

Douglas Hammon

From: Wes Butch [wbutch@dlz.com]
Sent: Saturday, April 09, 2005 4:46 PM
To: Douglas Hammon; Albee, William; Jason Whitten
Cc: Morrow Clint
Subject: Re: Meeting With FAA

Hi everyone -

Just back from vacation and saw the emails.

Bill - I'm assuming that this newly requested grid point analysis is different from the grid point analysis that was outlined in our previous proposal to OSU since that was to answer different questions (single event, etc.), not those related to the profiles/thrust. If this is the case, can you please send to DLZ a proposal and cost for the new work which will be forwarded to Doug? If this is the same as the previously proposed work, please let me know how much of that total is needed for this work, and we will pass that on to Doug.

Once I get a chance to look over the materials in more detail and coordinate with Jason, we will be in touch. If not already discussed in the conf call, we should develop our plan for bringing in Jake and Ernie/Brad as Bill has noted.

Have a good one.

Wes

----- Original Message -----

From: "Douglas Hammon" <dhammon@osuaairport.org>
To: "Albee, William" <walbee@wylelabs.com>; "Jason Whitten" <jwhitten@dlz.com>; "Wes Butch" <wbutch@dlz.com>
Cc: "Morrow Clint" <cmorrow@wylelabs.com>
Sent: Thursday, April 07, 2005 4:08 PM
Subject: RE: Meeting With FAA

Bill - Glad to hear your meeting with the FAA went well. Despite the extra time and effort, I believe this work will benefit us in the end.

Just in case you were needing a response regarding the grid point analysis, please proceed with this work.

I look forward to seeing the "cleaned up" graphs and any information you generate from this additional work.

Thanks,

Doug

-----Original Message-----

From: Albee, William [mailto:walbee@wylelabs.com]
Sent: Thursday, April 07, 2005 11:18 AM
To: Jason Whitten; Douglas Hammon; Wes Butch
Cc: Morrow Clint
Subject: Meeting With FAA

To All:

Juliet Page and I met with Joe Dipardo in AEE-100 yesterday and presented the same material we provided to you that we discussed yesterday. He had a number of questions

similar to those we discussed in our conference call, but he did not find any flaws in our reasoning, technical approach or assumptions. Most of our discussion was about what we did and why, with us explaining so he understood all the details. He had the same intuitive response that the Dean had - that pilots should be using full power on initial take off because of the short runway. We told him you are interviewing pilots, and he said they would like us to provide us as much information we can regarding how they are actually flying the departures. Rather than assume they are reducing power, they would like some confirmation from the pilots.

Second, they would like us to do a grid point analysis at selected locations along the contours, particularly on the west end of 27R where the 65 DNL contour may extend into the residential area. They suggested we do this where the 60 and 55 contours would be larger also. What they want to see is the difference in DNL using standard vs. custom profiles. This information will help them decide if the difference is technically significant. Grid point analysis will greatly facilitate convincing the community that the difference is not significant as well. The contour comparison graphic we provided shows a small percentage increase in the size of the contours when calculated with custom profiles, but no where near the 17% rule of thumb (by their area equivalent method) required increase in the DNL 65 dB contour to be deemed significant.

We assume you will want us to perform this grid point analysis, which we can do in a day or two. We will complete the revisions to the graphics by tomorrow, and we can do the grid point analysis early next week. After you review these analyses, we can then forward them to AEE 100.

Joe indicated that AEE 100 should be able to render a decision within two weeks or less on the need to use custom profiles or not from a purely technical perspective. Based on what he saw so far, he doesn't think the difference will be technically significant. In the mean time, we need to provide the same information to Ernie and Jake Plante. Ultimately, they will have to decide for FAA if they want the EA contours to be done with standard or custom profiles. If for any reason they decide we should go the custom profile route, we will then have to submit a formal request to FAA to use them as outlined in the INM user's manual.

Right now, we are only performing the necessary analysis for FAA to decide if the use of custom profiles is necessary or not. We do not want to formally request using them until we are sure it is necessary to use them, and we believe that is FAA's decision, not OSUA.

Please give me a call if you need any additional details or discussion of the meeting with FAA.

BILL