

CHAPTER 12

IMPLEMENTATION OF NOISE COMPATIBILITY PROGRAM

The overall objective of the Noise Compatibility Program (NCP) at OSU Airport is to achieve and maintain aircraft noise/off-Airport land use compatibility through the continued efforts of noise abatement procedures and implementation of noise mitigation programs. As presented in Chapters 9, 10, and 11 of this Study, through the analysis of existing and future noise conditions, and direct input from the wide variety of interests involved during the development of the Study, a series of recommended operational and land use control measures have been identified by OSU Airport.

The recommended NCP for OSU Airport consists of both existing programs and new programs where FAA approval is sought. The existing programs have been in place for several years and have continued to work towards reducing the aircraft noise exposure on local communities and to reduce the amount of non-compatible land uses around OSU Airport. The new programs, where FAA approval is requested, will partner with the existing programs to continue progress towards these goals. Both the existing and recommended programs are listed below.

12.1 OVERALL ROLES AND RESPONSIBILITIES

The Ohio State University Airport Management

The Ohio State University, as owners and operators of OSU Airport, and Airport management are responsible for the development of information to support the compatibility effort. This support includes the preparation of master plans, noise compatibility studies, the 14 CFR Part 150 Study, community involvement programs, coordination with Airport users related to operational procedures, and the interaction with local planners and elected officials related to land use compatibility. In addition, the University and Airport management are also responsible for assisting with the implementation of approved NCP elements and applying for funds (grants) from the Federal Aviation Administration (FAA) associated with eligible items included in the NCP.

Federal Aviation Administration

The FAA Airports Division is responsible for developing guidance for preparing noise abatement studies, providing technical support, approving 14 CFR Part 150 Study recommendations, establishing eligibility requirements for the use of noise related funding, and distributing federal funds in support of approved noise-related recommendations.

The FAA Air Traffic Control (ATC) division is responsible for the movement of aircraft both on the airfield and in the air and has the sole authority to implement noise abatement operational procedures for aircraft in flight.

Local Governments and Elected Officials

Local land use planners and elected officials are responsible for local land use planning. These entities and individuals are responsible for the establishment and implementation of zoning and land use regulations and the application of these actions by taking into consideration the compatibility of land uses in aircraft noise exposure areas.

Aircraft Operators

When safe to do so, pilots of all aircraft types are responsible for operating their aircraft according to the noise abatement procedures established at an airport and within local airspace.

Residents and Prospective Residents

The residents in areas surrounding an airport should provide input regarding their concerns associated with aircraft noise exposure especially when non-standard flight conditions occur that adversely affects them. This is often accomplished through the noise hotline or other means of contact. Residents should also strive to understand the actions that can and cannot legally be taken to minimize the effect of aircraft noise. Future residents should acquaint themselves with noise and flight corridor information prior to buying a home.

12.2 EXISTING NOISE ABATEMENT MEASURES TO CONTINUE

A number of noise abatement guidelines have been established in the past at OSU Airport that will continue. These guidelines consist of voluntary procedures and recommendations for fly quiet techniques to reduce the noise exposure in the area surrounding OSU Airport. These noise abatement guidelines can be found in **Appendix W**.

12.3 IMPLEMENTATION MEASURES FOR NCP RECOMMENDATIONS

Based on the overall responsibilities discussed above, the following identifies the method of implementing each of the OSU Airport NCP recommendations and those entities responsible for the implementation.

12.3.1 Aircraft and Airport Operations Noise Abatement and Mitigation Alternatives

A. Align Downwind Leg of Training Pattern South of OSU Airport With Bethel Road: This existing procedure will be enhanced by working with the aircraft flight schools and the FAA ATC to concentrate the downwind portion of the training pattern over Bethel Road as much as possible. This will only apply when the training aircraft are using Runway 9R/27L for training operations. OSU Airport Staff will have the responsibility of working with the flight training schools located at OSU Airport, and FAA ATC, to accomplish this objective.

B. Establish Map Exhibiting Noise Sensitive Areas: This existing pilot training programs will be expanded to include development of a map of the area surrounding OSU Airport that identifies noise sensitive areas. Map to be displayed for, and provided to, student pilots. Implementation of this program will be the responsibility of the, Flight Clubs based at OSU Airport, the University Flight Education Department, and OSU Airport staff. OSU Airport staff will ensure that the map remains displayed in the student sign-in areas.

C. Enhance Language Regarding Head-to-Head Operations: This existing program will be enhanced with clarified language added to the Noise Abatement Guidelines for OSU Airport making it clearer as to what head-to-head operations are and that these operations are discouraged at OSU Airport. Implementation of this program will be the responsibility of OSU Airport staff. Compliance with this measure would be voluntary.

D. Discuss Restriction on Head-to-Head Operations With Pilots: The existing program of discouraging head-to-head operations will be discussed with pilots on a periodic basis to continue educating them on the noise implications of this practice. OSU Airport staff will work to ensure the pilots that operate at OSU Airport are aware of this restriction. Implementation of this program will be the responsibility of OSU Airport staff. Compliance with this measure would be voluntary.

E. Enhance Helicopter Published Procedures: This existing program will be enhanced by identifying noise sensitive land uses on the graphics that accompany the published helicopter procedures. Implementation of this program will be the responsibility of OSU Airport staff and the helicopter operators.

F. Continue Educating Pilots on the Importance of Optimum Propeller Settings: OSU Airport staff will continue to stress to pilots of propeller driven aircraft the technique of using reduced power and/or appropriate pitch settings to reduce noise exposure on surrounding communities. Implementation of this program will be the responsibility of OSU Airport staff. Compliance with this measure would be voluntary.

G. Establish Preferential Arrival Paths: This program will take the existing arrival paths and identify those that will be considered the preferred arrival paths that should be used when conditions permit to reduce aircraft noise exposure for as many people as possible. Implementation of this program would be the responsibility of the FAA ATC and OSU Airport staff. Use of the preferred arrival paths would be voluntary based on operating conditions.

H. Establish Preferential Departure Paths: This program will take the existing departure paths and identify those that will be considered the preferred departure paths that should be used when conditions permit to reduce aircraft noise exposure for as many people as possible. Implementation of this program would be the responsibility of the FAA ATC and OSU Airport staff. Use of the preferred departure paths would be voluntary based on operating conditions.

I. Establish RNAV Procedures: This program will develop and publish RNAV arrival procedures for Runway 9R and 9L (if extended), and RNAV departure procedures for Runways 27R (if extended) and 27L at OSU Airport. Implementation of this program will be the responsibility of the FAA ATC and OSU Airport staff. Use of the RNAV procedures will be based on operating conditions and pilot discretion.

J. Publish Visual Approach Procedures: This program will publish visual approach procedures based on the most commonly used visual approaches used at OSU Airport. Implementation of this program will be the responsibility of the FAA ATC and OSU Airport staff. Use of the published visual approaches would be voluntary based on operating conditions.

K. Add Language Regarding Nighttime Noise Sensitivity to Noise Abatement Guidelines: This program will add language to the OSU Airport Noise Abatement Guidelines informing the operators that OSU Airport is surrounded by noise sensitive land uses, which are more sensitive to noise during the late nighttime hours of 11:00 p.m. to 6:00 a.m., and this sensitivity should be considered when planning flights to OSU Airport. The implementation of this program would be the responsibility of the OSU Airport staff.

L. Discuss Noise Abatement Program with Stakeholders: This program will discuss the aspects of the noise abatement program with stakeholders on a regular basis. The avenue for these discussions will be through an Airport Committee when established by OSU Airport Staff. The implementation of this program would be the responsibility of OSU Airport staff.

12.3.2 Off-Airport Land Use Compatibility Planning

M. Update Overlay Zones: OSU Airport staff should participate in the City of Columbus' efforts regarding overlay zones for the airports located within city limits. Participating in this process will be the responsibility of OSU Airport staff.

N. Update Building Codes: OSU Airport staff should participate in the City of Columbus' efforts regarding building codes for the overlay zones for the airports located within city limits. Participating in this process will be the responsibility of OSU Airport staff.

12.3.3 Noise Program Management

O. Manage Noise Compatibility Program: Managing the NCP at OSU Airport will be the responsibility of OSU Airport staff.

P. Discuss Noise Abatement with Public: Discussing aspects of the noise abatement program with stakeholders will take place through Airport Committees as they are developed. Development of the Airport Committees will be the responsibility of OSU Airport staff.

Q. Educate Pilots On Noise Programs: The existing program of supplying pilots with information regarding the noise abatement guidelines to all pilots will continue. The pilots will also be educated on the noise programs through meetings of Airport Committees as they are developed. The implementation of this program would be the responsibility of OSU Airport staff.

R. Develop Jeppesen Insert: This program would establish and distribute an insert for the Jeppesen charts describing the noise abatement guidelines at OSU Airport. The implementation of this program would be the responsibility of OSU Airport staff.

S. Update Airport Facilities Directory: This program will update the Airport Facilities Directory (AFD) to include current noise abatement programs and procedures. The implementation of this program would be the responsibility of OSU Airport staff.

T. Update Noise and Flight Track Monitoring System: OSU Airport will update the AirScene software and hardware as new versions are released. Implementation of this program will be the responsibility of OSU Airport staff.

U. Noise Program Update: Routinely examining the operating characteristics of OSU Airport to determine if significant changes have occurred that would require an update to the NEMs. A noise program update will also occur if the extension to Runway 9L/27R is completed, following the operation of the runway extension for one full year. The implementation of this program will be the responsibility of OSU Airport staff.