CHAPTER 11
NOISE PROGRAM MANAGEMENT

A successful noise compatibility program requires dedication and effort on the part of OSU Airport to ensure the program elements are successfully implemented. OSU Airport currently has a noise management program that addresses citizens concerns related to aircraft noise and, when possible, attempts to reduce the effects and exposure of aircraft noise. This section presents programs considered by OSU Airport to ensure the successful implementation of the noise compatibility program.

11.1 NOISE COMPATIBILITY PROGRAM MANAGEMENT

The last FAR Part 150 Study was completed in 1992. That study did not provide any recommendations regarding the management of the noise compatibility program. Noise abatement programs for OSU Airport are currently handled through OSU Airport staff. OSU Airport employs staff to work with the operators at OSU Airport to develop and/or implement the Airport's Noise Abatement Guidelines. Their familiarity with the existing guidelines, the operators at OSU Airport, and the local jurisdictions is unsurpassed and makes them the most suited department to manage the implementation of the NCP from this Study.

Recommendation: OSU Airport staff should manage the implementation of the Noise Compatibility Program for OSU Airport.

11.2 PUBLIC INVOLVEMENT

OSU Airport has an established External Relations Office that provides information to the public on the various noise abatement guidelines in use at OSU Airport. To facilitate communication between the public and OSU Airport staff regarding aircraft noise concerns, a 24-Hour Noise Line was established. The 24-Hour Noise Line provides an avenue for citizens to express their concerns about aircraft noise with the staff of the External Relations Office by leaving a message. In response, the staff of the External Relations Office provides the public with information regarding their expressed concerns by answering questions or providing information to educate the public on the various factors that make up aircraft noise.

As part of this Study effort, the process for registering, researching, and responding to complaints was reviewed and is presented in Appendix A. This review considered the processes for registering, recording, and researching a complaint as well as the process for following-up with the original caller. Many comments were received from the public on this process throughout the Study and were addressed through the review. Suggestions were made to more efficiently handle the complaint process for staff and to allow them more time to focus on other noise abatement programs.

OSU Airport staff should continue with this valuable public service of providing staff to address the aircraft noise concerns of the local citizens, including the associated 24-Hour Noise Line. The continuation of this service will keep information flowing between OSU Airport staff and the public regarding their noise concerns, and will allow OSU Airport staff to gather information to be used for the development of future noise abatement programs.

OSU Airport has established a webpage on the noise management programs. This webpage is accessed from OSU Airport's main webpage and provides information on the 24-Hour Noise Line,

noise abatement guidelines, and other items on noise management that may be of interest to the local citizens. In addition, a web page was established for this FAR Part 150 Study effort. The purpose of the web page was to place documents and meeting summaries that would allow the general public to keep up with the status of the Study and the products being produced. Following the completion of the Study, the FAR Part 150 web page should remain available, or the contents of the web page should be transferred to the OSU Airport Noise Management web page.

During the Study process, several comments were received requesting OSU Airport establish an airport user/local community group that would discuss the noise concerns of the local communities. A group of this nature also could address any operational concerns an aircraft operator may have about the noise abatement policies at OSU Airport as well. Groups like this at airports across the country provide a forum for both operators and local communities to discuss various matters related to the successful operation of the airport.

At various times throughout the years, OSU Airport has discussed noise abatement guidelines with stakeholders, including the public, as a subset of Airport Committee's that were formed to address all operating aspects of OSU Airport. It is anticipated this umbrella Airport Committee will be developed again in the future and OSU Airport staff should continue to discuss noise abatement programs with stakeholders, including the public, through these committees as they evolve. Until such a committee is established, OSU Airport should continue to distribute information on the Noise Abatement Guidelines on the Airport's website as well as through hard copies where aircraft operators would have the chance to receive them, such as the FBOs on the airfield.

Recommendations: **(A)** This study does not recommend changes regarding the 24-Hour Noise Line. Maintaining the existing noise outreach function, as well as maintaining the web page with noise information on OSU Airport's website, will continue to be an avenue for providing the public with information on the noise compatibility program at OSU Airport. **(B)** This Study recommends discussing aspects of the noise abatement program with stakeholders through Airport Committee's as they are developed in the future.

11.3 PILOT AWARENESS

Throughout the Study process, many comments were received from the local communities regarding pilot education on the noise sensitive uses around OSU Airport and the existing noise abatement policies. Most pilots across the country are aware that communities around airports are sensitive to noise, and the communities around OSU Airport are no different.

Educating pilots on the noise abatement guidelines for OSU Airport is a critical step to ensuring the success of the noise abatement program. Currently, the noise abatement guidelines are located on the OSU Airport website, placed in hard copy form at the OSU Airport Fixed Base Operators (FBOs), and part of the curriculum taught to the student pilots at the University Flight Education program operating at OSU Airport. There are two types of pilots that use any airport, based pilots and itinerant pilots. The student pilots for OSU represent a large number of the based pilots at OSU Airport and are instructed on the noise abatement programs at OSU Airport. Other based pilots at OSU Airport are aware of the noise abatement guidelines, but would welcome regular updates on the noise abatement guidelines. A hard copy of the noise abatement guidelines should be sent to the based pilots at OSU Airport on a yearly basis.

While the based pilots represent a large percentage of the pilots using OSU Airport, it does not capture the itinerant pilots. To educate this group of pilots, OSU Airport places hard copies of the noise abatement guidelines at the FBOs at OSU Airport. While this may capture some of the

itinerant pilots, there are additional ways to distribute the information. Other airports, similar to OSU Airport, have developed inserts for the pilots to place in their Jeppesen chart manuals. These inserts list the key noise abatement guidelines for the airport and can even highlight noise sensitive areas to avoid when possible. OSU Airport staff should develop this insert for OSU Airport and distribute to all pilots using OSU Airport, both itinerant and based pilots. In addition to placing copies at the FBOs, OSU Airport staff should mail copies to all corporate flight departments that use OSU Airport, and work with Jeppesen to have the inserts sent to all pilots when they receive updated charts for OSU Airport.

As mentioned previously, in the past OSU Airport has discussed noise abatement guidelines with stakeholders, including pilots, as a subset of Airport Committee's that were formed to address all operating aspects of OSU Airport. It is anticipated this umbrella Airport Committee will be developed again in the future and OSU Airport staff should continue to discuss noise abatement programs with stakeholders, including pilots, through these committees as they evolve.

OSU Airport has an established committee known as the OSU Airport Advisory Committee. As part of this committee, many efforts have been made to establish an OSU Airport's Pilots Group to meet and discuss items of importance to the pilots that use OSU Airport on a regular basis. To date, the establishment of this group has not seen much interest from the users of OSU Airport beyond those associated with the University. This group, if it can be established, would be the perfect vehicle to discuss the noise abatement program with pilots, and to pass along concerns from the local communities about aircraft operations. OSU Airport should continue its efforts to establish the Pilot's Group to discuss items of interest to pilots, including noise concerns.

Several comments were received from the public requesting pilots be required to sign a noise abatement policy document showing they will abide by OSU Airport's noise abatement policies. In theory this may sound like a good idea; but in reality the sheer number of pilots, including transient pilots, makes this idea not feasible. Most pilots follow the noise abatement procedures the best they can; however, they may occasionally not follow them due to factors beyond their control, such as weather conditions and conflicting traffic.

Recommendations: **(A)** Continue educating pilots on OSU Airport's noise abatement programs by educating flight students through their curriculum and making the noise abatement guidelines easily available to all other pilots. **(B)** OSU Airport staff should work to develop an insert for the Jeppesen manuals describing the noise abatement guidelines for OSU Airport, as well as identifying noise sensitive areas around OSU Airport. Several distribution channels should be explored including direct mailings to corporate flight departments, based pilots, and working with Jeppesen on distribution of inserts whenever a pilot receives new or updated charts for OSU Airport. **(C)** This Study recommends discussing aspects of the noise abatement program with pilots through Airport Committee's as they are developed in the future. **(D)** OSU Airport Staff should update the Airport Facilities Directory (AFD) to include the current noise abatement procedures.

11.4 NOISE AND FLIGHT TRACK MONITORING SYSTEM

In 2005, OSU Airport purchased a flight track monitoring system. The system became operational for internal use in 2006, and was rolled out the public in 2007. The system is known as AirScene and consists of a flight tracking module based on multilateration and ADS-B surveillance technologies. The system purchased and installed by OSU Airport is from a company called ERA, one of two primary suppliers of these types of systems used by airports in the U.S.

The system is used to review compliance with noise abatement procedures and investigate noise concerns expressed by nearby residents. As with all flight tracking systems, occasionally data may not be available. When this occurs, OSU Airport staff works cooperatively with the Port Columbus International Airport's staff to get data from their flight tracking system when data is available.

A review of the OSU Airport flight track monitoring system was conducted as part of this Study and the results of that review are presented in Appendix A. Overall, the review found the system meets the needs of OSU Airport and is more than adequate for the noise abatement programs currently in place, as well as those that may developed in the future. No additional components are needed, including noise monitors, since the 65 dB DNL contours are on Airport property.

Several comments were received from the public requesting the noise abatement program for OSU Airport be taken over by Port Columbus International Airport or that OSU Airport contract with Port Columbus staff to manage the noise abatement programs. These measures are not needed and would only complicate matters for each airport. As with all airports, each has its own noise concerns expressed by local citizens. Those noise concerns are best handled by staff at each airport that is most familiar with the operation of their particular facility. In addition, Port Columbus International Airport is operated by the Columbus Regional Airport Authority, which has no jurisdiction over OSU Airport. OSU Airport and Port Columbus Airport work cooperatively to answer questions about noise concerns since the airspace for Port Columbus International Airport overtops OSU Airport and concerns expressed about aircraft noise at one airport may be a result of operations from the other airport.

While the AirScene product is fairly new for OSU Airport, upgrades are being applied as they become available from ERA. This ensures OSU Airport has the most current software and hardware available and is taking advantage of the most current technology available. The upgrading of information technology hardware and software is a University policy and must be completed within a set timeframe from date of availability.

To properly monitor the noise abatement programs, and allow OSU Airport staff to design and implement protocols for monitoring these programs, OSU Airport should continue to upgrade its flight tracking system software and hardware as upgrades become available from ERA. This will continue to provide a stable product and a dynamic system for OSU Airport staff to use in the further implementation of existing and future noise abatement programs. No additional changes or additions to the flight tracking system are recommended.

Recommendation: Continue upgrading the existing AirScene software and hardware to the newest versions as they become available so that OSU Airport can continue to implement and monitor its noise abatement program.

11.5 NOISE PROGRAM UPDATE

The FAA, through Part 150 regulations, requires airport sponsors to prepare and submit revised noise exposure maps if changes in the operations of the airport would result in a substantial amount of new incompatible uses beyond what has been forecasted in the most recent approved NEM. The FAA defines a substantial new incompatible land use as a 1.5 dB or greater increase in DNL for noise sensitive land uses exposed to 65 DNL and above or when any land use that was formerly compatible would become incompatible with the increase in noise levels.

To understand the noise environment, OSU Airport staff should routinely examine the number of operations as well as the operational characteristics, such as runway use and fleet mix, to

determine if any major changes in aircraft noise exposure have occurred. Major changes in operations would constitute an increase or decrease by more than 15% from what was modeled in this Study for 2013 or a significant change in the aircraft fleet mix at OSU Airport from what was modeled for 2013. A major change in operational characteristics of OSU Airport would involve items such as changes in runway use or a significant shift in the number of operations from daytime to nighttime hours. A routine analysis of these characteristics should be performed on an annual basis by OSU Airport staff to determine if the existing noise compatibility program is still responsive to the noise environs around OSU Airport.

If no updates appear to be needed based on the annual review, the noise program should be updated approximately every five years to remain current and take into account improvements in airport and aircraft technological advancements, and improvements in the technology used for aircraft noise modeling. If the extension to Runway 9L/27R is completed and is operational for a year prior to five years passing from the submittal date of this Study, this Part 150 Study should be updated to examine the operational changes that resulted from the use of the runway extension.

Recommendations: **(A)** OSU Airport should routinely examine operating characteristics of OSU Airport to determine if significant changes have occurred that would require an update to the Noise Exposure Maps. **(B)** OSU Airport should update this Part 150 Study if the extension to Runway 9L/27R is completed and has been operational for one full year, if that timeframe is less than five years from the submittal of this Study.