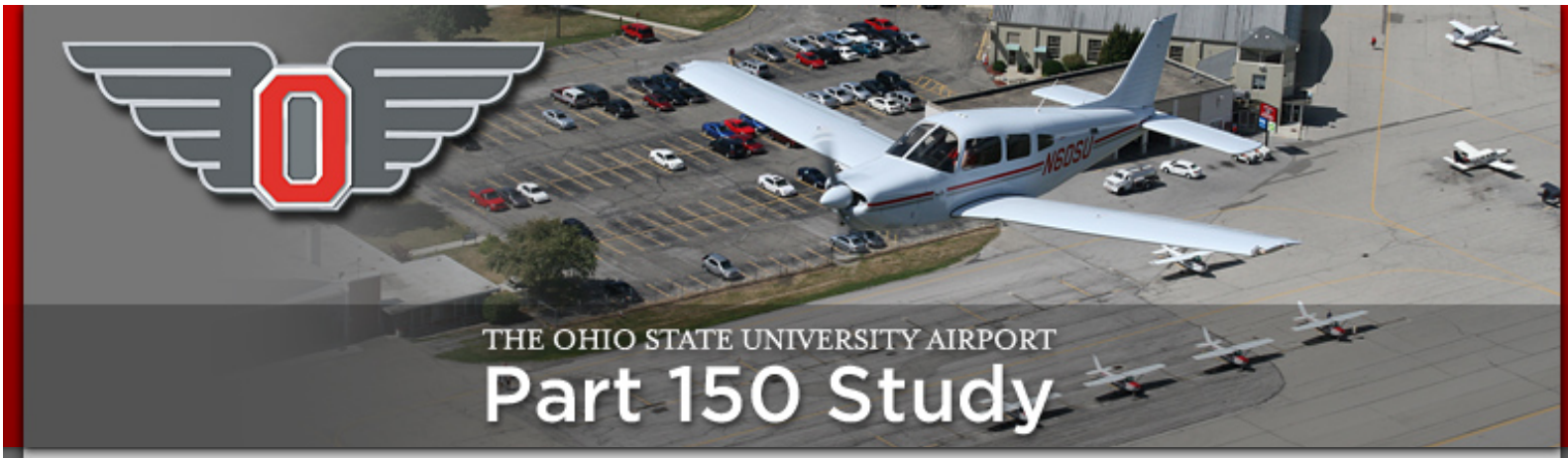
APPENDIX N

Part 150 Study Website



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Welcome

The Ohio State University Airport Federal Aviation Regulations (FAR) Part 150 Noise and Land Use Compatibility Study is nearing the conclusion of Phase I. This first phase has documented noise levels from current and forecasted future aircraft operations. With FAA approval, Phase II will develop recommendations for reducing potential aircraft noise exposure for surrounding communities based on best practices used across the country.

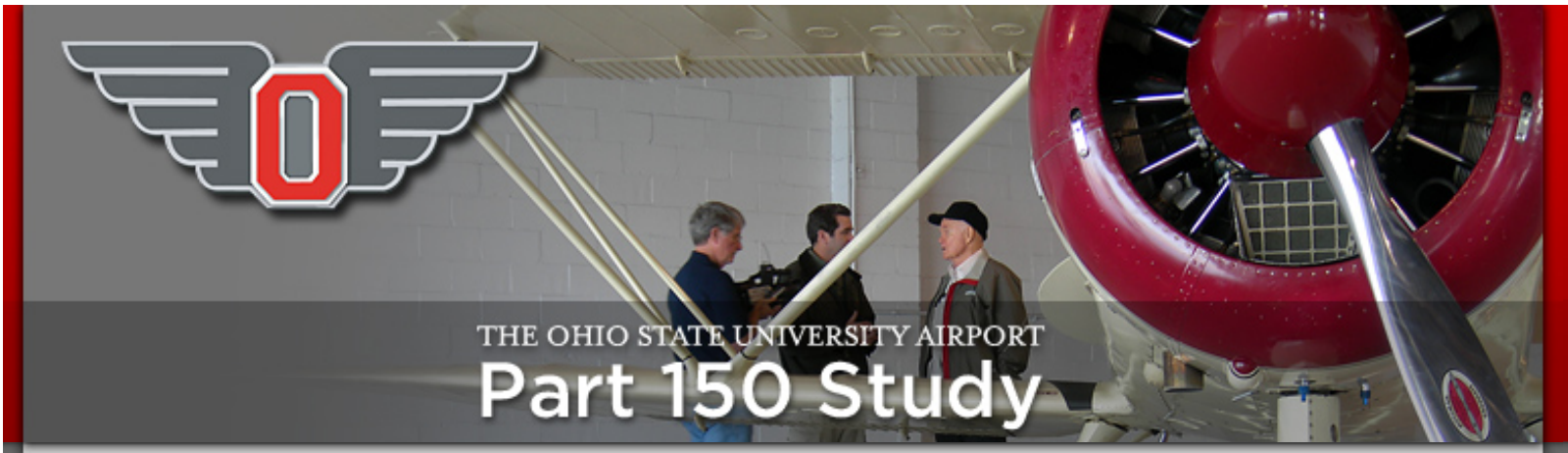
When the study began last September, a Part 150 Advisory Committee was formed. Members represent organizations that use the airport as well as affected political jurisdictions, agencies and neighborhoods. The Part 150 Committee has met twice, and a Technical Subcommittee has held two additional meetings. These sessions have been open to the public. In April, a public meeting was held, attracting about 80 attendees. All meeting documents, as well as frequently asked questions, are being posted on this web site, and comments are welcome at any time.

To date we have received a wide range of comments and questions, and have appreciated the public's ongoing interest and input in this effort. Due to the volume of comments received in Part 150 studies, we do not provide detailed responses to each individual comment and question as we receive them. Instead, all comments and questions are reviewed by the consultant team, and those related to the development of Noise Exposure Maps are addressed comprehensively, where everyone can have the benefit of reviewing the information, in the draft Part 150 Study Noise Exposure Maps submittal to the Federal Aviation Administration. All comments and questions are also included in the Appendices of the draft document. This document will be available for public review prior to the next public meeting, which will be scheduled upon FAA approval to move into Phase II, the Noise Compatibility Program development phase. Many of the questions we've received have already been addressed in materials that have been posted under the newly reorganized Study Documents section that enables you to find information by subject matter.

As presented in April, using FAA guidelines and industry best practices, the Reynolds, Smith and Hills consultant team determined the extent of the noise that exists around the Airport today, and is expected to exist around the airport in the future. The analysis determined that the 65 Day-Night Sound Level (DNL) contour – the FAA's threshold for significant noise – falls mainly within Airport property. Land uses falling outside the 65 DNL contour are considered compatible.

While the Airport is not required by the FAA to pursue noise abatement strategies when the 65 DNL noise levels do not reach into residential neighborhoods, the University understands that noise concerns continue to exist, and remains committed to further exploring noise compatibility strategies. To that end, the University is 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 Noise Compatibility Program phase will provide further opportunities for the public to provide comments on the study, which again would be addressed in the Study Documents.



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News Releases/Letters

Click on the date below for information that has been disseminated to the media.

April 28, 2008 – **University Seeks FAA Approval for Noise Abatement Phase**

April 11, 2008 – **OSU Airport Seeks Public Input on Noise and Land Use Study**

August 20, 2007 – University to Begin Noise Study

Updates

June 2, 2008 - Update

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March 28, 2008 - Part 150 Committee and Public Meetings on April 24th

The second Part 150 Committee meeting and first public meeting/open house will be on Thursday, April 24th, 2 to 4 p.m. at the MedFlight training room, 2827 W. Dublin Granville Rd., Columbus, OH 43235. The public open house will be held that same date, from 7 to 9 p.m. at OSU Airport Hangar 1, near the Barnstorm Restaurant, 2160 West Case Rd., Columbus, OH 43235. A presentation will be made at the open house at 7:30 p.m., but drop by anytime between 7 and 9 p.m. For more information, click here to read the newsletter.

January 25, 2008 - Meetings To Be Rescheduled

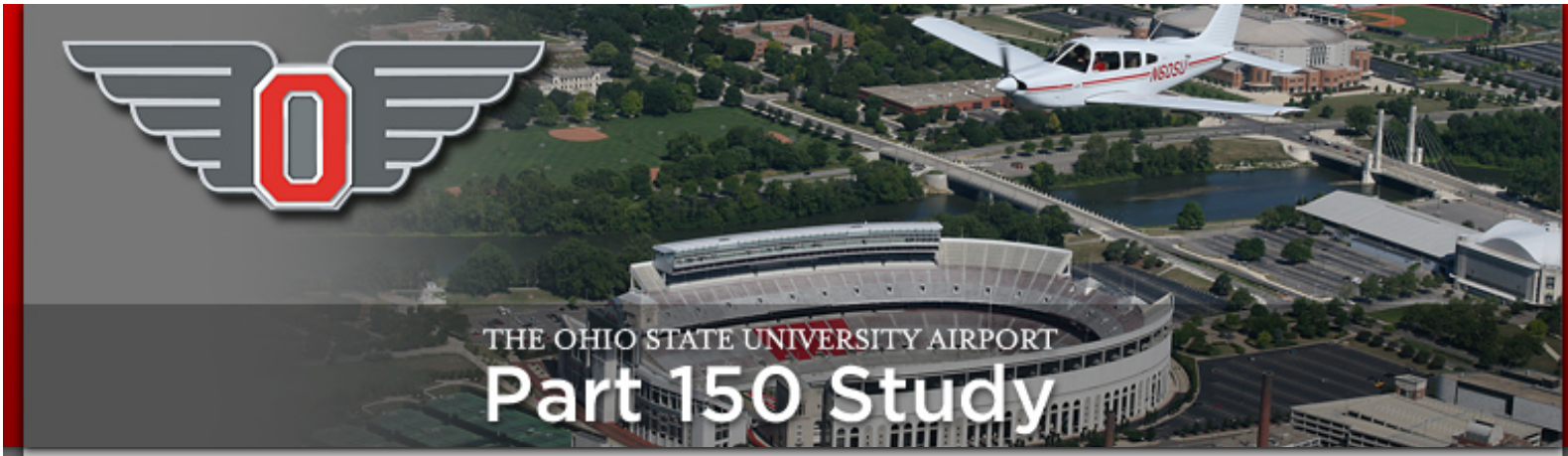
The second Part 150 Committee meeting and first public open house, originally scheduled for February 12th, **will be rescheduled** to allow the Technical Subcommittee more time to digest additional information provided after its first meeting, held in January. Information will be posted here when the new meeting dates are confirmed.

October 22, 2007 - Noise Monitoring Questions and Answers

The noise monitoring, which is being conducted Oct. 18th to Oct. 26th, has generated a number of questions. Please see the questions and their responses on this web site, under Frequently Asked Questions.

October 15, 2007 - Website Launched Today

We're pleased to announce that the OSU Airport Noise and Land Use Compatibility Study web site, www.osuairportpart150.com, was launched today. The site provides a study overview, answers an initial list of frequently asked questions, and has all the materials and a summary of the kick-off Part 150 Committee meeting held in September (click on the "meetings" link on the left, then click on "previous meetings"). As soon as we have a date for the next Part 150 Committee meeting and public meeting, we will post it here. Additionally, there is a "Contact Us" link that allows the public to make comments or ask questions at any time during the study.



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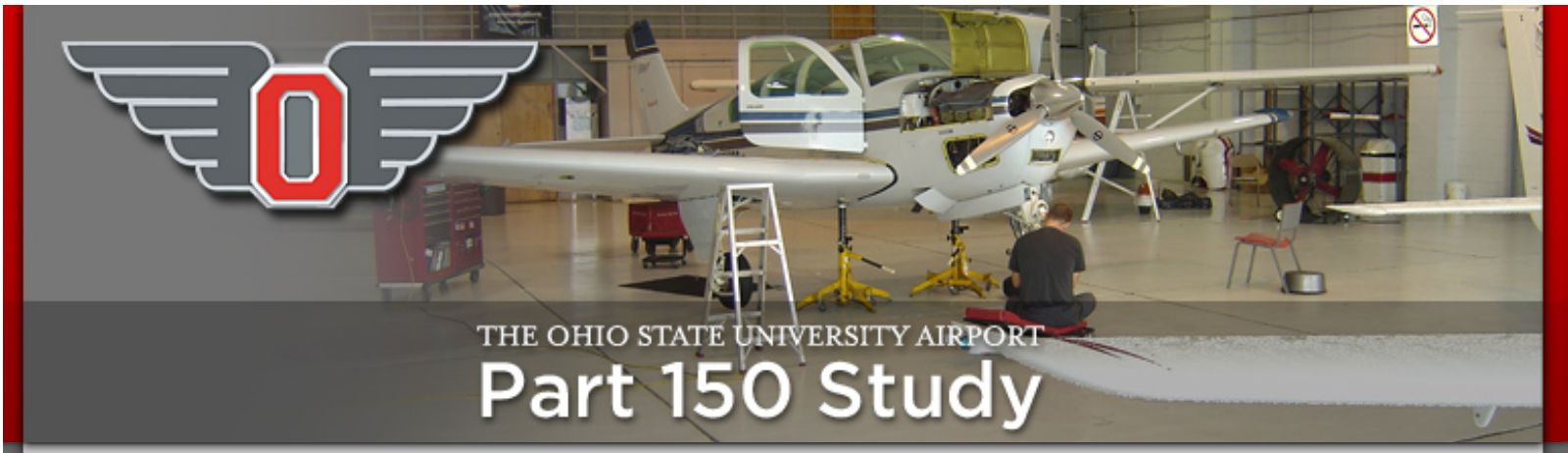
A Part 150 Committee representing organizations that use the airport as well as affected political jurisdictions, agencies and neighborhoods has been formed to provide feedback and comment throughout the study. The Part 150 Committee will meet several times to review analysis and offer suggestions about the recommendations being considered. Committee membership is by invitation. These meetings are open to the public.

In addition, three public open houses will be held to answer questions and collect comments from interested individuals. A public hearing will be held in conjunction with the final open house to invite comment on proposed recommendations. Click below for meeting announcements and materials from each individual meeting.

Part 150 Committee Roster (96 KB PDF)

Upcoming Meetings

Previous Meetings



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Previous Meetings

Part 150 Public Meeting #1

April 24, 2008

The first Part 150 Public meeting was held Thursday, April 24, 2008. See the links below for meeting materials, meeting summary and follow-up materials:

Welcome and Overview
PowerPoint Presentation
Exhibits (35Mb)
Comment Form
FAQs

Part 150 Committee Meeting #2

April 24, 2008

The second Part 150 Committee meeting was held Thursday, April 24, 2008. See the links below for meeting materials, meeting summary and follow-up materials:

Agenda
PowerPoint Presentation
Meeting Summary
Goals and Objectives
FAQs

Part 150 Technical Subcommittee Meeting #2

March 26, 2008

The second Part 150 Technical Subcommittee meeting was held Wednesday, March 26, 2008. See the links below for meeting materials, meeting summary and follow-up materials:

Agenda
PowerPoint Presentation
Meeting Summary
Technical Memo

Part 150 Technical Subcommittee Meeting #1

January 17, 2008

The first Part 150 Technical Subcommittee meeting was held Thursday, January 17, 2008. See the links below for meeting materials, meeting summary and follow-up materials:

Agenda
PowerPoint Presentation
Meeting Summary

Part 150 Committee Meeting #1

September 19, 2007

The first Part 150 Committee meeting was held Wednesday, September 19, 2007. See the links below for meeting materials, meeting summary and follow-up materials:

Agenda
Operating Framework
Decision-Making Framework
Part 150 Committee Roster
Core Working Team
PowerPoint Presentation
Meeting Summary
RS&H Project Team Resumes

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A Part 150 Study is complex, which understandably raises many questions. We've listed some of the most common questions and answers to those questions here.

Why prepare an FAR Part 150 Study?

Airport sponsors such as The Ohio State University have the option of implementing noise mitigation programs. Should the sponsor wish to use Federal funding to pay for the program, the Sponsor is required to base the program on a Federal Aviation Administration (FAA)-approved Noise Exposure Map (NEM) and Noise Compatibility Program (NCP). Federal Aviation Regulation Part 150 is the FAA-approved process that is used to develop the NEM and NCP. A FAR Part 150 Study also provides an opportunity to secure the required Federal approvals for certain measures such as air traffic changes to reduce aircraft noise impacts. In addition, as a part of the FAR part 150 process, the FAA formally accepts the Noise Exposure Maps, which creates the "official" noise contour maps for the airport. The maps can then be used by local planning agencies for compatible land use planning as well as alerting prospective residents to areas of aircraft noise exposure around the airport.

What will the study include?

The study will identify existing and future flight corridors, develop aircraft noise exposure maps for current and future conditions, evaluate air traffic control procedures that could be implemented to reduce noise exposure over residential areas, consider land use controls that could be established to reduce future incompatible land uses from being developed within high noise areas, and evaluate means to mitigate noise impacts within high noise exposure areas.

How long will the Part 150 Study take to complete?

The Part 150 Study began in September 2007 and is scheduled for completion by the end of 2008. Implementation of the study recommendations will be based on review and approval of the reports by the University and the FAA. The review period by the FAA is 180 days.

How can I be involved?

During the Part 150 Study, three public open houses will be held. Study progress will be shared during these sessions and the public will be encouraged to provide input. A public hearing will be held in conjunction with the final open house to invite comment on proposed recommendations. The dates and locations of these sessions will be published in local newspapers, in editions of newsletters and on this website.

Additionally, a Part 150 Committee representing organizations that use the airport as well as affected political jurisdictions, agencies and neighborhoods has been formed to provide feedback and comment throughout the study. The Part 150 Committee will meet several times to review analysis and offer suggestions about the recommendations being considered. Membership is by invitation, but all meetings are open to the public and will be advertised on this website as meeting dates are confirmed.

How are noise complaints used in this process?

The primary use of aircraft noise complaint data in a Part 150 Study is to identify trends in the location and types of noise complaints. This information, supplemented with information on the types of operations and aircraft of concern, will help the consultants gain a better understanding of the environment surrounding OSU Airport. Complaint data is just one information source being used in the study to gain a perspective on the noise environment around the airport. Because the Part 150 Study Team relies on the FAA-approved Integrated Noise Model (not complaints) to determine aircraft noise exposure contours, there is no need to file repeated complaints about one issue of concern – even if it is an issue that is thought to be repeated often – during the Part 150 Study.

Will the Part 150 Study Team review the current OSU Airport complaint process?

The Part 150 Study Team will review the process for registering complaints and provide recommendations, if needed, on how to improve the noise complaint system.

When did noise monitoring take place at OSU Airport?

Oct.18 to Oct. 26, 2007.

What is the purpose of noise monitoring?

Onsite noise monitoring information allows the study team to compare single event and cumulative noise levels with noise exposure levels developed by the Integrated Noise Model.

What is the Integrated Noise Model?

The Federal Aviation Administration's (FAA), Office of Environment and Energy (AEE-100) has developed the Integrated Noise Model (INM) for evaluating aircraft noise impacts in the vicinity of airports. The INM has been the FAA's standard tool since 1978 for determining the predicted noise exposure in the vicinity of airports. The FAA requires the use of INM to develop noise exposure contours in FAR Part 150 Noise and Land Use Compatibility Studies.

The INM utilizes flight track information, aircraft fleet mix, standard and user defined aircraft profiles and terrain as inputs. The INM produces noise exposure contours that are used for land use compatibility maps. The INM includes built-in tools for comparing contours and utilities that facilitate easy export to commercial Geographic Information Systems. The INM also calculates noise levels at specific sites such as hospitals, schools or other sensitive locations.

Why did you select this particular time period?

Given the schedule of work that must be completed for this type of study, the noise monitoring, as well as a review of all flight activity from the past year, needs to be done early in the process. The week of October 18th in particular was selected in order to pick up the extra traffic generated by

homecoming weekend at OSU.

How long did the noise monitoring last?

Four sites in neighborhoods less than a mile from the airport had monitors for seven or eight days. Three more monitors were moved around to different locations every one or two days based on the type of aircraft activity that was occurring at OSU Airport and weather conditions.

Was this enough time to get an adequate reading of the noise levels?

Yes. Typically, a day or two worth of noise measurements provides a representative sample of individual noise events. The number of operations is captured through the noise modeling process described above.

Was the noise monitoring successful? Where were the monitors located?

Yes. An extensive amount of noise monitoring data was collected at 13 sites over eight days. **Click here for a list and map of these locations.**These sites were selected based on our review of flight tracks and aircraft noise concerns expressed by airport neighbors relating to touch and go operations, helicopter flights, overnight flights and the 50-degree turn made by pilots when they depart to the east from OSU Airport, toward Worthington.

Will you evaluate single event noise?

Yes. We will review single event sound levels from aircraft as well as other sounds such as trains, ambulances, trucks and lawn mowers. These types of sounds help us to understand how aircraft noise levels compare to other community noise sources.

Will you be evaluating the cumulative noise environment?

Yes, cumulative noise exposure is the key element of the OSU Airport Part 150 Noise and Land Use Compatibility Study.

What are FAA regulations regarding the cumulative noise environment?

FAA land use compatibility guidelines have established 65 DNL as the level above which noise sensitive land uses are considered incompatible with aircraft noise.

What is DNL?

Day-Night Average Sound Level (DNL) was developed as a single number measure of community noise exposure. DNL was introduced as a simple method for predicting the effects on a population of the average long term exposure to noise. DNL is an enhancement of the Equivalent Sound Level (Leq) metric through the addition of a 10 decibel (dB) penalty for nighttime (10 p.m. to 7 a. m.) noise intrusions. The incorporation of the 10 dB penalty is in recognition of the increased annoyance that is generally associated with noise during the later night hours. DNL employs the same energy equivalent concept as Leq and uses a 24- hour time integration period. DNL was developed under Environmental Protection Agency (EPA) guidance and reflects extensive research into the relationship between noise exposure and human annoyance.

What are decibels?

Sound levels are measured in decibels (dB), which are logarithmic measures of the magnitude of a

sound as the average person hears it. Decibel means 1/10 of Bel (named after Alexander Graham Bell). Under the decibel unit of measure, a 10 dB increase will be perceived by most people to be a doubling in loudness, i.e., 80 dB seems twice as loud as 70 dB.

What were the noise monitoring findings?

See the links below for the noise monitoring findings.
Noise Monitoring Locations
Measurement Results – East
Measurement Results – West

What are Noise Contour Maps?

Noise Contour Maps are developed in Phase I of the Part 150 Study. They identify the noise exposure of the current operating conditions, and projected future conditions, at the OSU Airport. Included within this analysis will be the operating conditions currently taking place at the airport including existing departure and arrival procedures, daytime and nighttime activity, touch and go operations and helicopter activity.

Will the 50-degree turn be looked at in the Part 150 Study?

Yes. During Phase II of the Part 150 Study, a Noise Compatibility Plan (NCP) will be developed. The NCP development process will evaluate a wide range of potential noise mitigation measures, including optimization of departure flight tracks, such as those associated with the so-called "50 degree turn" made by pilots when departing to the east, over Worthington.

At what point will there be an environmental review?

An environmental review under the National Environmental Policy Act (NEPA) would occur at the very end of the Part 150 process, if the Part 150 process results in the need for any Federal approvals or decisions that trigger NEPA. For example, if the NCP contains recommended changes to departure flight tracks or other changes to air traffic control procedures, and if the FAA finds that those changes are acceptable and feasible from an operational/aviation safety perspective, the FAA would then need to evaluate those changes to determine if there are potential environmental impacts. If there is potential for environmental impact, for example, due to the shifting of noise from one community to another that would result from changing existing flight tracks, those impacts would need to be evaluated under NEPA prior to the FAA's final decision to implement such changes.

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To ensure your jurisdiction, agency or organization is as informed as possible, documents developed during the course of the Part 150 Study will be posted here. The documents are listed here by topic.

Part 150 Study Overview

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Noise Model Inputs Part 1
Technical Memo on Noise Modeling
Noise Model Inputs Part 2
Noise Modeling Overview and Draft Noise Exposure Maps
Part 150 Overview and Draft Exposure Maps
Noise Monitoring Locations
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We want to hear your thoughts about the Part 150 Study. Feel free to provide your comments in the box below. If your comment is regarding a specific noise complaint, please go to http://www.webscene.info/WebScene/KOSU/console.html, send an e-mail to noise@osuairport.org, or call the OSU Airport at (614) 292-9055.

General questions regarding the Airport not related to the Part 150 Study can be directed to the Airport External Relations Office at (614) 247-4366.

Please use the space below to send us your comments. Due to the volume of comments received in Part 150 studies, we do not provide detailed responses to each individual comment and question as we receive them. Instead, all comments and questions are reviewed by the consultant team, and those related to the Part 150 Study are addressed comprehensively, where everyone can have the benefit of reviewing the information, in the draft Part 150 Study submittals to the Federal Aviation Administration.

Your name:

Organization or Group Affiliation / Title:

Address 1:

Address 2:

City:

State:

Select State

Zip:

E-mail address:

Message subject:

Enter your message:

Send