

Executive Summary

This summary provides a brief explanation of the two files that are posted on the OSU web site in preparation for the Advisory Committee meeting that is scheduled for 6/23/04. These two files contain the following information:

- Results of the community noise monitoring conducted during February, 2004
- Data that will be used to predict noise levels with and without expansion of the OSU Airport
- Methods used to forecast the number of flights into and out of the airport

This information is being provided so that members of the Advisory Committee can review it and provide comments and suggestions prior to the study team moving ahead with the noise study's next step (noise level predictions using the Integrated Noise Model (INM)). This approach was suggested by members of the Advisory Committee at the meeting in January, 2004, and OSU Airport staff agreed that the Committee's comments on the data should be heard prior to running the noise model. Once the noise model is run, the noise levels that would result from the proposed project will be known. Those results will be available in late summer or early fall.

Description of Information Provided

The two files posted on the OSU website contain the following information:

1. The forecast memo includes a description of methods and results for projections of existing and future aircraft operations (total annual flights) for a number of different scenarios. These scenarios include: existing conditions (year 2003); future conditions (2008) with no improvements or expansion; future conditions (2008) with only new hangars added on south side of airport; future conditions (2008) with only the proposed runway extension; future conditions (2008) with both new hangars on the south and the runway extension; and future conditions (2023) for the full build out which includes hangars on the south, the runway extension, and development of additional hangars on the north side of airport.
2. The second file builds upon the first and includes specific information for each of the above scenarios. The purpose of the second file is to summarize the important operational information that will be used in the INM which will be run for each of the scenarios. The information includes: total annual aircraft operations (i.e. number of flights), fleet mix (i.e., jets vs. single engine vs. multi engine), runway end usage (i.e., which planes are using which runway ends), time of day/night that flights are occurring, slope for approaching and departing aircraft (i.e., how steeply do they ascend or descend), flight tracks (path in relation to ground), and weather conditions. Also included in this file are the results of the community noise monitoring conducted in February, 2004.

Uses of the Information

The information described in the two files is used:

- To determine what kind of capital facilities (e.g., hangars, runways, taxiways) are needed to accommodate user demand at the airport
- As the input for the INM noise model which predicts noise levels



Preliminary Conclusions

The following general conclusions can be drawn from the information included in these two documents. *It should be noted that these conclusions are preliminary only and may need to be revised after comments and feedback from the Advisory Committee are considered.* Details supporting these conclusions are included in the two documents.

- Existing day-night noise levels (DNL) (similar to a 24-hour average) attributable to aircraft noise were below the Federal Aviation Administration's (FAA) impact level at all community monitoring locations.
- Non-aircraft noise contributed significantly to existing community noise levels at most monitoring locations.
- Background growth in the number of flights into and out of the airport will occur over the long term regardless of whether expansion occurs.
- The construction of additional hangars would increase the number of flights into and out of the airport to a greater degree than the proposed runway extension.
- The proposed runway extension would result in shifting runway usage with most jet traffic moving to the north runway.
- Future flight tracks would be very similar to those currently used.
- The percent of future flights occurring during the night would be the same as the percent of existing night flights.

