

# **APPENDIX I**

## **Newsletters**



The Ohio State University Airport

Newsletter #1  
April 2008

# PART 150 STUDY NEWSLETTER

## Public Open House!

Thursday,  
April 24, 2008

7 to 9 p.m.

*Presentation at 7:30 p.m.*

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

## Contact Us!

### Part 150 Study

Learn more about the  
Part 150 Study and leave  
comments any time at [www.  
OSUAirportPart150.com](http://www.OSUAirportPart150.com).

### OSU Airport

2160 West Case Road  
Columbus, OH 43235

[www.OSUAirport.org](http://www.OSUAirport.org)

## OSU AIRPORT KICKS OFF NOISE AND LAND USE COMPATIBILITY STUDY

The Ohio State University has initiated a Federal Aviation Regulations (FAR) Part 150 Noise and Land Use Compatibility Study (Part 150 Study) for its airport.

The Part 150 Study, whose components are set by the Federal Aviation Administration (FAA), will allow the University to address potential noise impacts and develop programs to increase compatibility of land uses around the airport. This compatibility can be accomplished by two primary avenues: noise abatement and land use planning. The following are the key steps in the Part 150 Study process:

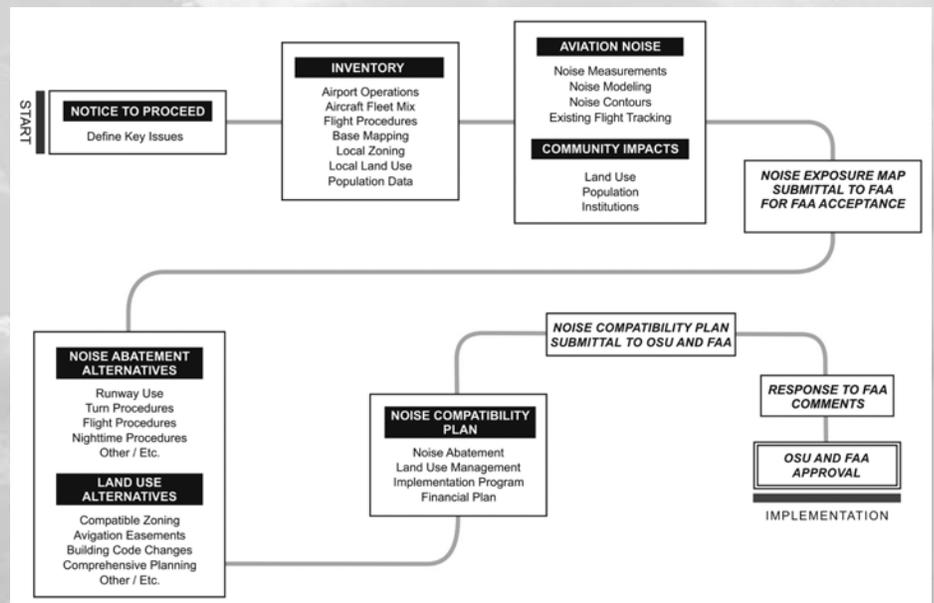
### Step 1: Develop Noise Contour Maps (Fall 2007 – Spring 2008)

Noise contours are developed based on aircraft operations occurring at the airport today, as well as predictions on operations at least five years in the future. The noise contours are lines that depict equal levels of aircraft noise exposure around the airport. These contours are overlaid on updated maps to determine what land uses are present in the highest noise levels around the airport.

Draft Noise Exposure Maps  
for OSU Airport and other key

*continued inside...*

### FAR Part 150 Process



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Part 150 Study information will be shared with the public at an open house from **7 to 9 p.m. on Thursday, April 24, 2008 at OSU Airport Hangar 1**. This open house will include several information stations, staffed by the consultants conducting the study, to answer questions. There will be a formal presentation at 7:30 p.m.; otherwise feel free to drop by any time between 7 and 9 p.m.

Based on public input and additional technical analysis, the study team will further refine the noise exposure maps and submit them to the University and the FAA for review and acceptance.

### **Step 2: Evaluate Potential Noise Compatibility Alternatives (Summer – Fall 2008)**

Alternatives to reduce potential noise impacts around the airport may include both aircraft operational procedures as well as land use measures. Typical recommendations may include the establishment of noise abatement flight tracks and working with local jurisdictions to prevent future development in the most noise affected areas. The recommendations for OSU Airport will be specific to the impacts identified in the noise exposure maps.

### **Study Outcome: Noise Compatibility Program (Winter 2008 – Spring 2009)**

The final product is a Noise Compatibility Program (NCP). The

NCP contains noise compatibility measures recommended for implementation. The NCP is reviewed by OSU and the FAA in detail. FAA approval typically takes about 180 days. Those recommendations approved by OSU and the FAA will become eligible for federal funds in the implementation phase.

### **Noise Contour Maps in Development Now**

As described above, the study is currently in step 1, developing Noise Contour Maps for OSU Airport. This is how this occurs:

### **Aircraft Noise Modeling**

The standard methodology for analyzing the noise conditions at airports involves the use of a computer simulation model. The FAA has approved two models for use in preparing noise contours - NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is most often used at military airports, while the INM is most often used at civilian airports like OSU's. The INM version 7.0, the latest version, was developed by the Transportation Systems Center of the United States Department of Transportation at Cambridge, Massachusetts and is undergoing continuous refinement. Airport specific data that is used in the model to develop the noise contours include:

**Daily Operations:** Current and forecast aircraft takeoffs and landings. The total number of aircraft operations over a 12-

month period is used for noise modeling.

**Aircraft Fleet Mix:** The various types of aircraft using the airport now and in the future. Identifying the fleet mix is important because certain aircraft are noisier than others.

**Runway Use:** Wind speed and direction together with runway length are the primary factors that determine which runways are used and how often. Air traffic controllers designate the flow of aircraft arrivals and departures into the wind. Under calm wind conditions, air traffic control has more flexibility to vary the directional flow of aircraft.

### **Flight Corridors and Corridor Use:**

Flight corridors are established for use in the model by obtaining information from the University's flight tracking system and other sources, including Port Columbus International Airport. These corridors represent the paths that aircraft typically follow when approaching or departing the airport.

**Day/Night Use:** Following FAA guidelines, day is defined as 7 a.m. to 10 p.m.; night is from 10 p.m. to 7 a.m. The number of aircraft that use the airport during daytime or nighttime hours is an important factor in the calculation of Day-Night Sound Levels (DNLs). The contribution of each night operation to the total noise exposure is weighted to account for the greater annoyance of noise at night.

## **STUDY TEAM OF NATIONALLY-RECOGNIZED AIRPORT EXPERTS**

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

# NOISE AND LAND USE: ROLES AND RESPONSIBILITIES

## OSU Airport

OSU Airport's administration is responsible for planning and assisting with implementing actions designed to reduce the effect of noise on residents of the surrounding area. Such actions might include noise abatement ground procedures, land acquisition and other controls that do not discriminate, create an unsafe situation, impede the management of the national air navigation system or interfere with interstate or foreign commerce. Any operational procedure recommended by the airport administration must be approved by the FAA.

## Federal Aviation Administration (FAA)

The FAA's Air Traffic Control is

responsible for the movement of aircraft on both the airfield and in the air and has the authority to implement noise abatement operational procedures which have been recommended by the airport proprietor. Any noise mitigation procedure must be consistent with air safety and all legal requirements.

## Local Governments

Local governments have the responsibility to provide land use planning, zoning and housing regulations that limit land uses near the airport to those compatible with airport operations.

## Pilots

The pilot has the ultimate responsibility for the operation of the aircraft. Although the FAA assigns runways, flight tracks and altitudes, the pilot still maintains

the authority to make the final judgment.

## Air Travelers

Air travelers and shippers generally bear the cost of noise reduction measures through the payment of airline ticket taxes, waybill taxes and passenger facility charges. These funds are used in assisting with the evaluation and implementation of operational procedures and land use mitigation measures.

## Residents and Prospective Residents

Residents in areas surrounding the airport have been providing input regarding noise concerns. They are also encouraged to understand procedures that can and cannot be taken to minimize the effect of aircraft noise.

## NOISE MEASUREMENTS

Noise measurements were conducted for this study from October 18 through October 26, 2007. Seven monitors were used to collect noise measurement data at 13 sites located around OSU Airport during the eight-day collection period. Four sites had noise monitors for seven continuous days. The remaining nine sites each had a monitor for at least 24 continuous hours to capture measurements associated with the changing operational flow of the airport. See [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com) for a map of these locations. Noise measurement data will be presented at the public open house in April.

Data collected from noise measurements is primarily used for information on ambient noise levels around the airport and noise associated with single event operations at a particular location. On site monitoring information also allows the study team to compare single event and cumulative noise levels with noise exposure levels developed by the Integrated Noise Model.

**Contrary to popular belief, noise measurement data is not used to develop the noise contours.** The FAA does not allow noise measurement data to be used this way and sets a strict requirement that only FAA-approved computer models be used for noise contour development.

## NOISE COMPLAINTS

Noise complaints can provide helpful information on noise concerns in the community.

Noise complaint data from OSU Airport, as well as from local jurisdictions and interest groups, is being reviewed to gain a clear picture of local noise issues. As with noise measurements, noise complaint data does not influence the noise contours or their development. Noise contour development is based on operational data only.

## PART 150 STUDY ADVISORY COMMITTEE

A committee representing neighboring municipalities, airport users and other stakeholders has been formed to provide feedback and comment throughout the Part 150 Study. For more information on these meetings, open to the public, see [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com). Membership to the committee is by invitation and includes the following organizations:

### Communities

- City of Columbus
- City of Dublin
- City of Worthington
- Franklin County
- Mid-Ohio Regional Planning Commission
- Northwest Civic Association
- Perry Township
- Sharon Township
- We Oppose Ohio State Airport Expansion (WOOSE)
- Village of Riverlea

### Aviation Industry

- Columbus Regional Airport Authority
- Midwest (OSU) Air Traffic Control Services, Inc.
- Air Traffic Control/Port Columbus
- Aircraft Owners & Pilots Association
- Columbus Flight Watch
- Ohio Regional Business Aircraft Association

### User Groups

- Lab Corp
- MedFlight
- Ohio Highway Patrol
- Cardinal Health
- Worthington Industries Corporate Flight Department
- Personal Aircraft Owners Association, Chapter 9
- Experimental Aircraft Association, Chapter 9
- OSU Flight Education
- Thrifty Car Rental

### Business

- Columbus Chamber of Commerce

## Get Involved!

Public open houses and a public hearing will be held during the 18-month Part 150 Study. Study progress will be shared during these sessions and the public will be encouraged to provide input. Meeting dates and locations will be published in weekly newspapers, in future editions of this newsletter and at [www.OSUAirport.org](http://www.OSUAirport.org) and [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

### More Questions? See the Web Site for Answers!

Part 150 Studies include a number of technical steps including aircraft noise modeling, noise monitoring and measurements and more. For more information on these and other related topics, see [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

The Ohio State University Airport  
2160 West Case Road  
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## APRIL OPEN HOUSE ATTRACTS CROWD

Eighty people attended the April 24th open house to learn more about the Part 150 Study process and review preliminary findings on the draft noise contours around the Airport.



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The Ohio State University Airport  
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## Get Involved!

Progress on the Part 150 Study is being shared at public open houses held during the course of the Part 150 Study. The upcoming Nov. 6 open house is the second of three that will be held. General public comments are welcome at any time via the website at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com). Comments specific to the noise exposure maps and draft companion report must be submitted by December 6, 2008.

### Have Questions? See the Web Site for Answers!

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



The Ohio State University Airport

Newsletter #2  
October 2008

## Public Open House!

Thursday,  
November 6, 2008

7 to 9 p.m.

*Presentation at 7:30 p.m.*

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

## Contact Us!

### Part 150 Study

Learn more about the Part 150 Study and leave comments any time at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

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# PART 150 STUDY NEWSLETTER

## PHASE II: DEVELOP A NEW NOISE COMPATIBILITY PROGRAM

Now that the results of the first phase of The Ohio State University Airport (OSU) Federal Aviation Regulation Part 150 Noise and Land Use Compatibility Study (Part 150 Study) are nearly ready for review by the Federal Aviation Administration (FAA), the Noise Compatibility Program development phase can begin.

The first phase of the Part 150 Study 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 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 exploring additional noise compatibility strategies. This will be the focus of analysis for the next several months.

### Noise concerns expressed to date have focused on sound generated by:

- Training activity
- Helicopter operations
- Jet operations
- Departure flight tracks
- Nighttime operations

The public will be asked to provide input into potential noise compatibility strategies at the November 6 open house. Those who can't attend may leave their comments on the web site at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).



## Get Involved!

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

### Have Questions? See the Web Site for Answers!

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

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The Ohio State University Airport

Newsletter #3  
October 2009

# PART 150 STUDY NEWSLETTER

## Public Open House and Hearing!

Tuesday,  
October 27, 2009

7 to 9 p.m.

*Presentation at 7:30 p.m.*

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

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

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

## Contact Us!

**Part 150 Study**  
Learn more about the Part 150 Study and leave comments by December 1, 2009 at [www.OSUAirportPart150.com](http://www.OSUAirportPart150.com).

**OSU Airport**  
2160 West Case Road  
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[www.OSUAirport.org](http://www.OSUAirport.org)

## PUBLIC OPEN HOUSE AND HEARING ON DRAFT NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS

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

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

### Study Recap

OSU Airport's Federal Aviation Regulation (FAR) Part

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

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

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# WHAT IS A NOISE COMPATIBILITY PROGRAM?

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

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

## Part 150 Noise Compatibility Program Recommendations

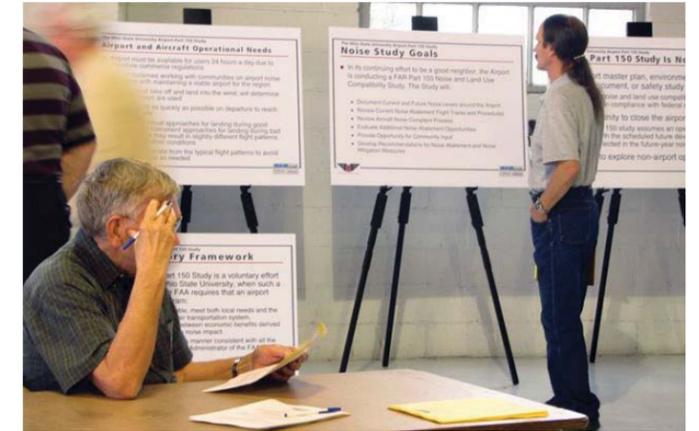
After extensive input from the public and neighboring communities, a list of 41 operational, land use, and administrative alternatives were reviewed using the criteria mentioned in this newsletter, as well as the

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

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

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



## NEXT STEPS

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

## HOW TO PROVIDE COMMENT

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

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

## STUDY TEAM OF NATIONALLY-RECOGNIZED AIRPORT EXPERTS

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