

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.

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NORTHWEST COLUMBUS NEWS July 25, 2007

STUDY

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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

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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 underreported all kinds of things.

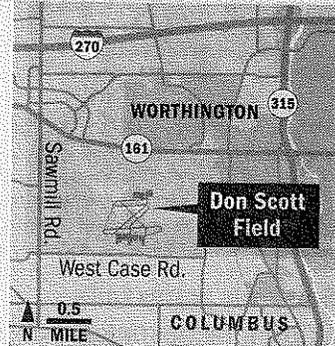
"To be able to use the data they have for the study is not appropriate because it doesn't include all the complaints they got."

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

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 and please consider copying WOOSE at 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. 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 or call 614-476-7194.

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

Check us

out at:

www.ColumbusLocalNews.com



STUDY

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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

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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 osairportpart150.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 24th 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.

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Dear Editor,

On Thursday, April 24th 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.

Submitted by:
Marie Keister
OSU Airport Part 150 Study Public Involvement Lead
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4 School district leaders explain shortcomings in new state audit

6 Unexpected lessons can be easy to retain, Garth Bishop says

8 The drama continues in the tight City North baseball race

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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

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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.

SNP photo by Ben French

FAA

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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 Haueisen, 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," Haueisen 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," Haueisen 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."

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 flighttracks 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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NOISE

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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. 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

Worthington News

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.

LETTERS

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.

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) submitted 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>

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.

All letters must be signed and include address and phone number for verification purposes. E-mail letters also must include a daytime phone number.

Unsigned letters will not be considered for publication.

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■ 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 Aircsene 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

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.

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.

cbrooks@thisweeknews.com

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.

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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From: Jim Lynch

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WCMH (NBC)

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Columbus, OH

Thu 06 Nov 2008 11:09 PM EDT

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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 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.

ThisWeek Worthington

December 30, 2008

provided a monthly review of 2008 and included the following OSU Airport Part 150 updates:

April: Noise created by aircraft using the Ohio State University airport is not loud enough in nearby neighborhoods to qualify for federal abatement measures, according to phase one of the Part 150 Noise Study, which was presented at a public hearing. Consultants hired by the university to complete the study said that phase two might still provide recommendations for relief for residents near the airport.

June: Residents Scott Whitlock and Kim Nixon-Bell told city council that they continued to question the data used and conclusions reached in phase one of the Part 150 noise study. Whitlock said they if they were not satisfied, they might request that the FAA reject parts of the study.

November: Possible solutions to noise generated by aircraft at the Ohio State University airport became the focus of two public meetings held by consultants hired to complete the Part 150 Study for the university. The study was moving into its second phase, which will result in a noise compatibility plan.

The full article follows:

'08 Brought Library, New Restaurants, Stores
Tuesday, December 30, 2008 10:26 AM
By CANDY BROOKS
ThisWeek Staff Writer

Despite any financial woes that may have quietly hit Worthington families and businesses during 2008, the city looked like it was thriving as several new restaurants, shops and even a library branch opened their doors during the year.

There were a few signs that a recession had reached the local economy, with the sale of the Simsbury Place Condominiums at sheriff's sale, the lack of progress on redevelopment plans at Worthington Square, the failure to complete the CVS complex on High Street and the closing of the High Street Starbucks.

But projects that had been planned during more prosperous times were completed throughout the city last year, beginning with the Jan Allmon Studio Gallery, Caffè Daniela and CVS in July, followed by Jason's restaurant in August.

April brought the opening of the long-awaited Worthington Park Library, and in June ground was broken on the renovations and additions to the old Packard Annex, which is being transformed into the Peggy R. McConnell Arts Center of Worthington.

The year might be even more remembered for its weather, as two extreme events closed businesses and schools and kept residents from their daily routines.

It was late for snow, but a record 20-plus inches of it shut down the city on March 8.

Then in mid-September, extreme winds from Hurricane Ike knocked down trees and poles and darkened the city for days. Some homes and schools were without power for a week and city crews struggled to clear streets of downed trees for even longer.

The mass turnover in city staff which began the previous year continued into 2008, which saw the retirement of assistant city manager Paul Feldman, who left in April after 23 years in his position. Robyn Stewart, assistant city manager in Leavenworth, Kansas, was hired as his replacement.

Then in December, the city-side exodus crept into the school district, when 25-year school administrator Paul Cynkar left to take a position with Battelle for Kids.

The year was not without tragedy, as a 28-year-old Columbus man was killed in a hit-and-run accident in July, and a 7-year-old Worthington Park second grader was killed by her father in a tragic murder-suicide in November.

Notable Worthington residents who died in 2008 included John McConnell, founder of Worthington Industries; Mark Eisenman, well-known community volunteer; former Kilbourne football star Christian Hallam; long-time school district administrator Bill Lane; and Tony Smith, son of Nicole Gnezda and the late Gary Smith.

January

Joe and Mary Jo Milano announced plans to open an authentic, Italian-style cafe in downtown Worthington. Caffè Daniela opened in July.

Julie Keegan and Charlie Wilson took seats on the Worthington Board of Education.

Hundreds of community members gathered to thank Lou Briggs for more than 40 years of service, 31 of them on Worthington City Council. She chose not to run for re-election in November 2007.

February

Paul Feldman, assistant city manager since 1985, announced plans to retire in April. His retirement followed closely that of long-time city manager Dave Elder, who retired the previous November after 26 years as city manager.

Drug-sniffing dogs searched the parking lot at Thomas Worthington High School, alerting officials to 13 cars where drugs were detected. The search was done at the request of students, according to principal Jim Gaskill.

A group of parents urged the school board to reinstate the National Honor Society at Worthington Kilbourne High School. The organization had been terminated because of problems with criteria used to elect members and an unwillingness of teachers to serve as advisers.

Five ideas for new alternative programs within the high schools were presented to the public and to the school board.

March

A record snowfall of 20.4 inches brought the city to a near standstill on March 8.

Bonnie Beth Mitchell, credited with building the Northwest Library into the hub of the community, retired from the Worthington Libraries.

The Worthington Kilbourne High School Wind Ensemble played at the National Band and Orchestra Festival at Carnegie Hall.

Fifty-four people applied for the assistant city manager's position.

Well-known community volunteer Mark Eisenman died following a 14-month battle with brain cancer.

The International Business Academy at Worthington Kilbourne and the Entrepreneurship Academy at Thomas Worthington were approved as schools-within-schools for the 2008-09 school year.

April

The Worthington Park Library, a branch of the Worthington Libraries, opened in a storefront in a shopping center at the corner of Worthington-Galena and Park roads.

The Peggy R. McConnell Arts Center of Worthington received final approval from the Architectural Review Board, clearing the way for a planned June groundbreaking.

Noise created by aircraft using the Ohio State University airport is not loud enough in nearby neighborhoods to qualify for federal abatement measures, according to phase one of the Part 150 Noise Study, which was presented at a public hearing. Consultants hired by the university to complete the study said that phase two might still provide recommendations for relief for residents near the airport.

Four residents criticized the school board for eliminating the Home BASE program, through which Worthington Kilbourne High School students had been building homes for needy families for the past decade. School officials declined to give reasons for ending the program.

May

John H. McConnell, founder of Worthington Industries, died at age 84.

Marilyn Hamilton, who successfully sued the district for discrimination in 1997, claimed age and gender bias when Thomas Worthington principal Jim Gaskill asked her to step down as a dean of students at that school. He said the decision was part of his plan to build a new administrative team at the high school. The team was to include high school football coach Scott Gordon, who eventually replaced Hamilton.

New black-and-white police cruisers were unveiled.

Tom Hastings, president of Computer Site Columbus, was named Small Business Person of the Year by the Worthington Area Chamber of Commerce.

June

Residents Scott Whitlock and Kim Nixon-Bell told city council that they continued to question the data used and conclusions reached in phase one of the Part 150 noise study. Whitlock said they if they were not satisfied, they might request that the FAA reject parts of the study.

Staff at Slate Hill Elementary School unveiled to the public their plans to make the school the district's first International Baccalaureate school.

Robyn Stewart, assistant city manager in Leavenworth, Kansas, was named assistant city manager.

Former Kilbourne High School football star Christian Hallam drowned while rafting in the Olentangy River.

Tony Smith, son of Nicole Gnezda and the late Gary Smith, was killed when a car struck his motorcycle in New York.

A celebration of the beginning of the renovation the Arts Center was held at the Packard Annex building. On the front lawn, a 12-foot rattan, round sculpture was unveiled.

July

Bill Lane, former principal and assistant superintendent of the Worthington Schools, died at age 85.

The Jan Allmon Studio Gallery opened in downtown Worthington. The artist recently moved to Worthington after operating galleries in Vermont and Virginia.

After months of hearings and construction problems, the new CVS opened on High Street on the site of the former Jubilee Foods.

Starbucks announced it would close the store at 530 High St. It was one of 600 nationwide that fell victim to the economy. It closed in September.

Domingo Aparicio, a 28-year-old Mexico native, was killed by a hit-and-run driver as he walked along Schrock Road during the early morning hours of July 27. A Worthington-area woman was later indicted by the Franklin County Grand Jury in connection with the crime.

August

Jason Liu opened Jason's Restaurant, 6880 N. High St., to hungry waiting crowds. The new, two-story, brick restaurant features sleek modern decor and the same menu as the popular Jason's in Dublin.

Sharon Township Police Lt. Terrell LaTour, 52, was charged with OVI after he was stopped by Worthington Police on Huntley Road.

A group of national travel writers visited Worthington and later wrote several complimentary stories about the city's shops, restaurants, and other attractions.

After originally reporting that the Worthington schools would receive a "continuous improvement" rating from the state, administrators discovered they had spoken too quickly. When all of the factors were considered, the district was rated as "excellent."

September

Worthington City Council requested that the Community Improvement Corporation (CIC) act as an agent of the city in analyzing possible uses of the 752 building. The former library and school administration building, now owned by the city, has been vacant since 2000.

At its monthly meeting, CIC members said they have not ruled out recommending that the building be used as a restaurant, retail shops, or private offices. A parking study was ordered.

A windstorm swept the city, downing hundreds of trees as well as telephone poles, and closing businesses and schools. Power was out in some homes for three days, while others were without electricity for up to a week.

The CIC hired a planning firm to evaluate the possibility of redeveloping land on the south side of East Wilson Bridge Road, where small homes now stand.

Singer Carole King drew a crowd of Barack Obama supporters to Urban Coffee in the Olentangy Shopping Center.

October

Simsbury Place Condominiums, the first Worthington condo complex to be built in decades, was sold at sheriff's sale.

A three-year teachers' contract was approved by the school board and Worthington Education Association. A 2.85-percent increase in the base salary resulted in raises between 2.85 percent and more than 10 percent.

Assistant superintendent of schools Paul Cynkar announced he would leave the district after 25 years of service to accept a position with Battelle for Kids.

November

Kevin Bacon was reelected representative from the 21st Ohio House district, and Pat Tiberi was reelected to his U.S. House of Representatives seat.

The West Wilson Bridge Road bridge over state Route 315 was briefly closed, then opened to one-way traffic only after a truck carrying heavy equipment struck and damaged a supporting post. The temporary traffic signal is to remain in place until February, according to a spokesperson from the Ohio Department of Transportation.

Possible solutions to noise generated by aircraft at the Ohio State University airport became the focus of two public meetings held by consultants hired to complete the Part 150 Study for the university. The study was moving into its second phase, which will result in a noise compatibility plan.

A new veterans' memorial was dedicated at Flint Cemetery.

Seven-year-old Kelli Shults, a second-grader at Worthington Park Elementary School, was killed by her father, who then killed himself.

The winter farmers market returned for a second year, drawing large crowds to the popular event at the Griswold Center.

December

After many meetings to find ways to decrease spending, city council approved a \$22-million budget. One area that will be cut is spending on crossing guards. Despite complaints from parents, council opted to end funding for guards next fall. City and school representatives promised to find a way to continue to pay for the adults who help children cross at city elementary schools.

Worthington resident Ted Knapke was named interim assistant superintendent of schools. He will serve until a permanent replacement for Paul Cynkar can be hired.

Council began discussing a possible increase to the surcharge that is added to everyone's water bill. If approved, the average residential water bill would increase by \$44 a year. The discussion is to continue in January.

The board and the union representing the 442 full-time-equivalent classified workers approved a three-year contract. For the first two years, raises will be 2.85 percent, plus an average 1 percent step increase. Talks will reopen in 2010 to cover adjustments for 2011.

The city learned it will receive \$180,810 from the federal government to help pay for salaries and equipment costs incurred during the clean-up following the September windstorm.

Officials seek to quiet OSU Airport noise complaints

** A noise study was conducted to establish noise contour maps that show how sound is distributed in the area surrounding the airport.*

By DONAVON CAMPBELL

Published: Monday, January 26, 2009 10:06 AM EST

The Ohio State University Airport is giving neighbors and area residents an opportunity to suggest additional options for potential noise abatement methods.

A memorandum recently circulated by the airport and Environmental Science Associates -- a subcontracted consultant that performed the study and is now working on a Noise Compatibility Program -- is asking for any last suggestions for ways to reduce noise at the airport.

"The memo summarizes and categorizes all the different input (about ways to reduce noise) we've received to date," said Marie Keister of Engage Public Affairs, the public relations company working with the OSU Airport.

The Noise Compatibility Program is actually the second phase of the Part 150 process.

The first phase, the noise study, was undertaken to establish noise contour maps that show how sound is distributed in the area surrounding the airport.

OSU Airport External Relations Manager Cathy Ferrari said both phases are technically voluntary but will be used to guide development of the airport's master plan, including a potential expansion of the northern runway from 3,000 to 6,000 feet, a move that has raised concerns with neighbors, many of whom have complained that the longer runway would increase traffic and allow for larger, louder jets to make use of the airport.

Keister said the list in the memo is broken down into three categories of abatement procedures, such as changing training flight patterns and implementing different regulations on jet and helicopter operations as well as mitigation procedures and then administrative changes.

They have been compiled through suggestions gathered at public open houses, from the Part 150 Advisory Committee and from neighbors and area residents, as well as current industry regulations and procedures.

"It's really the whole universe of options that people have proposed to us," Keister said. "Just because it's in that memo doesn't mean it's going to happen. It means we're going to evaluate whether or not it makes sense.

"The options have to go under review and technical analysis to determine whether or not

they would be applicable at OSU Airport."

Although the deadline for last-minute suggestions is Saturday, Jan. 31, this will not be the last chance neighbors and area residents have to suggest changes, Keister said.

Once the list of options has been finalized, the Environmental Science Association will be reviewing the suggestions and investigating which options are most feasible. The options that make the most sense will then be summarized in another memorandum that will be available for public scrutiny.

Finally, the airport will likely hold a public meeting in late spring or early summer to gather further input from residents, Keister said.

To view the Input on Noise Compatibility Program Measures to be Reviewed memo, visit osairportpart150.com.

To leave comments or suggestions, either click on the "contact us" link on the Web site or e-mail Keister directly at mkeister@columbus.rr.com.

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By DONAVON CAMPBELL

Suburban News Publications

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Airport: FAA's approval of noise study 'important step'

** Now, a firm is looking into noise abatement procedures at the Ohio State airport.*

By DONAVON CAMPBELL

Published: Tuesday, July 14, 2009 5:17 PM EDT

[Text Size](#)

Ohio State University Airport officials have announced the Federal Aviation Administration has accepted the noise exposure map results of a 2007-08 Part 150 Noise Study.

In a July 1 letter from FAA Environmental Protection Specialist Ernest Gubry to Airport Director Doug Hammon, Gubry states that the FAA's acceptance of the maps means it acknowledges the study was performed properly.

The acceptance of the maps -- which show both current noise levels and projected noise levels, including the possible future expansion of the airport's north runway -- does not necessarily mean an approval of "data, information or plans," Gubry said in the letter.

"It's an important step in the process," said Marie Keister, a spokeswoman for the airport. "It means that the FAA recognizes that all the proper procedures have been followed so far and it provides the foundation to create the Noise Compatibility Strategies moving forward."



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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 how much impact a 3,000-foot expansion of the north runway to a total of 6,000 feet would have on the surrounding area.

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

The study also was the first part of the procedure to receive FAA approval and, subsequently, would make the OSU Airport eligible to receive federal funding.

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The results of the voluntary study showed the amount of noise impact off airport property was acceptable by FAA standards, said OSU Airport External Relations Manager Kathy Ferrari.

Nevertheless, the airport is having Environmental Science Associates, a subcontracted consultant to RS&H, complete a second phase of the study surrounding possible noise abatement procedures that could be used at the airport in the future.

Environmental Science Associates has taken suggestions from residents as well as known noise abatement measures into account and currently is testing the viability of those measures in the case of OSU Airport.

When ESA comes up with a final list of suggestions, those will be presented at an open house at the airport this fall, Keister said.

"The next step is to look at those" suggested noise abatement measures, Hammon said.

Hammon said the airport then would present the findings to the OSU board of trustees and the FAA.

"We'll see what happens," Hammon said. "We're committed to at least looking at different things."

The validity of the study has been contested by some residents around the airport.

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

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

Hammon said there is a long way to go before expansion of the north runway could begin, including future environmental impact studies for the FAA and approval of the project by the board of trustees.

"We still have some hoops to jump through, both internal and external," Hammon said.

For more information, visit the Web site osuairportpart150.com or the WOOSE Web site, woose.org.

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Consultants: OSU runway extension could reduce din

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By DONAVON CAMPBELL

Published: Tuesday, November 3, 2009 3:54 PM EST

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Ohio State University Airport officials say expansion of the north runway might lead to less noise for their neighbors.

Officials from Environmental Science Associates, a consulting firm specializing in the impact of airports on their surrounding environments, presented a list of 21 possible noise-abatement procedures to the public during an open house at the airport Oct. 27.

The abatement procedures are the most recent step of a nearly two-year Part 150 Noise Study during which the firm collected data and testimonials from neighbors.

Airport Director Doug Hammon said there are a number of ways an extended north runway could alleviate noise issues.

"We've said all along that, in addition to the safety issues, expansion of the runway will actually reduce noise," Hammon said.

Hammon explained the expansion, which is still likely five years off, would give the airport more options for their landing system, allow for spreading out traffic over the two runways, and could make it possible to shift student flights south to a route above the Bethel Road corridor -- a commercial area that would be less affected by the noise.

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

The voluntary study is the first part of the procedure to receive FAA approval and would make the OSU Airport eligible to receive federal funding.

ESA officials announced at an open house in April 2008 their study showed noise impact off airport property was acceptable by FAA standards.



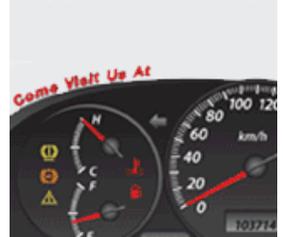
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Hammon said procedures that must go through the FAA likely will not be approved until 2011, but other options, once approved by OSU, could be instituted in the meantime.

To find out more or to add comments to the report, visit osuairportpart150.com. To learn more about opposition to the expansion, visit the WOOSE Web site, woose.org.

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OSU airport consultants present noise abatement alternatives

Wednesday, November 4, 2009 2:27 PM

By CANDY BROOKS

ThisWeek Staff Writer

Pilots using the Ohio State University airport may someday be encouraged to avoid noise sensitive areas near the airport, and pilots in training may be forced to follow guidelines to restrict noisy "touch-and-go" exercises.

But don't expect the flight path over the city of Worthington to change. And there is no peace and quiet in the near future for the residents of Worthington's Castle Crest Drive, who during some hours must endure a steady stream of low-flying training flights over their homes.

Those are some of the outcomes that became evident on Oct. 27, when the consultant who will recommend airport noise abatement recommendations made a presentation to residents.

"There is virtually no mitigation you can use on the east side," said Clayton Drive resident Tony Pello. "We've known that all these years."

He was among several Worthington residents who expressed their disappointment in the 21 noise abatement alternatives presented at the meeting.

One of the most disappointed was a woman who lives on Castle Crest, who recounted the number of low-flying training flights that had interrupted life on that street just that afternoon. Between 3 and 3:30 p.m., there was one per minute, she said.

Those pilots will not be directed to expand the area of their flights, because doing so would only expose more people to the noise, said Steve Alberson, one of the consultants who presented the report to the residents gathered at the airport.

"You are saying you are doing nothing for us because you don't want to bother anyone else," she said.

The consultants' recommendations will also not divert aircraft from the 050 turn, which means planes will still take off at a 50-degree angle, with their lowest and loudest ascent over the some of the most populous areas of Worthington.

Alberson said that air traffic controllers at Port Columbus said OSU planes must make that turn to avoid planes using the major Columbus airport.

In a letter to Worthington City Council, Pello said the meeting made it clear that the OSU airport is committed to expanding and has gone to great lengths in trying to pacify the FAA.

He urged council to request an environmental impact study to show the impact of an airport expansion on Worthington, its schools, downtown area and Village Green.

Pello was one of the residents who brought the airport noise issue to council several years ago, when the university announced plans to extend its northernmost runway.

At the request of council, the university agreed to conduct a Part 150 study to address noise issues at the airport, which is located in Northwest Columbus, just west and south of Worthington.

Part one of the study concluded that only land on the airport grounds was sufficiently impacted by noise, according to FAA guidelines, and that nearby homes were not eligible for noise abatement actions.

The second phase, the Noise Compatibility Program (NCP) portion of the study addresses noise concerns expressed by local residents.

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Consultants looked at several methods of reducing noise, and narrowed a list of 41 alternatives to 21, which were presented last week.

The community has until Dec. 1 to provide written comments, which will be included in documentation which will be submitted to OSU for approval. Once approved, the alternatives will be submitted to the FAA for its review and approval.

The FAA has 180 days to review and decide whether to approve the recommended measures,

The FAA could approve all, some, or none of the recommendations, Alberson said.

The recommendations and report can be viewed, and comments made, through www.OSUAirportPart150.com.

cbrooks@thisweeknews.com

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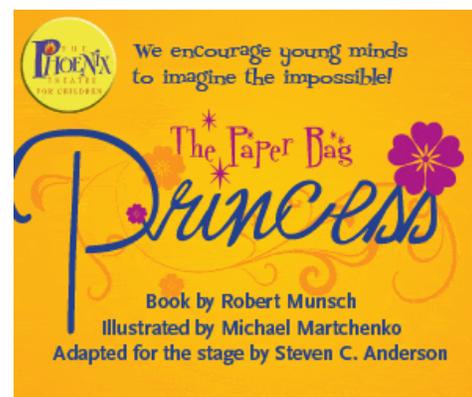
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By DONAVON CAMPBELL

Published: Tuesday, November 3, 2009 3:54 PM EST

Text Size

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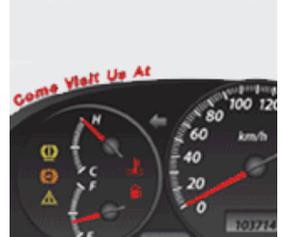
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November 19, 2009

Don Scott airport noise Council asked to speak up on report

By CANDY BROOKS
ThisWeek Staff Writer

Worthington City Council is being asked to make one more attempt to quiet the noise of airplanes over the city — noise that some say will get even worse in coming years.

About 15 residents turned out at the council meeting on Monday to request that council add its comments to a study that will be submitted to the FAA next month.

Deadline for submitting comments is Dec. 1, but the city requested and was granted an extension so that council may discuss the issue with airport consultant David Zoll at its Dec. 7 meeting. In a letter to council, Zoll recom-

mended that the city not comment on the Part 150 Study report, which was made public last month.

But because some residents are not satisfied with the recommendations for noise abatement included in the report, and because some council members are not sure they have looked at all of their options, Zoll will be invited back to discuss the issues.

"There may be a manner in which we can be more effective," said council member Bob Chosy.

Residents who spoke on Monday said they were disappointed with the noise abatement recommendations coming out of the Part 150 Study. That study of noise generated from the Ohio State University airport was undertaken in

part because of a request by council.

Over the past three years, consultants have studied noise from the airport, concluding that a noise level considered unacceptable by the FAA does not exist outside of the grounds of Don Scott Field.

The study did list ways noise could be mitigated in the future, but those who spoke on Monday said the study really showed that noise over the city of Worthington would increase when the airport extends its north runway.

It is "single events" of 80 decibels to 85 decibels that people find annoying, said Jane Weislogel. She showed council future flight maps that are part of the Part 150 report. They show even more flights over the city in coming years,

she said.

"Those noise contours are alarming," said resident Kim Nixon-Bell.

For many years, residents have had access to a noise-reporting system. The first was operated by the city. Now it is operated by the airport.

Resident John Hainseisen said he thought the purpose of reporting noise was to help establish which planes were causing noise so that something could be done about it.

Now he believes it was all a "dog and pony show" designed to make residents believe that something would be done. City manager Matt Greeson said he would invite Zoll to the first meeting in December.

"We may or may not submit com-

ments," he said.

Also at Monday's meeting, council members Mike Duffey and Dave Norstrom differed on the subject of the 2010 budget and the need to raise taxes in the coming year.

Duffey said he would approve Greeson's budget without major cuts only because he believes the city will go to the voters to increase the income tax rate in the coming year.

Council is expected to vote on the budget in December.

"Why cut if we know we will have more revenue in a year?" Duffey asked. When that happens, he will request that a full-time economic development

See **NOISE**, page A2

Letters

Please review airport noise documents

This Week News Paper

11-19-09

To the editor:

We suggest residents, business owners and historic groups review the most recently released noise exposure maps available in Chapter 9 in the document section of OSU Airport's Part 150 web site at <http://osuairportpart150.com/> <<http://osuairportpart150.com/>> This will enable you to understand current and future noise impacts of OSU Airport on our homes, businesses and community.

The maps, prepared by OSU consultants, show SEL (Single Event Level) noise contours to 80dB and 85dB. These maps clearly show those noise contours include most of Worthington, Riverlea and large sections of Sharon Township. It is single-event noise that people find problematic.

WOOSE has been an active participant in the Part 150 Study. WOOSE has reviewed the documents and has determined:

- The consultants eliminated review and study of abatement suggestions to reduce significant noise generators.
- The abatement recommendations do not address the noise generated by the 050-degree turn.
- The abatement recommendations do not address the noise generated by touch and go operations. They propose instead to shift the noise and operations to

another part of the community.

- Population figures provided for flight tracks do not include student enrollment and staff for public, parochial and private schools, as well as houses of worship and yearly outdoor events held on the Village Green and within Worthington's downtown business area.

- The population numbers provided on SEL maps overlap and make it impossible to determine the impact of aircraft noise over

Worthington and Dublin.

- Current single-event noise maps do not include operations on the North runway. It appears the North runway is not currently used, which is not the case.

- Future single-event noise maps do not show noise exposure for dual runway use; as a result, it appears the South runway in the future will not be used, which not the case.

See **LETTERS**, page A5

Newspapers Worthington

LETTERS

Continued from page A4

- The FAA established night hours from 10 p.m. to 7 a.m. OSU's consultants, however, recommend the establishment of "late nighttime hours" from 11 p.m. to 6 a.m., effectively removing two hours from the nighttime noise and abatement guidelines. OSU airport nighttime operations should follow FAA guidelines to include the hour between 10 p.m.-11 p.m. as well as the hour between 6 a.m.-7 a.m.

- The Columbus Regional Airport Authority tracking system and noise complaint office provides immediate detailed information about problematic aircraft operations as well as timely followup to noise complaints and as a result sets a professional standard. The information and services provided by the OSU airport aircraft tracking and noise complaint system are inferior by comparison. The consultants have not addressed the documented deficiencies in the OSU system.

- * The consultants have not addressed the discrepancy between the actual and modeled jet flight

departure altitudes.

We hope you review the documents and submit your comments before December 1, 2009, to OSU's consultants at mkeister@engagepublicaffairs.com and provide WOOSE a copy at noise@woose.org

John O'Keeffe,
WOOSE president
Jane Weislogel,
WOOSE vice president
Worthington

NEWS BRIEFS

November 25, 2009

WORTHINGTON NEWS

5

More time for Part 150 comments

Ohio State University Airport officials have announced that the deadline for public comments to be included in the Part 150 Noise and Land Use Compatibility Study has been extended from Tuesday, Dec. 1, to Dec. 11.

The study was undertaken as the airport considers expansion of the northern runway in the coming years, but also could be used to find ways to reduce noise impact of the airport on its surroundings.

The entire draft report is posted on the Web at osuairportpart150.com/documents.html.

Comments can be sent to airport spokeswoman Marie Keister at mkeister@columbus.rr.com.

All comments will be included in the final OSU Airport Part 150 Noise and Land Use Compatibility Report, which will be submitted to the Ohio State University early in 2010.

Once the report is approved by the university, it will be forwarded to the Federal Aviation Administration for review and approval.

The FAA has 180 days from the date it accepts the report to determine whether to approve each proposed noise compatibility strategy.

It is typical for the FAA to have questions

or comments on specific strategies, which could then require the OSU Airport and its consultant team to complete additional review or analysis, said Keister in the release.

There may be some noise compatibility strategies that the university approves that do not require FAA approval, Keister said, adding that should that occur, the airport could begin to implement those recommendations prior to the completion of the FAA review.

For more information about the project or the Part 150 process, visit the Web site osuairportpart150.com.

Community news

Airport study comments accepted

The deadline for submitting comments on the draft OSU Airport FAR Part 150 Noise and Land Use Compatibility Study report has been extended from Dec. 1 to Dec. 11.

The entire draft report is posted online at <http://www.osuairportpart150.com/documents.html>.

This document includes the final versions of Chapters 1 through 8, which were included in the Noise Exposure Map (phase 1) submitted to the Federal Aviation Administration (FAA) earlier this year. Chapters 9 through 13 and Appendix W are new, and focus on the Noise Compatibility (phase 2) review, analysis, findings and recommendations. Comments are being invited on these draft chapters.

Chapters 9 through 13 are also available for public review at OSU Airport and at the Dublin, Northwest, and Old Worthington libraries.

Comments may be sent via e-mail to Marie Keister at mkeister@columbus.rr.com.

All comments will be included in the final OSU Airport Part 150 Noise and Land Use Compatibility Report, which will be submitted to Ohio State early in 2010.

LETTERS

Airport has worked hard to study noise, hear concerns

To the Editor:

The Ohio State University Airport would like to thank those who participated in the noise study that began in 2007. Expert noise consultants spent two years analyzing operations at the airport, following standards set by the Federal Aviation Administration to ensure safety and provide consistent measures with similar airports.

The study team provided numerous opportunities for input, and considered every idea submitted by the public. Each idea, whether it could or could not work at our airport, was examined and discussed completely and thoroughly at public meetings.

The study could have concluded last year when the analysis and noise model confirmed that the average 65 decibel noise contour – the critical level identified by all federal agencies – was almost exclusively on airport property and not in residential neighborhoods. Still, the university proceeded with an effort to identify noise compatibility measures that might reduce the overall noise impact in our neighboring communities. The consultants have recommended 21 measures to be reviewed for possible implementation by the university and the FAA in the coming year.

In a letter to the editor, Worthington residents John O’Keeffe and Jane Weislogel (*Northwest Columbus News*, Nov. 25) offered several questions and comments about

the study, none of which has merit. For example, in their reference to a single-event value of 85 decibels, they failed to note that the noise impact a person will actually hear is approximately 75 decibels – the equivalent of being 100 feet from a gas-powered lawnmower.

They also suggested that the consultants did not address issues such as training operations or specific flight tracks over Worthington. In reality, those operations were examined in great detail and discussed extensively in public meetings.

What is often overlooked by residents in the airport vicinity is that safety, both in the air and on the ground, is paramount in every decision made by Air Traffic Control and the pilots. Often, those decisions are dictated by weather, other aircraft in the area and aircraft operating characteristics.

The airport has been in Northwest Columbus for more than 60 years. Our location is convenient to university students for research and flight training as well as to the local community for access to the air transportation system. We are committed to working with our neighbors, and this noise study is just one more example of our interaction with the community.

Doug Hammon
director, Ohio State University Airport



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This Week – Worthington
December 10, 2009

Comments on OSU airport noise study don't have merit
Wednesday, December 2, 2009 3:13 PM

To the editor:

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The study could have concluded last year when the analysis and noise model confirmed that the average 65-decibel noise contour -- the critical level identified by all federal agencies -- was almost exclusively on airport property and not in residential neighborhoods. Still, the university proceeded with an effort to identify noise compatibility measures that might reduce the overall noise impact in our neighboring communities. The consultants have recommended 21 measures to be reviewed for possible implementation by the university and the FAA in the coming year.

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Doug Hammon
Airport director
Columbus



WBNS Story
Thursday, December 3, 2009



Total Number of Clips: 1	Cumulative Est. Audience: 104,881	Cumulative Est. Publicity Value: \$7,536 (Sum of Clip Totals)
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Entry #1



10TV News HD at 6PM
WBNS (CBS) Columbus, OH DMA: 32
Dec 02 2009 6:04PM EST
Programming Type: News
Est. Households/Views: 104881
Est. Publicity Value: \$1256 (30 Seconds) \$7536 (Total)



benefits by one percent every year it must increase officers wages by an extra percent to make up the difference. if that is rejected an arbitrator could step in. >> if you don't want to hear planes taking off don't move near an **airport**. sounds simple, but some people fear it will get worse if a planned expansion goes through. **karina** nova takes us inside the controversy. a. >> a plane in the sky usually causes curiosity, for this man it causes frustration. >> we had a loud jet at 6:03 this morning. it's disturbing. >> those planes find in and out of osu's don scott's **airport** just an earshot away from the man's home of over 30 years. jane and her dog maggie also live near the **airport**. >> i'd say too often, yes. i hear jets, i hear stage 2 leer jets. i hear twin engine planes and they are adjusting twear throttles overhead. >> this woman is a member of the group lose. it stands foree oppose ohio state **airport** expansion. >> some people might say you signed up for it when you built a house or moved in a house near the **airport**. >> very lazy argument. it was an academically driven **airport**. there was no reason for anyone to believe it would have been any different than that. >> some people fear that more corporate jets will fly out of here if they go ahead with plans to add more hangers annex tend the north runway. arrow figureses say improvements are needed for safety and for education. >> the students benefit from it because they do see the corporate, they are working with the corporates, they are involved with them on a daily basis. >> a noise study done at don scott has been presented at public meetings but residents still aren't convinced. that's why the **airport** is giving them more time to sound off about the plan before it goes to the faa for final review. as for the early and late night fly overs. >> there are no faa regulations on when you can and can't fly. we are a public facility, just like a roadw, open 24 hours a day. we don't provide services 24 hours a day, that's one way we can encourage people not to come in at night. >> encouragement this man says isn't enough as he continues to fight for a peaceful landing. >> i think that people deserve to have a quiet environment to live in, particularly when that is the case, that's been the case for many, many years. >> korean a nova, 10tv news. >> after the faa mix a review of the noise study the **airport** will still have to undergo an environmental study. arrow figureses moved the deadline for public comments to december 11th, that's next iday. residents in municipalities will



[Play Media](#)
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Letter: Airport's efforts should not be disregarded

Published: Wednesday, December 9, 2009 6:08 PM EST - Dublin News

To the Editor:

As a Worthington resident and taxpayer who has attended every meeting of the OSU Airport's Part 150 Study, I have to wonder if the members of WOOSE (Dublin News, Nov. 25) are interested in truth, or their own version of it.

At the very first meeting in 2007, the Part 150 Advisory Committee, which included an attorney from Toledo paid to represent the city of Worthington as well as Jane Weislogel from WOOSE, agreed that it would accept the outcome of the study, regardless of whether it was the outcome it wanted.

Now, after two years of thorough analysis of aircraft operations and several public meetings, the outcome shows that noise from the airport the federal government considers significant remains on airport property and not in the nearby residential neighborhoods. Still, the airport has gone the extra mile to identify noise abatement measures to try to reduce noise for the immediate residential neighborhoods.

Furthermore, the issue of the 050 degree turn was indeed addressed in the public meetings, and air traffic control has determined that any turn greater than 050 degrees would compromise safety and would create a conflict with Port Columbus traffic, but that a more northerly turn could be evaluated.

Another assertion by WOOSE in its letter was that OSU Airport has an inferior noise complaint and aircraft tracking system to the Columbus Regional Airport Authority system -- a matter of personal opinion. Unlike the system at Port Columbus, the OSU Airport system has the capability for the public to file complaints directly from the Web site, which was a service requested specifically by WOOSE. It is a system that is also used at Boston-Logan Airport, Washington-Dulles and Reagan National Airport. In addition, all of the points made by WOOSE in the letter were in fact studied in great detail, and all of this information is documented in the report.

David Zoll, the attorney hired by the city of Worthington, stated in a letter to City Council dated Nov. 8, 2009, that "I see no benefit to the city of Worthington to oppose or otherwise comment on the proposed Noise Compatibility Program, as it may provide some benefits to some residents."

I hope City Council and its residents pay close attention to the legal advice of Mr. Zoll. Especially in these economic times, can the city of Worthington really afford to thwart any attempt to increase improvements in transportation and commerce in the area?

Melanie Dickman

BY CANDY BROOKS

ThisWeek Staff Writer

Seven years ago, a crowd of residents filled Worthington City Council chambers to ask for help in halting the expansion of Don Scott Field.

Noise generated by planes and small jets was shaking houses and awakening people from their sleep, and an extension of the north runway would only make matters worse, they said.

On Monday, many of the same people were back to add their input as council signed off on a list of 21 recommendations designed to mitigate noise near the airport, especially over Worthington.

The recommendations, the outcome of a three-year process called a Part 150 Study, will now be passed along to Ohio State University, which owns the northwest Columbus airport. They must be approved by the university and the FAA before they can be implemented.

Only time will tell if the recommendations are implemented or if they will make a difference, but the residents who spoke on Monday did not express much optimism.

But David Zoll, the attorney hired by the city six years ago to represent it in airport matters, said the recommendations may in the end have some value to city residents.

Olentangy River Road resident Kim Nixon-Bell expressed the same concerns that she did seven years ago that the noise will only increase when the north runway is extended.

Resident Jane Weislogel said the analysis done by consultants was "flawed and simplistic" and should be sent back as a "do-over."

At the request of residents, council's resolution supporting the proposed mitigation actions included a point pointing out that the main track for planes departing to the east includes schools, churches and outdoor public spaces such as the Village Green. The number of children in those schools will also be included.

Fourth-grader Maggie Rice told council that the students at Evening Street Elementary School are disturbed by the noise from the planes. The noise also sometimes scares her early in the morning, she said.

A solution to the high number of planes flying over the central part of Worthington would have been a recommendation to direct planes to the east or north, but that recommendation was not forthcoming from consultants.

They concluded that sending more planes to the north would only shift the noise to other neighborhoods. A direct east departure track would send planes into the airspace reserved for Port Columbus. There is no point pursuing that point, said Zoll.

"It's impossible," he said. "When they wave the flag of safety, everybody surrenders."

No part of the city qualified for mitigation actions because the study found the noise outside the airport grounds does not exceed 65 decibels averaged over a year.

Letters

- [Comments on OSU airport study don't have merit](#)
- [Hammon offers no evidence for assertion](#)

That FAA requirement is not fair, but lawsuits challenging the cut-off point have not been successful, Z council.

"It won't do us any good to go after the FAA and say they are underestimating noise impacts because battle had been fought and lost," Zoll said.

At the request of the city, the consultants did include single-event noise maps, which show parts of Worthington experience noise levels beyond 65 decibels.

Zoll agreed that the daytime population of Worthington should be included with the maps, but he was optimistic that it would make any difference.

"I've never seen a noise study where they counted the kids in the schools or the people in the pews,"

He said that he and Weislogel, who represented WOOSE (an organization of residents opposed to the expansion), were fully engaged in the Part 150 study process. They attended all the meetings, asked questions, and gave input, he said.

The process, he said, worked.

"I find they did a fair job and I found no ulterior motives," Zoll said.

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post)

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This Week

Letter to the Editor

Hammon offered no evidence for assertion

Wednesday, December 9, 2009 12:56 PM

To the editor:

Last week's letter from OSU Airport director Doug Hammon asserted that WOOSE comments about the Part 150 Study had no merit. That's a strong statement.

One would expect Mr. Hammon to have provided evidence to support his assertion. He did not.

WOOSE early on encouraged the university to conduct a Part 150 Study and has been an active member of the Part 150 Advisory Committee and the technical advisory subcommittee. WOOSE representatives read all the documents, identified errors, offered corrections and attended as well as participated in all meetings.

WOOSE was contacted by residents with questions and concerns not addressed at the OSU meetings or in the online documents. As a result, the comments WOOSE submitted to OSU were gathered from residents as well as from our review of the Part 150 documents.

The WOOSE letter to the editor -- an outreach to residents, business owners and historic groups - encouraged them to review and comment on the Part 150 documents. That letter included a summary of our comments as well as a link to the OSU Web site. It is worth noting since our letter was published, the comment deadline was extended to Dec. 11, 2009.

The WOOSE Part 150 comments and support materials were submitted to OSU on Nov. 13, 2009. The OSU Part 150 site includes an Updated Appendix S Public Comments. One would expect comments recently submitted to OSU to be available there. As of this writing, the updated appendix contains a duplication of submitted comments concerning Phase 1; most were submitted more than one year ago.

WOOSE stands by the comments submitted to OSU and the letter published in this paper. We suggest residents read the document and make their decision on the matter. The WOOSE document is available online at <http://woose.org/part150-comments.pdf>
<<http://woose.org/part150-comments.pdf>>

Residents have expressed appreciation for WOOSE representation and due diligence. We are humbled by these comments from the residents of our 206-year-old community. WOOSE and residents will continue to review and analyze the available data.

We will continue to document noisy aircraft operations with complaints, the areas of exposure now verified on the SEL maps. As neighbors of the airport, we experience the impacts of KOSU on a daily basis and we continue to oppose the proposed expansion of OSU airport.

John O'Keeffe, president
Jane Weislogel, vice president
of WOOSE

COMMENTARY

LETTERS

Methods of airport study call results into question

To the Editor:

There is a certain lack of understanding between the Don Scott operations and the surrounding community. The source of the disagreement is whether Don Scott Field should be allowed extend a runway, thereby allowing an increase in operations, including jets and helicopters.

In his letter, airport Director Doug Hammon (*Northwest Columbus News*, Dec. 2) states that the noise modeling performed shows that the key 65 decibel line lies on airport property, and that further work was done to see if there are other measures that might further reduce noise levels. WOOSE has questioned work performed to date, and I think it is fair to suggest that all alternatives that would interfere with airport operations were rejected by the draft report.

The core of the lack of understanding lies in the complexities of the noise modeling. For example, Hammon states that 85 decibels is really 75 decibels – I suppose he means inside – and that is equivalent to a lawnmower at 100 feet.

For those times when people are outside, or when windows are open, the 85 decibel noise level is more appropriate, and 85 decibels is equivalent to a lawnmower at just 16 feet. As many people would be awakened by a lawnmower just outside an open window, using Mr. Hammon's analogy, many people are roused by night aircraft traffic, and day traffic is disruptive.

The analysis contract reports that they did not include military or public service aircraft, half of the noisy aircraft, in the modeling; the published FAA procedures do not allow for that exclusion. Further, they did not properly account for high traffic days, failing to follow the procedures specified by the FAA in the conduct of the study.

As a result, the community experience of noise impacts is quite a bit higher than the model estimate. That can also be seen in the complaints arising from the community south of the airport, which by modeling does not appear to have any significant noise levels.

This is not to argue the merits of the study. Whether the airport study has fulfilled the goals of the Part 150 study is for the FAA to determine, with comments from the community, and even if the 65 decibel footprint were found to extend into sensitive areas, apparently all that does is make sound insulation funds available to the community.

However, this is to argue that there is a gulf of misunderstanding between those who take the study at face value, and those who are concerned about the actual impacts of the airport. The failure of the study to account for half of the airport traffic, and to correctly account for peak day use, suggests that it would be wrong to conclude that the study has effectively presented the noise impact of current and future airport operations.

Ted Thomas



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Letter: Writers were right to refute opposition to airport study

Published: Wednesday, December 16, 2009 5:15 PM EST

To the Editor:

Congratulations to Melanie Dickman for her recent letter (Worthington News, Dec. 9).

She stated the case for the airport administration clearly and noted, quite properly, that they had "gone the extra mile" in trying to satisfy the neverending WOOSE complaints and criticism. She adds another important and frequently ignored point with her last sentence, where she tries to remind everyone that we can't really "afford to thwart any attempt to increase improvements in transportation and commerce in the area."

Airport Director Doug Hammon also discussed the noise study results (Worthington News, Dec. 9). Near the end of his letter, he noted that "The airport has been in Northwest Columbus for more than 60 years."

What he was too kind to state is that the airport was here long before any of those WOOSE people's residences were built. As one who has lived near the airport for almost 46 years, and who has seen the developers build many houses around the airport -- and people enthusiastically move into them -- I would simply observe that the airport was here long before those complaining were, and, "If you can't stand the heat, get out of the kitchen."

Jack Willer

LETTERS

Arguments have more merit than airport officials admit

To the Editor:

The letter from OSU Airport Director Doug Hammon (*Dublin News*, Dec. 2) asserted WOOSE comments about the Part 150 Study had no merit.

That's a strong statement. One would expect Mr. Hammon to have provided evidence to support his assertion. He did not.

Another letter (*Dublin News*, Dec. 9) asserted the Advisory Committee – at a meeting on Sept. 19, 2007 – agreed to accept the outcome of the study. That is a mischaracterization of what took place. The record of that meeting on Pages 8 and 9 of Appendix M at osuaiportpart150.com/documents.html shows a majority of the committee members agreed that an important goal was acceptance of the study.

Worthington City Council unanimously passed a resolution providing comment on the Part 150 Study on Dec. 7. The resolution is available at woose.org/20091207-worth-res.pdf. The resolution thanked the university for conducting the Part 150 Study, supported the recommended 21 mitigation alternatives and requested the extension of noise-sensitive hours as well the inclusion of arriving and departing aircraft during those hours.

The WOOSE letter to the editor (*Dublin News*, Nov. 25) – an outreach to residents, business owners, and his-

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WOOSE encouraged the university to conduct a Part 150 Study and has been an active member of the Part 150 Advisory Committee and the Technical Advisory Subcommittee. WOOSE read all the documents, identified errors, offered corrections and attended as well as participated in all meetings. The comments WOOSE submitted to OSU were gathered from residents as well as from our review of the Part 150 documents and were submitted to assist OSU Airport in the development of the best possible Part 150 Study for submission to the FAA.

During the Dec. 7 council meeting, Attorney David Zoll expressed appreciation for the efforts and due diligence of residents and WOOSE. Residents of our 206-year-old community have also expressed their appreciation to WOOSE.

Residents and WOOSE will continue to review and analyze the available data. We will continue to document noisy aircraft operations with complaints, the areas of exposure now verified on the SEL maps. As Worthington residents, we pay taxes and we value and advocate to preserve the quality of life we enjoy in our homes, neighborhoods, city and schools. As neighbors of the airport, we experience the impacts of KOSU on a daily basis and we continue to oppose the proposed expansion of OSU airport.

John O'Keeffe and Jane Weislogel
president and vice president, WOOSE

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