spent for the kids. All of these people work far beyond their scheduled hours.

My own kids don't need special education but, if they did the Worthington Schools would be the place I would send them. Thanks for listening.

Valerie Towler

## Attorney should represent all residents in OSU study

To the Editor:

After reading the article in the *Worthington News* this week announcing Worthington City Council's decision to appoint attorney David Zoll of Zoll & Kranz, LLC as our representative for the Ohio State University airport's Part 150 noise study, I have some questions for Council about this decision. The city has already spent a great deal of money on the "airport issue."

So, in addition to his hourly rate, will we, as taxpayers, also be paying for additional hourly fees for his travel to and from Toledo to attend noise study meetings? In addition, what about meals and other related expenses? I must also ask if Zoll is being paid to represent the views and concerns of We Oppose Ohio State airport Expansion, or WOOSE, or if he is truly being paid to represent all the residents of Worthington? While I am happy to live in a

city where our council listens to the views of its residents, I wonder if council is aware that there happen to be residents and business owners in Worthington who use and enjoy the airport. Not everyone is bothered by the airport noise. Does Zoll and the city of Worthington also represent residents and business owners who happen to view the airport as an asset to our community? There happen to several of us out there - we are just not quite as vocal as the airport opponents.

Melanie Dickman

## Global warming prep work responsible, not 'emotional'

To the Editor:

I had never actually thought about heat-related deaths as one of the consequences of global warming, ("Poverty solution a bargain compared to warming debate," Sept. 12).

The larger threats are more likely effects of the rising sea level and rising temperatures on agriculture.

Anyone who says they know what the effects of global warming will be is probably wrong, because there are always unintended consequences, especially with something as multi-faceted as climate change.

What can be reliably predicted though is there will be change. It is also probable that those changes will catastrophic to some of the world's population.

Are we willing to roll the dice that potential problems brought on by global climate change won't be widely devastating and might actually be an improvement in some parts of the world or try to preserve the climate we understand?

Attempting to control climate change through new technologies and reduced reliance on fossil fuels might actually result in more jobs and more and better drinking water at a lot less risk to everyone.

At the very least will we would have the climate we know how to live with.

I don't understand why being passionate about planning for the future and good stewardship of the planet's resources is considered an "emotion-fueled rush" to act.

My guess is that the various camps will argue about this until climate change is a given. See you at the beach.

Curt Edwards

## Educate yourself about blood cancers this month

To the Editor:

The Leukemia & Lymphoma Society is the world's largest voluntary health organization dedicated to funding blood cancer research, education and patient services. More than 823,000 people in the U.S. are battling leukemia, lymphoma and myeloma—unfortunately enough people to fill Ohio Stadium for all 7 home games this year!

Our mission is to cure leukemia, lymphoma, Hodgkin's disease and myeloma, and to improve the quality of life of patients and their families.

Two years ago, the Ohio State Legislature passed a bill that was signed by the governor naming September Leukemia, Lymphoma, and Myeloma Awareness Month. Our hope is that until we cure all blood cancers, patients and families will feel the support of the Central Ohio community through increased awareness and education.

The culmination of Leukemia, Lymphoma, and Myeloma Awareness month is our Light The Night walk Saturday, Sept. 29, at Fred Beekman Park, OSU, Corner of Lane Avenue and Kenny Road. Activities and registration begin at 5:30 p.m. Comprehensive information about the walk can be found at [lightthenight.org](http://lightthenight.org). Cancer survivors carry white illuminated balloons and supporters carry red. Thousands of flickering balloons in the night are a sign of hope to all.

On behalf of our board, I would like to extend our heartfelt thanks to Central Ohio for their support of our mission. Patients and their families can find out more about our patient services at [lls.org](http://lls.org) or call 614-476-7194.

Phil Tanner, executive director, Central Ohio Chapter  
The Leukemia & Lymphoma Society

Check us

out at:

[www.ColumbusLocalNews.com](http://www.ColumbusLocalNews.com)



## STUDY

*Continued from Page 5A*

it is not what was expected.

The next meeting of the group will take place after study workers review the noise complaint process, review existing and future noise exposure and prepare draft noise exposure maps.

A tentative timeline lists the next meeting of the committee and a community meeting in January but officials said the date is determinate on data collection.

The meeting will be announced once a firm date is established, officials said.

# OSU Airport Part 150 Noise Study committee reviews process, sets goals

By GREGORY L. JONES

*Suburban News Publications*

Officials kicked off Ohio State University Airport's noise study Wednesday, Sept. 19 with more than 50 committee and community members on hand.

The first meeting of the Part 150 Committee was set to review the study process and schedule, identify goals and discuss the next steps of the noise study that will occur during the next 12 months.

"It's a first-rate process," said OSU College of Engineering Dean William Baeslack during opening introductions. "It exceeds expectations of a Part 150 study."

Baeslack was referring to the study team examining the airport's noise complaint system, he said.

The Federal Aviation Administration approved the airport's grant request to begin the Federal Aviation Regulations Part 150 Noise and Land-Use Compatibility Study for the facility in August.

The Part 150 Noise Study will document noise levels caused by current aircraft operations and forecasted future operations, according to the press release.

The study will be used to develop recommendations for reducing potential aircraft noise exposure for surrounding communities.

*"You live here – you work here – your insight is needed. We really want to hear (from the community)."*

–Marie Keister

Engage Communications

The study will be completed in two phases. The first phase began with last week's meeting.

Noise Exposure Maps, which are the official noise contours for the airport and are prepared for the existing airport conditions as well as for projected conditions into the future, will be identified.

This phase will cost \$533,673 with 95 percent of the funding coming from the FAA Fiscal Year 2007 Airport Improvement Program grant and the remaining cost paid for by the airport.

The second phase will include development of a Noise Compatibility Program that will recommend steps that can be taken to mitigate the impacts of aircraft noise on noise-sensitive land uses.

Airport officials expect this phase to be funded through a combination of an FAA Fiscal Year 2008 Airport Improvement Program grant and airport funds.

The airport selected the Jacksonville, Fla., engineering firm of Reynolds, Smith & Hills Inc. to oversee the project. San Francisco-based ESA

Airports will conduct the noise analysis as a subcontractor.

The firm hired Engage Communications, a local company, to handle newsletters, public communications, Web site development and to facilitate committee communications.

The Part 150 Committee made up of 25 representatives of neighboring municipalities, airport users and other stakeholders will provide feedback and comment throughout the study.

"It is not required by the FAA that we have an advisory committee," said Marie Keister, an Engage Communications representative.

But it is a "best practice" observed in the industry, she said.

"You live here – you work here – your insight is needed," Keister said. "We really want to hear (from the community)."

The committee identified initial goals, concerns and issues with its top goal listed as acceptance of the study even if

*See STUDY, Page 11A*

October 24, 2007 NORTHWEST COLUMBUS NEWS



SNP photo by Ben French

## *Airport noise study under way*

Steve Alverson of ESA Airports in California monitors sound from a residence on Limestone Ridge Drive in Dublin near The Ohio State University Airport Friday, Oct. 19. The Ohio State University Airport kicked off its Federal Aviation Regulations Part 150 Noise and Land-Use Compatibility Study for the facility in mid-September. The study – scheduled to be completed over the next year – will document noise levels caused by current aircraft operations and forecasted future operations, according to study officials. More information is available at the study Web site [osuairportpart150.com](http://osuairportpart150.com).



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April 11, 2008 – For immediate release

### **OSU Airport seeks public input on noise and land use study**

COLUMBUS, OH – The Ohio State University Airport will hold an open-house public meeting on Thursday, April 24<sup>th</sup> to enable the public to learn more about the Federal Aviation Regulations (FAR) Part 150 Noise and Land Use Compatibility Study being conducted at the Airport.

The open house will be held 7 to 9 p.m. at OSU Airport Hangar 1 (entrance next to Barnstormer Restaurant), 2160 West Case Rd., Columbus, OH 43235. A presentation will be made at 7:30 p.m. Consultants and Airport staff will be on hand to discuss the progress of the Part 150 Study as well as listen to any concerns the public may have regarding aircraft noise.

Residents will learn of the noise study process, the technical analyses completed to date and will be able to review draft Day-Night Average Sound Level (DNL) contours for OSU Airport. These noise contour maps are developed based on aircraft operations occurring at the Airport today, as well as predictions on operations at least five and 20 years in the future.

Based on public input and additional technical analysis, the noise exposure maps will be further refined and submitted to The Ohio State University and the FAA for acceptance. This will be followed by Phase 2 of the Part 150 Study, when potential noise compatibility alternatives will be evaluated.

The public can learn more information by going online at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

###

**Dear Editor,**

On Thursday, April 24<sup>th</sup> residents will have the opportunity to learn firsthand about the Federal Aviation Regulations (FAR) Part 150 Noise and Land Use Compatibility Study currently being conducted at The Ohio State University Airport.

The open house will be held 7 to 9 p.m. at OSU Airport Hangar 1, with a formal presentation at 7:30 p.m. Residents will learn of the noise study process, the technical analyses completed to date and will be able to review and provide input on the draft Day-Night Average Sound Level (DNL) contours for OSU Airport.

Noise contour maps are developed based on aircraft operations occurring at the Airport today, as well as predictions on operations at least five and 20 years in the future. Contours are calculated by an integrated noise model that uses numerous data sources. These data sources have been vetted by the University, the technical consultants and the OSU Airport Part 150 Technical Subcommittee. The research and analysis conducted to verify the data goes well beyond FAA guidelines, and is much more comprehensive than the analysis typically employed at general aviation airports across the nation that have conducted similar studies.

Based on public input and additional technical analysis, the noise exposure maps will be further refined and submitted to The Ohio State University and the FAA for acceptance. This will be followed by Phase 2 of the Part 150 Study, when potential noise compatibility alternatives will be evaluated. For more information, see [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

Submitted by:  
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# Northwest Columbus NEWS

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## Firm: airport noise within FAA guidelines

■ *The company that conducted the federal Part 150 Noise study said the OSU Airport appears to be well within FAA guidelines and would most likely receive approval for runway expansion.*

By DONAVON CAMPBELL

Suburban News Publications

The Ohio State University Airport held a public open house Thursday, April 24, in an effort to share its findings from the recently completed Part 150 Noise and Land Use Compatibility Study.

The Part 150 study — which was performed by the consulting firm Reynolds, Smith and Hill — was undertaken by the airport as a means to find out just how much impact a 3,000-foot expansion of the north runway would have on the surrounding area.

*“We want to do better. What we do now is we take what we’ve got and try to do what we do well, better.”*

—Doug Hammon  
OSU Airport director

The expansion would shift current traffic and allow for more corporate jets to use the facility.

The Part 150 study is also the first part of

See FAA, Page 2



SNP photo by Ben French

Area residents look over noise study test results during an open house Thursday at the Ohio State University Airport. Results from the Federal Aviation Regulations Part 150 Noise and Land Use Compatibility Study were presented.



# FAA

*Continued from Page 1*

the procedure of receiving Federal Aviation Administration approval and, subsequently, would make the OSU Airport eligible to receive federal funding.

The open house was held at the OSU Airport in Hangar 1.

Stations were set up with displays of both the process of the Part 150 study as well its results.

Contour maps superimposed upon an aerial overview of the airport and its surrounding neighborhoods showed how noise exposure was dispersed.

Steve Alverson, of Environmental Science Associates, a sub-contracted consultant to RS&H, gave an explanatory presentation at the event.

"The idea is to quantify the noise exposure," said Alverson.

"The next step is to see how we can minimize noise exposure."

The open house also served as one of the final steps in phase one of the process which is simply gathering data and input.

Phase two, airport officials said, is where they begin to look into possible ways to abate the noise exposure suffered by local residents or other sound sensitive entities.

In terms of the results of the study, RS&H essentially reported that no residences currently existed inside the 65 decibel contour for both present airport traffic as well as the projected traffic from the expansion, meaning, essentially, that the OSU Airport should be well within FAA guidelines and would most likely receive approval for the expansion.

A Linworth resident, who would not disclose his name said an expansion is not unthinkable, but some things would need to be done about a current situation that is already bad enough.

"(The situation) is already too bad," he said.

"We're not objecting to everything, but

there are a few (flights overhead) that will shake every window in the house."

John Hauelsen, a lifelong Worthington resident who grew up, and still lives, about three miles from the OSU Airport, said he feels that even though the airport is sharing its findings and asking for input from the public it is all just lip service.

"It's like they're playing with loaded dice," Hauelsen said.

"The FAA is in the airport expansion business. They set a really low bar so that no airport is offensive.

"It's frustrating for the people," Hauelsen said.

Jane Weislogel, vice president of WOOSE — an organization of area residents that oppose airport expansion — also served on both the Part 150 Committee and the Technical Committee.

She said the issue is with both the accuracy of the study — she said she does not believe RS&H used completely accurate data — and the fact noise exposure is already an issue let alone with an expansion of the north runway.

"If something is going to be done, we want the input put in to be accurate," said Weislogel.

"Let's help solve current noise problems before we talk of expansion."

Marie Keister, president of Engage Communications L.L.C., who is working with the OSU Airport from a public affairs standpoint, says she sympathizes with the residents and values their involvement.

"People know what's in their neighborhood," said Keister.

"All the tech experts in the world can't replace the knowledge of someone who lives just down the street."

Melanie Dickman, a Worthington resident and a private pilot who often uses the OSU Airport, says the noise doesn't bother her and the airport should be seen as a plus for what it brings to the area rather than a negative entity.

"None of (the noise) bothers me,"

Dickman said.

"What I don't think Worthington residents realize is how big of an asset (the OSU Airport) is...there are a lot of big companies that fly in and out of here."

OSU Airport Director Doug Hammon

maintained that as the first phase of the process comes to a close, the focus will be to improve both current and future conditions.

"We want to do better," Hammon said.

"What we do now is we take what we've got and try to do what we do well, better."

# ThisWeek Community Newspapers

## WORTHINGTON

May 1, 2008

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# Airport not loud enough to warrant curbs

By CANDY BROOKS  
ThisWeek Staff Writer

For years, residents living in the flight paths of Ohio State University Airport have complained about noise so loud that it shakes windows and keeps them awake at nights.

But according to a report unveiled last week, the noise may not be loud enough to warrant measures being taken to quiet the aircraft flying over neighborhoods in Worthington and nearby communities.

According to the noise contour maps created during phase one of the Part 150 Noise Study, only land within the Don Scott Field boundaries reaches 65 DNL (Day-Night Average Sound Level), which is the cut-off point considered by the FAA as being worthy of federally-approved noise abatement measures.

"There are no residences within these (65 DNL)

### A closer look

According to the noise contour maps created during phase one of the Part 150 Noise Study, only land within the Don Scott Field boundaries reaches 65 DNL (Day-Night Average Sound Level), which is the cut-off point considered by the FAA as being worthy of federally-approved noise abatement measures.

contours," said Part 150 consultant Steve Alverson. "We understand there is noise exposure beyond 65 DNL."

Following his presentation of the Part 150 phase one report to about 50 residences meeting at the airport on April 24, Alverson said that though the FAA

does not approve abatement measures for areas beyond the 65 DNL level, phase two of the study may still provide some recommendations for relief for people living beyond the airport boundaries.

Alverson said that the university supports noise abatements for people living within the 60 DNL level, but must persuade the FAA to concur.

The area within the 60 DNL includes only a few neighborhoods closest to the airport, none within the Worthington city limits.

Changes such as assignment of different flight tracks or a balance in runway use could eventually benefit people living even beyond the 60 DNL limits, he said.

People who live in Worthington are particularly concerned about the university's plans to extend the north runway. That would increase the number of jets using that runway, which is more directly aligned with Worthington than the south runway, where most jets

currently land and depart.

Alverson said the training flights that now use the north runway would switch to the south runway, and approximately 80 percent of the jet traffic would use the extended north runway.

The noise exposure maps, upon which future decisions about noise abatement and land use will be based, were based on aircraft operations occurring today and those projected for 2012 and 2027. Both of the future maps assume that the north runway will be built.

The maps will be further refined, then submitted to the University and the FAA for acceptance.

That will be followed by phase two of the study, which will evaluate noise compatibility alternatives.

Alverson told the crowd last week that noise abatement cannot include curfews, because they are pro-

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May 1, 2008

## NOISE

Continued from page A1

hibited by federal law. Airports must be open to air traffic 24 hours a day.

One alternative that could be considered is discouraging pilots from using the 50 degree turn that sends many flights over the middle of Worthington.

Public input will be considered as phase two recommendations are reviewed, he said.

"In the next phase, we will be trying to benefit as many people as we can," Alverson said.

The Part 150 Noise and Land Use Compatibility Study was undertaken by the airport with the support of the FAA after it was requested by Worthington City Council. The city has received thousands of noise complaints from residents who were bothered by the noise generated by aircraft using the airport, especially at night.

Some of those residents continued to voice their concerns during last week's meeting.

Ben Robbins, who lives in nearby Linworth, said the expansion of the north runway would put increased jet traffic right over his roof.

"That gives me a choice: fight it or move," Robbins said.

Mary Jo Cusack, mayor of the village of Riverlea, said residents in her community are tired of their windows rattling and their outdoor activities being interrupted by noisy planes.

"We've been fighting them for 25 years," she said.

John Hauelsen of Worthington said the extension of the north runway will lead to increased noise that will impinge on residents' expectations of a quiet outdoor atmosphere for enjoyment of the town's unique historical attractions.

Allan Chace of Worthington said Ohio State has one consideration for the expansion: the bottom line.

"There's a huge amount of land here," he said. "What are they developing the land here for, to teach students how to fly? No. It's about money."

Bill Carleton, a member of the Northwest Civic Association (NWCA) who serves on the airport's Part 150 Study task force, said the NWCA likely will weigh in on the expansion once the study is complete.

He said he believes that while residents have legitimate gripes, they're not necessarily taking into consideration the benefits of the airport in the community. Carleton urged people to keep an open mind.

"I don't think they should judge until the study's done," he said.

## Letter

# Ohio State airport chief thankful for public input

### To the editor:

Ohio State University would like to thank area residents, students, pilots, elected officials and others for attending the April 24 public meeting and providing thoughtful input to the Federal Aviation Regulations Part 150 Noise and Land Use Compatibility Study currently being conducted at the airport.

Using FAA guidelines and industry best practices, the Reynolds, Smith and Hills consultant team has spent six months analyzing aircraft activity at the OSU airport. They determined the extent of the noise that exists around the airport today, and is expected to exist around the airport in the future.

The analysis has determined that the 65 Day-Night Sound Level (DNL) contour — the FAA's threshold for significant noise — falls mainly within airport property. Land uses falling outside the 65 DNL contour are considered compatible.

While the airport is not required by the FAA to pursue noise abatement strategies when the 65 DNL noise levels do not reach into residential neighborhoods, the university understands that noise concerns continue to exist throughout the surrounding community, and remains committed to further exploring noise abatement strategies.

To that end, we are actively working to secure the FAA's support and funding for Phase II of this study process. This next step would evaluate a broad range of aircraft operational procedures and land use practices to help further reduce noise impacts on surrounding neighborhoods.

The draft noise exposure contour maps and all public meeting materials are available at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com). Public comments can also be provided at any time via the Web site.

**Doug Hammon, director  
Ohio State University Airport**

**Northwest Columbus News**

Published: Thursday, May 22, 2008 2:07 PM EDT

**Letter: OSU Airport expansion is unnecessary at this time**

To the Editor:

Like most people paying attention to the debate on expanding the OSU Airport, I am confused and frustrated by all the acronyms and endless speeches. However, there are some very clear and understandable reasons for not spending over \$27 million of taxpayers' dollars on the airport expansion.

The federal government is broke and hopelessly indebted for generations to come.

A corporate jet getaway is simply not needed in a county that already has three large and underused airports within 35 minutes of the OSU Airport. The airport is doing great damage to its neighbors to the east. There has been virtually no mitigation action taken to fix the current problems for over 10 years. Why should we believe they will do anything when they get what they want?

Why should we trust the data from a federal agency whose job, in large part, is to develop and grow general aviation airports like OSU?

Thousands of noise complaints and petition signers against this ill-conceived plan have, for the most part, been dismissed.

From a cost-to-benefit standpoint, this is a boondoggle; too much money and too much damage will be done to the surrounding communities in terms of quality of life and property values, whereas far too few will benefit at the expense of many.

Tony Pello

## **Residents still upset by Part 150 'flaws'**

Wednesday, June 4, 2008 1:19 PM

**By CANDY BROOKS**

*ThisWeek Staff Writer*

Back before Worthington City Council on Monday with allegations that the Part 150 study is seriously flawed, Scott Whitlock was asked if there was any way to encourage consultants to take the complaints seriously.

"If we are not satisfied, we will ask the FAA to reject the model that has been done," Whitlock said. "I don't know if that has ever been done in one of these Part 150 studies."

The Part 150 study is being conducted by consultants hired by Ohio State University to document noise levels from current and future aircraft at its airport.

It was undertaken in part at the request of Worthington City Council, which has concerns about the amount of noise being generated by Don Scott Field. That noise level is expected to increase in Worthington if the airport extends the length of its northern runway.

The study is nearing completion of Phase I, which documented current and future noise levels around the airport.

That must be submitted to the FAA for approval before moving into Phase II, which will develop recommendations for reducing noise levels.

On April 24, the Reynolds, Smith, and Hills consultant team reported to the public that noise around the airport is not loud enough to be considered significant by the FAA.

But Whitlock and his neighbor, Kim Nixon-Bell, have done extensive research and analysis and contend that some of the data used to reach that conclusion were inaccurate.

In developing their fleet mix numbers, consultants relied on data from the Columbus Port Authority, which was only able to supply one-fourth of the actual operation figures from Don Scott. The rest of the number was based on assumption, Whitlock said.

When he and Nixon-Bell conducted their own actual counts, they found the consultants figures to be consistently lower than the actual number, he said.

He pointed out that the OSU airport is the fourth largest in Ohio and should be held to the same standards as a commercial airport.

He said he observed some of the Part 150 study done at Port Columbus, and it was done very professionally.

"This is not being done to the same standard," he said.

Whitlock and Nixon-Bell submitted to council the questions and comments they presented to the consultants.

Neither those, nor questions submitted by the WOOSE, the organization opposing airport expansion, have been answered by the consultants.

WOOSE vice president Jane Weislogel said that organization submitted 18 pages of questions which came from residents following the April 24 public open house.

Time for public comment and questions was limited at that meeting, she said. People were disappointed that their questions were not addressed.

On behalf of the consulting team, Marie Keister replied to Weislogel with an e-mail that stated, "Due to the volume of comments received, we will be unable to respond to each individual comment and question as they come into us."

She added that all of the comments and questions would be reviewed by the consultant team and would be included in the Part 150 noise study exposure maps which will be submitted to the FAA.

"People thought they were going to have answers to their questions," Weislogel told council.

She said the public feels they were used by the consultants, who are required to receive public input on the study.

"Residents are disappointed and believe they were misled," she said.



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# LETTERS

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## Airport expansion will be positive for Northwest area

To the Editor:

I write regarding the recent letter "OSU Airport expansion is unnecessary at this time" (*Suburban News Publications*, May 14), as well as others like it.

I have lived in the Northwest area –specifically, about one mile directly off the east end of the main airport runway – for over 44 years now. I have followed the airport development plans and the "noise" problem. Having said this, there are three main points I would like to make.

First: The airport has been here longer than any of the people who have brought up complaints (I have yet to hear from any of those objecting to the airport noise/expansion that "I lived here before the airport was established"). So did these people move into the airport area not knowing that there was

an airport there? Or did they expect that the future years would bring fewer, smaller and quieter airplanes? Or do they now think that if they complain long enough and loud enough, the airport will cancel expansion plans and-or go away?

Second: There are other noise sources at least as loud as the airplanes about which we are hearing so much. I personally was stopped at the Godown Road railroad tracks recently when a train came by, blowing its whistle. The noise was so loud I had to put my fingers in my ears. And the people living in the Shadow Lakes apartments, contiguous to the railroad tracks, haven't petitioned the railroad regarding this. The railroads are widely accepted as an integral part of the community's economy, and people along the tracks know that they are not going to change the railroad even if they did complain.

Third: Related to the above point, anyone with a reasonable knowledge of history and economy knows that, just as the development of the railroad was crucial to the economy and growth of the Columbus area, so the development of good, safe, convenient air transportation is, in the present and future, essential to the continuing development of the economy of the Columbus area.

So, for fairness, common sense, and the health of the overall Columbus community, I support the proposed expansion.

**Jack Willer**

# Noise study group has responded to questions

## To the editor:

The June 5 Worthington *ThisWeek* article ("Residents still upset by Part 150 'Flaws'") left the false impression that those involved with The Ohio State University Airport noise study are not responding to residents' questions and comments, and that the analysis to date has been incomplete and perhaps flawed. These impressions are regrettable because they are not correct.

When the Federal Aviation Regulations Part 150 Noise and Land Use Compatibility Study began last September, an advisory committee was formed. Members represent affected political jurisdictions — including city of Worthington — agencies, organizations that use the airport and neighborhoods. We Oppose Ohio State Airport Expansion (WOOSE) is also a member. The Part 150 Advisory Committee has met twice, and a technical subcommittee also met twice to review in detail the Part 150 noise modeling process, which has followed strict Federal Aviation Administration (FAA) guidelines and industry best practices.

All sessions have been open to the public and have provided detailed responses to questions raised by members and public observers. Worthington's independent aviation consultant, David Zoll of Zoll, Kranz & Borgess, LLC, wrote city council that he was "generally satisfied that the study has been conducted properly, and that the community can have confidence in the result." In April, a public meeting was held, attracting about 80 attendees. All meeting documents, as well as answers to frequently asked questions, are being posted at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

All comments and questions are being reviewed by the consultant team, and those related to the devel-

opment of Noise Exposure Maps are being addressed comprehensively, where everyone can have the benefit of reviewing the information, in the draft Part 150 Study Noise Exposure Maps (NEM) submittal to the FAA. All public input will also be included in the appendices of the draft NEM document, which be available for public review prior to the next public meeting. This meeting will be scheduled upon FAA approval to move into Phase II of the Part 150 Study, the development of the Noise Compatibility Program. Additionally, public comments will be accepted for an additional 30 days after the public meeting, and included in the NEM document.

We appreciate the public's continued involvement and input into this process, and urge readers to check the study web site for accurate information about the Part 150 Study.

**Marie Keister**  
Public Involvement Lead  
OSU Airport Part 150 Study  
Dublin

## Consultants haven't verified work

### To the editor:

To follow up on the "Residents still upset by Part 150 'Flaws'" story, we wish to provide the following:

We are residents who have spent years working with OSU airport on various committees and subcommittees. We have taken time to become involved and informed and one or both of us have attended all the meetings regarding the Part 150 Noise Compatibility Study.

At the first meeting, in January 2008 we were given only minutes to review the proposed data inputs for the OSU Integrated Noise Model (INM) and immediately identified and reported errors in three areas- 1) understated night

operation numbers, 2) understated night Stage 2 jet operations, and 3) use of fractional operations numbers for yearly totals.

All three errors were found to be correct and the consultants revised the data in March 2008 by 1) increasing the number of PA-31 night operations from 160 per year to 1,521, 2) increasing the night Gulfstream operations from .37 operations per year to 2 as supported by analysis of radar data and 3) changing all annual operations to whole numbers.

In March, the consultant team reported the total number of actual operations for FY 2007 to be 87,156 however the operations records obtained from Columbus Regional Airport Authority contained only 55,312 operations. The consultants made a number of assumptions and adjustments to account for the 31,844 difference in operation numbers. Because the final inputs were not based entirely on empirical data, we felt it would be important to test the accuracy of some of the inputs using empirical data.

Our testing, although limited, resulted in the following conclusions: 1) night fleet mix was understated, 2) touch-and-go operations do occur at night although none were modeled, 3) we could not verify the accuracy or reasonableness of the proposed nighttime jet operations, 4) the methodology for equalizing arrivals and departures appeared to be incorrect and 5) the night-time allocation of unknown aircraft appeared to be incorrect. We suggested in April the proposed inputs to the INM need to be verified before they are used. To ensure our documents are available to the public, we provided them to WOOSE after OSU removed them from the Part 150 website. You may review our work by visiting the Web site at <http://woose.org/docs/files/Whitlock-Nixon-Bell-Questions-and-Comments-re-Part-150.pdf> <<http://woose.org/docs/files/Whitlock-Nixon-Bell-Questions-and-Comments-re-Part-150.pdf>>

As a result of our tests we contacted and are now working with the FAA to secure clearance to review currently restricted flight data to continue our testing. We also submitted questions and two documents concerning the Part 150 study following the open house. We were concerned to learn all questions and comments will be summarized by the consultant and attached to documentation prepared for FAA approval. That document will be available for public review months from now.

Since January, we have requested the consultants verify their work. They have assured us of their confidence in their work but have not taken steps to verify it. In the absence of verification, the public should be given the opportunity to verify the data. Therefore we suggest the INM inputs should not be accepted until the FAA has responded to our request and we have had a chance to review the fleet mix and the data used. It is important that the affected communities and their citizens have confidence in the results of this Part 150 Study.

**Scott Whitlock and**  
**Kimberly Nixon-Bell**  
Worthington

## Letters to the editor, columns welcomed

*ThisWeek* welcomes readers' comments, in the forms of letters to the editor and guest columns.

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Unsigned letters will not be considered for publication.

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June 12, 2008

■ B3

# Report lauds OSU airport on noise issue

Neighbors dispute school-hired consultant's view on Don Scott

By Dean Narciso

THE COLUMBUS DISPATCH

Ohio State University Airport not only is doing a good job dealing with complaints about noise, it's doing too much, according to an aviation consultant.

The finding, made public yesterday, is the second round of bad news for noise-sensitive critics of Don Scott Field, who don't want the airport to expand.

In April, a consultant for the university determined that the worst noise from aircraft engines stays within the boundaries of the airport and doesn't pose a hardship to surrounding communities.

There is evidence that some of the information used to model the noise was wrong, said Scott Whitlock, Worthington's representative to an airport advisory committee studying the issue.

The report released yesterday says the airport "goes above and beyond best practices for recording and responding to complaints, especially for general-aviation airports of similar size and number of operations."

The consultant, ESA Airports, even recommended that OSU stop researching so thoroughly so that airport administrators could focus on unusual events. OSU paid for the study.

The news bolstered airport officials' view that they're doing a good job.

"It was comforting," said Cathy Ferrari, airport spokeswoman. "We're doing things properly."

Whitlock disagrees, saying the consultant never contacted him or anyone else in the community.

"I'm just disappointed," Whitlock said.

The consultant compared Don Scott with airports in Seattle and Los Angeles instead of those closer to home, Whitlock said.

"The comparisons that they use were not to private airports," he said. ESA should have used Port Columbus, Rickenbacker and Bolton Field, he said, all of which he said have better complaint systems than OSU's.

Whitlock's gravest concern with OSU's Internet-based Aircrane Noise tracking system is that users must fill out an extensive report, including the user's name, address and other personal information, before logging a complaint, which he says is a cumbersome process.

The consultant's recommendation that OSU not research all complaints is "an artificial attempt to make the number of complaints look smaller," Whitlock said.

"Given the airport's embarrassment in the high number of complaints ... I can understand why they would want their consultant to recommend an artificial means to make the number of complaints appear smaller than it actually is."

OSU's plans to add hangars and a north runway at Don Scott were put on hold three years ago amid complaints, most from Worthington residents.

The latest news seems to support the university's attempt to placate residents, Ferrari said. But construction wouldn't begin for five more years, pending additional studies and Federal Aviation Administration approval.

"We know that there are a handful of people who will never be happy," she said of airport critics. "We don't think that will ever end."

[dnarciso@dispatch.com](mailto:dnarciso@dispatch.com)

# Consultant lauds airport complaint system; critics say ESA did not complete full task

Wednesday, July 23, 2008 12:27 PM

**By CANDY BROOKS**

*ThisWeek Staff Writer*

The noise complaint system at Don Scott Field is working well, and in some cases the airport is doing more than expected of a general aviation airport of its size.

That is the conclusion of a review of the system completed by ESA Airports, the consultant hired by Ohio State University to do the Part 150 Study.

As part of that study, the consultants looked at how well the noise complaint system is functioning at the OSU Airport.

"In many instances, our findings revealed OSUA goes above and beyond best practices for recording and responding to complaints," according to a memorandum dated June 12 and released by the Airport last week.

The review recommends several ways to streamline the process, including researching fewer complaints, although Airport spokesperson Cathy Ferrari notes that all complaints will continue to be recorded.

The Airport receives approximately 400 to 500 complaints each month from people who live nearby and are bothered by the noise of aircraft using the Northwest side airport. Complaints are received by phone, email, and via the airport's WebScene. On that site, computer users can track flights to do their own research as well as fill out complaint forms.

According to Ferrari, about 10 people file 80 percent of the complaints.

The consultant recommends that only one complaint per email or phone call be recorded, and that airport staff limit the number of complaints researched to five per month per household.

The current limit is 10.

"There was not a lot of value in looking at one person who files 200 complaints in a month," Ferrari said.

Among other recommendations were that WebScene be made more accessible; that phone complaints no longer be written up verbatim; and that educational materials be sent to first-time callers.

"We think it validates what we've been doing," Ferrari said.

Kim Nixon-Bell of WOOSE (We Oppose Ohio State airport Expansion) said the organization has several problems with the consultant's review, beginning with the fact that they did not do what was required by the Part 150 Study Scope of Work as written under the heading "Review of Noise Complaint Data."

That written task requires that all aircraft noise complaints be reviewed and that complaints be analyzed to identify and evaluate trends, concentration of complaints, and aircraft types involved in higher levels of complaints.

"It appears they didn't do what they were supposed to do," she said.

She said that the consultants did not contact WOOSE for their concerns.

"How do you make recommendation when you don't know what the problems are," Nixon-Bell said.

WOOSE complaints are cited in the report, but WOOSE member Jane Weislogel said the consultants received only a few of its complaints and did not look at the organization's extensive research.

The consultants downplayed what she says are extensive mistakes made in documenting complaints.

"They (consultants) talk about missing a few here and there," she said. "They didn't bother to check with us."

Rather than comparing the OSU Airport noise complaint system with those at large, west coast airports, as the consultants did in the report, they should have looked at the system used by the Columbus Regional Airport Authority, which handles complaint for Port Columbus, Rickenbacker and Bolton Field, Nixon-Bell suggested

Several WOOSE members visited that office recently and were impressed with its system of researching and filing complaints. The records were complete and well-done, Nixon-Bell said.

The OSU consultant should not recommend fewer records, she said.

# Flying right

Ohio State University's airport is doing its best to deal with concerns

Monday, July 28, 2008 2:51 AM - Columbus Dispatch Editorial

Some of the people who live near and under the flight paths of Don Scott Field are uncomfortable living in the 21st century version of Columbus. They would like Ohio State University's airport to revert to the sleepy little airstrip of its founding in 1942, when the greater Columbus population was less than half of today's.

But a static city is not a healthy city. Columbus is a vibrant community because it has grown steadily. And as it grew, so also did its transportation needs.

Don Scott Field is meeting aviation needs of Ohio State University and area businesses and residents. It perennially ranks fourth or fifth in takeoffs and landings among all Ohio airports, including Port Columbus and Cleveland Hopkins International airports.

Despite a study that found noise levels around Don Scott are acceptable under federal standards and an analysis that found OSU officials going further than necessary to respond to complaints, certain neighbors remain unhappy. They will not be satisfied, because their true agenda is to throw every possible hurdle in the way of the airport's plans to lengthen a runway and add hangars.

The hangars would meet the growing needs of OSU's aviation program and area businesses. The runway changes aim to improve safety and could have a side benefit of quieting the landings.

A new aircraft-tracking and complaint system installed last year can identify exactly which flyovers cause noise that draws neighbors' wrath. Within months of its installation, however, airport officials discovered that of the 300 to 400 noise complaints received each month, 80 percent were from six to eight people.

So, instead of responding personally to every complaint, as they had intended, time constraints forced them to limit their responses to 10 per month per person.

Airport officials and the airport's customers have mitigated noise in many ways, including reducing night flights, which disturbed some residents' sleep. Development in the northwest quadrant of the county has expanded immensely since the airport was built. Do the same residents also gripe about the traffic noise and congestion from the many highways and major streets in the area?

At two different points in the airport's history, OSU presidents who faced the legislature's continual stinginess with funding for higher education considered the possibility of selling or leasing Don Scott field to provide income for the university. Fortunately for the Northwest Side, the sale did not occur.



The airport and OSU's surrounding agricultural fields provide a pleasant visual break in the commercial and residential landscape. Drivers heading to and from the many shopping centers along Sawmill Road can pass by horses and cows grazing in fields.

No wonder many airport neighbors were disturbed by the possibility of a sale. They recognized that Don Scott is an asset to their community. Its benefit to the Columbus-area economy has been estimated at more than \$100 million annually.

The airport should make whatever improvements officials believe are necessary to meet the needs of one of the nation's largest universities and Ohio's largest city.

***Columbus Dispatch***

***Letter to Editor***

**Don Scott Field could be put to better use**

*Monday, August 4, 2008 3:08 AM*

Last Monday's *Dispatch* editorial "Flying right" is succinct commentary regarding benefits from Don Scott Field to our community. The editorial alluded to the two important issues regarding Don Scott: the noise factor and the highest and best use of the land containing the air facility. But these issues might be more complicated than outlined by *The Dispatch*.

Several years ago, I served on a study committee that recommended the consolidation of Port Columbus, Rickenbacker Airport and Bolton Field under the control of what is now the Columbus Regional Airport Authority. During that study, we learned that managing and maintaining an airport is extremely expensive.

It is a given that Port Columbus and Rickenbacker have excess flight capacity. If the aircraft normally flying in and out of Don Scott used that excess capacity, Port Columbus and Rickenbacker would realize sorely needed additional revenue. Like it or not, the noise from planes operating in and out of Don Scott is a nuisance to many of its neighbors.

Don Scott occupies hundreds of acres that could be opened for productive, creative development. Such development might be more beneficial to Ohio State University and the community than the airport. It might be time for requisite public officials to collectively undertake an in-depth study of all aspects of the public ownership and use of Don Scott.

The study might evaluate operational cost-effectiveness, alternative uses, nuisance factors, potential of satisfying businesses' needs and OSU's aviation department needs at Port Columbus, Rickenbacker or elsewhere. Admittedly, if the study indicates that it is in the public's interest to close the airport at Don Scott and relocate its functions, there could be irreconcilable political turf battles.

Nevertheless, the results of the study should be of great interest to all concerned. The politicians, community leaders and OSU administrators might even pleasantly surprise us all and agree to a plan that is for the common good.

*JULES L. GAREL*

*Bexley*

## Don Scott Field is good fit for OSU

Jules Garel wrote that Don Scott Field could be put to better land use, and, as a benefit, increase the business for Columbus' airports.

Ohio State University places much emphasis on the sciences. Aviation sciences are the reason for the airport. It has supplemented that expense by offering its facility to private and business users. Sending business to Columbus is not part of the OSU charter, nor is it a university responsibility.

If the only consideration is alternate uses of the land, consider the land value of OSU's golf courses — right smack in the middle of a premium neighborhood. And, golf students, if that is a priority of the university, can take their business to the Columbus golf courses.

This would be more cost-effective than locating technical aviation programs at more distant airports.

R.S. MARCUS  
*Columbus*

## Northwest Columbus News

Published: Tuesday, October 21, 2008 8:00 AM EDT

### NEWS BRIEF

#### Part 150 study meeting Nov. 6

The Ohio State University Airport will host a public meeting regarding the next phase of the Part 150 Noise Compatibility Study Thursday, Nov. 6

The open house will be held from 7 to 9 p.m. in the OSU Airport Hangar 1 -- entrance next to Barnstormers Restaurant -- 2160 West Case Rd., Columbus, OH 43235.

The open house will follow a Part 150 committee meeting at MedFlight, in the training room at 2827 W. Dublin Granville Rd., Columbus, OH 43235 from 2 to 4 p.m. that same day.

There are two main purposes for the meetings: the first being to provide another opportunity to review and provide input on the updated Noise Exposure Maps resulting from the first phase of the study; the second being to introduce the Noise Compatibility Program phase of the study, said Marie Keister, president of Engage Communications LLC, who is working with the OSU Airport from a public affairs standpoint in a news release.

The Noise Compatibility Program phase will consist of a team that will review current noise abatement guidelines at OSU Airport, and discuss additional types of noise abatement procedures that other airports have established to reduce noise exposure.

The team will also discuss potential land use compatibility measures to prevent incompatible land uses from being developed, said Keister.

"They will look at the current abatement guidelines at the OSU Airport," Keister said, "but also they will look at procedures from other airports to see if they might apply here."

Keister said additional noise abatement and land use suggestions will be sought from the Part 150 Committee and the public.

Additional information can be found on the Web site [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

Public invited to discuss airport noise

Two meetings with Part 150 Committee to be held at Medflight on Nov. 6

Wednesday, October 22, 2008 2:56 PM

By CANDY BROOKS

ThisWeek Staff Writer

Residents have long complained about the noise generated by Don Scott Field. On Nov. 6, they will have an opportunity to project their voices into a plan to abate that noise.

Two public meetings are set for that day.

From 2 to 4 p.m., the Part 150 Committee will meet at the Medflight training room, 2827 W. Dublin-Granville Road. The meeting is open to the public.

From 7 to 9 p.m., a public open house will be held at the OSU Airport Hangar One, 2160 W. Case Road. A presentation will be made at 7:30 p.m.

The purpose of both meetings is to provide an opportunity to review the updated draft Noise Exposure Maps (NEMs). The originals were presented to the public at a meeting on April 24, and have undergone "minor adjustments," according to Marie Keister, spokesperson for the Part 150 Study.

The meetings' second purpose is to introduce the noise compatibility phase of the study, which will include a review of current noise abatement guidelines at the airport and a discussion of additional types of abatement that other airports have established to reduce noise.

The Part 150 Noise Study began approximately a year ago, after the city of Worthington and the Ohio State University Airport received thousands of complaints about the noise generated by aircraft using the facility.

The purpose of the study is to document noise levels from current aircraft operations and planned future operations. It will also develop recommendations for reducing potential aircraft noise exposure for surrounding communities.

By feeding information about fleet type, numbers of flights, and altitude into an FAA-accepted model, consultants last spring came up with an NEM which showed that, except in small areas, the noise generated by the airport is not loud enough to warrant FAA-sponsored abatements.

Though some community members have questioned the validity of the NEM, few changes have been made, Keister said.

The updated version will be made available to Part 150 Committee members about five days before the meeting, she said, and will be placed in local libraries for public review a few days later.

The public will have 30 days from the day of the public meeting to make comments on any changes they would like to see in the report or the NEM. Both will be submitted to the OSU board of trustees and to the FAA by the end of the year.

The November meetings will kick off the noise compatibility portion of the study. Noise abatement procedures already in use at Don Scott will be reviewed, as will procedures being used at other airports across the country.

Currently at the OSU airport, pilots are discouraged from using thrust reversing; engine revving is prohibited from 10 p.m. to 7 a.m.; a volunteer curfew on stage two jets is in effect from 10 p.m. to 7 a.m.; and "touch and go" operations are prohibited from 11 p.m. to 7 a.m.

Keister said that all of the prohibitions are actually guidelines that cannot be enforced.

For the next six months or so, while the FAA is reviewing the NEMs and Part 150 report, consultants will review public input on noise concerns, she said. Some procedures may be implemented to see if they are feasible.

Consultants will then return to inform the public on which procedures worked.

Any new procedures must be approved by OSU and the FAA.

"The FAA is in charge of our skies," Keister said.

According to the noise contours as reflected in the updated NEM, the airport does not exceed FAA-accepted noise standards, and no noise abatement procedures are necessary, she pointed out.

The university decided to pursue noise abatement on its own as a way to be a good neighbor, she said.

"The university has an ongoing dialog with the neighbors and is committed to seeing what they can do to explore other strategies to rescind noise concerns," she said.

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Airport study looks at solutions to noise problems  
Tuesday, November 11, 2008 8:09 PM

By CANDY BROOKS  
ThisWeek Staff Writer

For years, residents of the village of Riverlea have complained about the noise generated by planes preparing to land at Don Scott Field.

Sometimes the planes are so low, she can wave to the pilots, said Riverlea Mayor Mary Jo Cusack.

"They are lowering their flaps and getting ready to land over Riverlea," she said during a meeting of the Part 150 Committee last Thursday afternoon.

Cusack and other Riverlea residents have aired their concerns in the past, but last week was different, because the emphasis turned to finding solutions as the lengthy study of noise at the Ohio State University Airport moved into its second phase.

Out of this phase will come a Noise Compatibility Plan, which may result in steps being taken to mitigate some of the noise over Riverlea, Worthington and other residential areas near the airport.

After hearing Cusack's concerns, Cardinal Health pilot James Porterfield, a member of the Part 150 Committee, said he would be willing to try different types of landings to see which is quieter.

Lowell Dowler of Worthington Industries agreed that pilots may have to train in new methods of landings in the future to be more sensitive to nearby residents.

Those are the kinds of problems and suggested solutions that will be compiled during the noise abatement phase of the study.

Part 15 Study consultant Steve Alverson of ESA Airports said the recommendations will be studied in terms of operational impacts and costs before a final list is narrowed down and presented to the University and the FAA for final approval.

Anyone who would still like to share thoughts can mail or e-mail comments by Dec. 6. Addresses are available on the OSU Airport Web site.

Two meetings were held last Thursday. The afternoon session involved committee members, which includes pilots and other aviation professionals as well as representatives of the jurisdictions surrounding the airport. It was held at the MedFlight Training Center.

Approximately 50 people attended an evening session, held in a hangar at the airport.

Other suggestions from the committee meeting include updating the flight track system periodically; training new pilots in the noise abatement methods already in effect; working with Port Columbus to allow pilots taking off to the east to fly farther and higher before turning.

Attorney David Zoll, representing the city of Worthington, several times requested that single-event level maps be provided.

The only noise-level maps included in the record of the first phase of the study measured DNLs, which are averages of the day and nighttime decibel levels.

However, to get a true picture of the effects of noise on neighborhoods, one must consider the single-event level. A home may have a 65 DNL, which is considered acceptable by the FAA, but may experience decibel levels of 85 or 90 several times during a day, Alverson explained.

Alverson assured Zoll and others that single-event noise levels will be considered during the next part of the study.

According to the results of the first phase, areas affected by 65 DNLs are restricted to airport property. By FAA standards, that means no abatement measures are necessary in surrounding neighborhoods.

Still, the university plans to move ahead, though the FAA and the university must ultimately approve any noise compatibility measures.

"The university understands there is noise exposure beyond those contours," he told the audience at the evening hearing.

Laura Ross and Janet Hanson, who live on Castle Crest Drive, said they also want noise from training flights to be addressed.

Hanson, who has lived on the street for 30 years, said she noticed the noise getting worse about five years ago.

Some days are worse than others, and last Thursday was bad, they said.

Before they came to the meeting, they counted 19 flights directly above their neighborhood between 4:05 and 4:50 p.m.

They were concerned about recent news reports of additional planes and additional flight lessons to be added at the airport.

"I question why, instead of trying to alleviate a problem, you are feeding it," Ross said.

Training flights, or so-called touch and goes, generally use the shorter, north runway.

Plans call for lengthening that runway, which would result in jets moving to the north runway, and training flights to the south, Alverson explained earlier in the day.

## **OSU Airport noise study is entering its second phase**

**By DONAVON CAMPBELL**

Published: Wednesday, November 12, 2008 1:11 PM EST

Some neighbors of the Ohio State University Airport still feel more than a little uneasy as plans for the expansion of the airport's north runway continue to move slowly forward.

The airport hosted a public open house Thursday, Nov. 6, to discuss with residents both the ending of the first phase of the Part 150 Noise Study and the beginning of the second phase of the process, the Noise Compatibility Study.

The study must be completed and submitted to the Federal Aviation Administration for approval.

"(The first phase) is more mechanical, methodical," said Steve Alverson, of Environmental Science Associates, a subcontracted consultant performing the study.

During the first phase of the Part 150 Study the main focus was creating noise exposure maps, or contoured maps detailing how much noise came from the airport and where it was distributed.

The OSU Airport held a similar open house in April to share the findings and, according to the study results, the airport currently meets FAA standards and is projected to do so even after an expansion of the north runway from 3,000 feet to 6,000 feet, a move that is expected to increase traffic at the airport.

"(Now) all of us can be creative," Alverson said. "We know what the noise exposure is, now what do we do about it?"

Alverson said the second phase will consist of not only identifying more specific problem areas, but also what measures might possibly be taken to alleviate some of the issues.

According to the study, some consistent concerns voiced by residents have been the amount of training activity at the airport, helicopter operations, jet operations, departure flight tracks and night-time operations.

Alverson explained a laundry list of possible noise abatement measures to the crowd including preferential runway use, changes in piloting techniques, changes in flight path geometry and even changes in airport layout.

"Now is the exciting part," Alverson said, adding that the Ohio State University has

voiced its intention to make use of the Noise Compatibility Study regardless of the FAA's final decision.

The Part 150 Advisory Committee, consisting of local officials, area residents and other parties with a vested interest in the results of the study met in the afternoon prior to the open house.

Marie Keister, of Engage Public Affairs, the public relations company working with the OSU Airport on the Part 150 study, said she thinks that, while solutions might be slow to come, parties both for and against the expansion seem to be making their way toward some kind of common ground.

"I think it's going all right," Keister said.

"These processes require a lot of education (for residents), but they also require time for people to digest the information.

"The people involved have really taken the time to study (this) and ask great questions," Keister said.

"(The questions) aren't always easy. They aren't always comfortable. But that's a healthy dialogue that leads to a better outcome."

Jane Weislogel, a Worthington resident, a member of the Part 150 Advisory Committee and vice president of the organization We Oppose Ohio State Airport Expansion, said she doesn't feel as good about how things have been going.

"My concern is that it is gangbusters, 'let's move ahead,' and they haven't dealt with the noise problems here today," Weislogel said.

Teresa Felten, who just moved to the area earlier this year, said she felt like residents were just getting lip service.

"I'm feeling like I'm being shammed here," Felten said. "I can see that they're planning for more volume.

"I didn't really hear a whole lot that can be done or will be done."

ESA is collecting resident comments and concerns that will be added to the first phase of the Part 150 study and submitted to the FAA.

Those who wish to officially voice a concern or find out more about the Part 150 study and potential future expansion of the north runway at the OSU Airport can do so on the Web site [OSUAirportPart150.com](http://OSUAirportPart150.com).

The deadline for comments that will be added to the study is Dec. 6.

Friday, December 5, 2008

# Noise study vindicates OSU airport expansion, but opponents disagree

Business First of Columbus - by [Carrie Ghose](#)

Results of a noise study appear to have toppled one obstacle to the planned expansion of **Ohio State University Airport**, much to the chagrin of some neighbors.

But a runway extension and new hangars are at least five years off.

The Ohio State-commissioned study indicates noise levels outside airport property, when averaged over 24 hours, are within the range of normal conversation – too quiet for the **Federal Aviation Administration** to require or pay for noise-reduction programs. The airport is accepting comments through Dec. 6 before submitting the report to the FAA and starting an optional second phase of noise research.

Residents about a mile away, mostly in Worthington where most noise complaints about the airport originate, say an average is not an accurate measurement of jets that awaken them at night or shake their cupboards. A projected 80 percent increase in airport traffic will make it worse, opponents say.

## **Economic-development tool**

The airport since 1990 has proposed extending its shorter north runway to 6,000 feet. Officials also want to build about 130 hangars over several years. A waiting list of 147 entities want to house aircraft at the facility along Dublin-Granville and Sawmill roads in northwest Columbus.

“The airport is already a tool when it comes to economic development,” airport Director Doug Hammon said.

About 10 percent of businesses scoping out the area for relocation ask about the availability of small airports, he said.

While the longer runway would improve safety and efficiency, hangars would increase airport operations and revenue, Hammon said. The study projects annual takeoffs and landings would increase to 156,600 in 2027 from 87,200 last year, and average growth of 3 percent a year.

About 360 planes would be based at the airport in 20 years, up from 230. The first 50 hangars would be available in 2012 if approved by university trustees. One

company has spent 12 years on the waiting list, which grows by 15 to 25 names a year.

“That’s local businesses that would like to come in,” Hammon said.

The longer runway also would increase airport use, the study said, citing **NetJets Inc.** as an example. NetJets, with its main operations at **Port Columbus International Airport**, told noise study consultants that one-fifth of its fleet using the OSU field would benefit from a longer runway, such as by carrying more fuel for longer nonstop flights. Those aircraft would probably increase use of the airport by 15 percent. NetJets declined to comment.

The runway and hangars would cost about \$8 million each. The FAA pays for 95 percent of runway projects, and the rest would come from airport operations and university bonds. Hammon hopes to present a plan late next year, after the second phase of the noise study is complete.

### **Opponents: Fix the noise**

Meanwhile, the citizen group We Oppose Ohio State Airport Expansion is promising to stay true to its name.

“We’re very much in favor of student pilots and the mission of the airport to help the (university’s) aviation program,” said Jane Weislogel of Worthington, the group’s vice president and a pilot. “We are not in favor of all the jet traffic that’s coming. It wasn’t here when we bought the house 40 years ago, and we were glad to be near the airport.”

Opponents say the airport needs to fix its noise problems before expanding, and they question the need for an expansion. Despite OSU’s waiting list, Port Columbus has plenty of available hangars.

“With Skybus leaving, there’s probably 100,000 square feet minimum of space available,” said William Tylka, vice president and general manager of the Columbus franchise of Million Air, a corporate charter service. He is not part of the opposition group but calls the OSU expansion a waste of federal money, noting Port Columbus offers 24-hour services such as a control tower, rescue and de-icing.

The second phase of the noise study will use the same computer models that mapped noise levels to show where jet approaches and takeoffs create the most noise. Planes sound louder when flying low or making turns, for instance, so the airport could adjust flight patterns to avoid turns over homes, Hammon said.

Opponents also want restrictions on late night flights, Weislogel said. Noise was measured at 94 decibels in her yard, similar to being 3 feet from a running blender.

Hammon said he doesn't think the airport poses a noise problem. Residents adjoining the field support the expansion, he said. Also, students would be able to learn more and interact with corporate pilots.

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## Media E-Mail Message

**From: Jim Lynch**

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**WCMH (NBC)**

**NBC 4 at 11 (News)**

**Columbus, OH**

**Thu 06 Nov 2008 11:09 PM EDT**

**Est. Audience: 79,159**

**Est. Publicity Value: \$1,473 (30 sec)**

Text from Video:

82 people work in the building. there have been no reports of illnesses associated with the mold. >>> officials at the ohio state university **airport** are saying they are trying to be good, considerate neighbors. residents who live nearby have raised concerns about the noise from planes travel to go and the **airport**. university consultants studied the concerns. tonight he shared some possible solutions with residents. scott well lives nearby at the end of one runway. he says the noise isn't bad now, but he's worried it could get much worse if that **airport** expands. >> i am concerned that with an increase in volume and an increase in size of aircraft that it could devalue the property of our house and our property values. >> according to the consultants, some possible solutions to preventing noise problems include changing flight schedules and runway use. the noise study should be completed by late spring. residents are encouraged to submit suggestions or concerns to **airport** officials. >>> there's a new airline coming aboard columbus. air tran announced service to atlanta, fort meyers, and orlando, florida.