

Douglas Hammon

From: Wes Butch [wbutch@dlz.com]
Sent: Monday, December 06, 2004 11:15 AM
To: Brad Davidson; Ernie Gubry
Cc: Douglas Hammon; Jason Whitten
Subject: 5 DNL maps
Attachments: Scn4_Scn1_cmp_morediv.jpg; Scn4_baseline_morediv.jpg

Ernie, Brad -

Attached are two maps showing the 5 DNL increase areas that we discussed using as the APE for 106 coordination. The first map compares the existing condition (2003) with the Preferred Alternative (2008). This is the comparison that we had agreed would be used. The area that would experience the 5 DNL increase is shaded in dark red with the heavy black line around it. You will note that this area is almost the same as the 65 DNL contour near the airport. There is also one location to the southwest of the airport where we also see a 5 DNL increase. This is correct and is caused by the crossing of several flight tracks and the closure of the 14/32 runway. We are in the process of getting our cultural resource specialist, ASC Group, under contract to look at the areas in this new APE. Also, you will note on this map that the historic homes in Worthington are outside even the 55 DNL contour and would experience at worst, less than a 1.5 DNL increase (some would experience a decrease). The changes seen on this map are influenced by the assumed reduction of stage 2 craft between 2003 and 2008.

The second map is provided for reference only (it's not the one we talked about using for the APE). This second map compares the 2008 No Build with the 2008 Preferred Alternative. The main difference between this map and the other is that the stage 2 reductions are already assumed to have happened for the 2008 No Build.

Only other caveat about these maps is that they still assume the standard INM departure profiles. As you are aware, we are in the process of revisiting this issue.

I will call you to discuss this and other items later today or tomorrow.

Regards,

Wes