

15 May 2003

RECEIVED BY THE REGIONAL
AD. "TRATOR'S STAFF

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Federal Aviation Administration
Security and Investigations Division
Room 203, 2300 East Devon Avenue
Des Plaines, IL 60018

Dear FAA Staff:

I am sending a copy of my original email message(s) sent to --two different email addresses found for-- Mr. Douglas E. Hammon, Director of the Ohio State University Airport [OSUA] facilities, in Columbus, Ohio. After passage of about a month, with no replies or acknowledgements, I had also submitted in the form of a printed copy, via the US Mail to their postal address. None of my messages have been acknowledged --neither by a staff member at the OSUA, nor by the director himself--nor have they been returned to me as undeliverable. Additionally, I have called and left a few messages on the one and only phone number available to me to reach and leave noise complaint messages (also, contrary to the recorded message, nobody has returned my calls!). I have left numerous ways for them to reach me over the past 2 months.

I do realize, based on my readings of the FAA role, there may be nothing you can do. I am only hoping at this point in time, to register my complaints and concerns with as wide a group as I can (but not aiming to do so indiscriminately). My concerns remain unchanged. This morning and late last night, a repeat of low flying jets and propeller aircraft over our residential area was extremely annoying.

I have no idea what plans there are for this particular airport facility here (which seems to have moved from its academic/education missions and goals more towards a business/organization for profit!) I do not know this for a fact, but the email address and website information points me to that conclusion. My view is that with the existing airport facilities locally and nearby (Port Columbus International, Bolton Field, Rickenbacker Air National Guard Base; as well as Dayton's Wright-Patterson Air Base, and Dayton International; and, also, the Delaware and Union County airports, nearby), to --adequately-- serve civil, military and allied services, business, state, and other officials and staff needs, there ought not be any needs to have increased traffic, and unacceptable noise-pollution and flight risks over increasingly larger residential neighborhoods growing all around and under the flight paths for the flights originating or landing at the OSU Airport, especially in LATE or EARLY hours.

I hope this will reach somebody who has the authority to reply to my/our concerns, or to forward it to the proper officials in charge of dealing with such complaints and concerns. I thank you for your attention and referral, as appropriate.

Sincerely,

Handwritten signature: Amir Shafaieh

Mr. Nima Shafaieh

Dublin OH 43016

Enclosure

RECEIVED
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Wednesday, 12 March 2003; 12:33 to 2:12 AM

Douglas E. Hammon, Director
The Ohio State University Airport
17 Airport Administration Building
2160 West Case Road
Columbus, OH 43235-2526

[Sending via email to: hammon.3@osu.edu]

Dear Mr. Hammon:

I don't quite know where or how to begin this communication with you. I will try not to wander too far off, but am not quite sure how successful I will be in doing so. Therefore, please bear with me, and I thank you in advance for your patience and understanding. It is past midnight, "early morning" on Wednesday. At the core of this letter you will find my concerns, my complaints, but also some genuine compliments (not merely as padding or for cushioning my concerns and complaints). I hope that you will forgive me for my style, but accept the seriousness of my concerns, and the reason why I have come to this point, at this hour of the night/morning: to write to you, personally, after many, many, months of contemplation. *

I know that over the past 5 years, and this specially because I do frequently take advantage of the convenience of renting an automobile from time to time, from the Thrifty car rental establishment located at the Don Scott Airport facilities, that the lobby is an indication of how much more "traffic" there is, and I would not have needed any further proof, than my own occasional personal observations there, that the airport is being used, exponentially, much more than it used to be. But, even if I had not come to the location, I'm well aware both from personal and also anecdotal reports from close friends and acquaintances, who live within the few mile radius of the airport, that all of us have witnessed, and know of the increase in "business" at the OSU Airport [OSUAP].

The compliment I mentioned in the beginning goes to these situations related to the Airport operations: the incredibly safe history, and neighborly/community conscious way the Airport has conducted itself, and its business; the way it has met its goals, and it has fulfilled its mission over the past 60 years; and the important place it had held, and the role it has played in OSU's —formerly— leading role in the aviation and aeronautics' teaching, training, and flight related and/or airport/airplane maintenance/safety learning programs... The list is long, and quite commendable.

Consequently, you all deserve --collectively and individually, as you do and your predecessors have-- a huge gratitude and acknowledgment for accomplishments so far with our appreciation, congratulations and complimentary comments on jobs not merely "well-done" but "exceedingly well-done" --from all of us, to all of you! What you do, and have done to date, has real, tangible, effects and has great impact on our lives, directly and indirectly. The most important among them, I believe, has been the way the airport has operated and maintained its relationship and functions, within and in relation to the immediate and nearby surrounding communities --up until recently--all these years. The times are tough, and economically, perhaps for the first time --ever? --Ohio (and especially Central Ohio) is suffering financially, and the budgets are tight, and most businesses and employers are facing harder times. Revenue generation is important and vital to the survival of the operations everywhere... These are all undeniable facts of life. It is also commendable that since the terrible tragic events of the September 11th, safety and security --which was, but has become even more so--the ultimate concern for ALL, but especially the aviation industry, is taken very seriously at OSUAP. The task is daunting and not an enviable position to be in, and the challenges are also great, the ranges of risks vis-à-vis acceptable errors, also vast (within normal limits of successful operations, or potentially catastrophic failures, versus any other available alternatives, too scary for me to even imagine). And, this, of course, leads to my great concerns, based on the information I have, the observations I/we have made, and --perhaps--some assumptions on my/our part.

As an example, I know that one of the concerns the OCLC [Online Computer Library Center, Inc.] had had, prior to their move from the OSU grounds to the Dublin area in order to expand and to set up their global Headquarters, was the physical security of their building, and the core of it, to protect the enormous

computer databases that are centrally located and operate from there; they had raised the concern and the possibility, due to their relative proximity to the OSU Airport, that in the unlikely event that should an airplane accidentally hit the building, they will have a protective shield around the centrally located computer systems and their personnel... This was many, many, years ago. At the time, this corridor, or quadrant, of North West Columbus suburbs, was not as densely populated and built as it is today. Many years ago, when the apartment buildings were beginning to be built along the then two-lane, narrow and less-heavily-used, Sawmill Road, across from the OSU Airport, I wondered about the years yet to come; I could not have imagined, how large, and how dense and populated the area around, and beyond, will become! Between Avery and Wilcox alone there are innumerable new homes, condominium and apartment complexes and communities built in the past 5 years—right under, along, and around the OSUAP's runway flight paths!

I know, also, that a number of my daughter's parents and their children who have lived longer than we have in or near Dublin, expressing concerns, and have observed as well, that there has been a dramatic increase in the air traffic at the OSU Airport flights. The most disconcerting of all are the larger, and noisier, jet planes. The flight patterns limited to what they must be, and the altitudes involved, for safe, optimal landing/take-offs, has created an increasingly disturbing noise-pollution, at any hour, but especially AFTER 10 or 11 PM and BEFORE 6 or 7 AM, practically every day/night, and even on weekends! During the winter months, the windows are shut and doors closed, and we are inside much more than the rest of the year. But then, in the past 5 years alone, and even in comparison with years before, when one is outside, for whatever reasons, it is a growing concern of ours that the growing business at the OSU Airport, may be in the best interest of the University and State of Ohio, financially, but it is apparently at a greater "cost" to us ALL (both "evident," in the form of noise pollution, and increased risks, perceived or real, of flight-related problems, etc.; and "hidden," in the form of "actual" *potential* for flight-related accidents, etc., and other potentially—now exponentially-- increased environmental issues of concern related to these more frequent flights over, around, and above us).

Invariably, when we go to my daughter's school, when we are in the park, or when we're walking to the Dublin branch of the Public Library [near OCLC], or even driving around in the area, I/we see, and hear, and now almost constantly think of and worry about this *increased* risk we are facing in the vicinity of the OSU Airport facilities' *increased* business. The perceived and the real risks are there, and these, too, are facts of life now.

What I am hoping you can do for us, is to inform us and share with us, by giving us assurances and the knowledge, that—barring any real emergency situations-- at least between the hours of 10-11 PM and 6-7 AM, daily and on weekends (for the, say, 8-to-9-hour intervals involved), there will not be any increase in the number of flights permitted to land or take off. [We have actually even heard the "rumors" (?) that the traffic-control tower at OSUAP is not even staffed between 11 PM and 7 AM?! And, that, no flights are supposed to be taking place—neither landing nor taking off-- between those hours?!]... Even with improved insulations inside and between walls/windows of newer buildings, it is a great nuisance to deal with, on the noise-level. But even a greater—increased—factor and real concern (given the density of residential building growth under and around the flight paths), at least at night, is with the number of people at home and in bed which is, by far, greater than during the day-time and weekdays, and therefore, in case of an accident or problem, should there be a crash, or falling debris, or something, the number and amount of damage inflicted on us, would be greater as opposed to being reduced or minimal in "after/before" hours... At any rate, the anxiety level in children alone has increased. And concerned parents, as the "grown ups," do need to have such assurances, the commitment of and promise from the Airport officials and employees that they will do whatever it takes, not to add to these immediate and potential costs of "living" and anxiety near the OSU Airport. I am aware that whether or not it is a Learjet, slightly smaller or larger jet planes, or a single-engine propeller-type aircraft, or something in between or entirely different form of aircraft from these [such as the unique and exceptional case of the unfortunate pilot of the large jetliner that landed in the OSU Airport by mistake only a few years ago, and the landed aircraft had to be dismantled to be taken out of the airport facilities—thank goodness for that solution, and thanks to whomever made sure that it was handled that way!], the noise alone is a problem, let alone any other potential problems bigger than and more bothersome than the passing and lingering after-effects of the sound-trailing in our conscience for minutes before and after these landings and take offs... [Let me share with you the most recent occurrences

of disturbing flights over-head: at 11:36 PM, Tuesday night, 11 March, and 12:19 AM, this morning (11 & 12 March 2003); and, at 12:44 AM last Wednesday morning (night), and then at 2:07 AM, March 5, 2003; and, at 11:44 PM on March 6th, 12:35 AM on March 7th; etc.: we have had low-flying landings (or take offs?), that were/are loud enough to wake one up from one's deep and sound sleep! This has been going on for many months now! THAT is why I am now awake, at my desk, writing to you...]

I have read the Annual Report, and among the leading concerns I have, is the part of the vision statement that aspires and the mission statement that establishes the serving to the "global aviation community." It is vague, and general enough, but also lofty as it is supposed to be (as mission statements go), that concerns me, now, and for the near future. As part of the stakeholders, people of the state of Ohio, the faculty, staff and students of the OSU community, and the larger neighborhoods within the flight paths of the airport, serving this large pool of customers, *this* concerns me greatly. Another point that concerned me, also greatly, is the visible move away, or distancing from "education" part of the academic goals, and the teaching/learning aspects of the aviation-related work done at the Airport, and moving closer to the business "organization" of the aviation industry. I realize, clients like Boeing, and others, exist; I have seen our former and current State or Government officials flying to and from the OSU Airport, and the legitimate needs of the University/State officials and those of the local or federal government, and the private sector: all needs "require" to be met, somehow. I wish I had some useful suggestions or solutions I could make about these. At this point in time, lacking rest, and being overly concerned, I cannot! I can only hope that the consideration will always be given and attention paid to our concerns, and not make families --and businesses-- move into the area, and then decide against staying in these parts. Because that would be, in my/our opinion, a greater loss to the whole of our communities, local as well as global, in the long run. I do hope and wish that the long-range benefits will out-way any short-range gains --if that is what we are getting by the increased traffic at the OSU Airport--in whatever is being used, and behind the deciding factors...

Wishing and hoping for all of you and us, luck, success, prosperity, and long, happy, healthy, productive lives here --and wherever else our lives and adventures may lead and take us. Thank you for your attention and patience, in listening to my/our concerns, complaints, and compliments, on behalf of my family, and our extended families, friends, neighbors, businesses partners, and myself...

Sincerely,



Mr. Nima Shafaieh

[Email copy sent to: dhammon@osuairport.org]

* I have been a resident of Central Ohio since summer of 1978. I came to the Ohio State University as a student, then, stayed and began to work (since 1981 to date) at OSU. I have gotten married and we have a child; my parents moved here to be near us, and now my father lives with us. We have a few generations among our families, who have lived here for well over 50 years. For most of this 24-25 years, I had lived in various parts of Columbus; 14 of these 24 years had been on the East side of Columbus, not far from the Columbus "International" Airport (2 of those years, really close by; 12 of them, a few miles away; therefore, I am not new to the idea of living near an airport, and do not have any aversions to this fact, but am rather sensitive to ALL that comes with this decision and situation of being in the proximity of one). Since December of 1997, however, we have become Dublin residents. I have, therefore, for the past 25 years been living, and driving, all over Columbus, and its vicinities. I have seen a lot of developments --good and not so good-- around Columbus. Changes, growth, expansion, are undeniable facts of life, anywhere and everywhere one works, lives, and ultimately dies. In between, we have our successes, failures, and proud and not so proud moments. We have to take the good with the bad, but hope for the best...

JUN 16 2003

Mr. Nima Shafaieh

Dublin, OH 43016

Dear Mr. Shafaieh:

Thank you for your letter of May 15, 2003, regarding aircraft operations at the Ohio State University Airport (OSU).

While the Federal Aviation Administration (FAA) has the responsibility for safe and efficient use of the national airspace, the Aviation Noise Abatement Policy of 1976 and FAA Order 1050.11, *Noise Control Planning*, places primary responsibility on airport proprietors for local aviation noise control plans. This is appropriate because airport proprietors have the best understanding of the local noise climate, community needs and desires, and the requirements of airport users. As such, the Ohio State University's Department of Aerospace Engineering and Aviation, in its role as owner and operator of OSU, has primary responsibility to address airport noise issues.

The FAA is willing to work with airport proprietors in seeking means by which to lessen aircraft noise impacts on airport neighbors. However, noise abatement initiatives must be endorsed and recommended by the airport proprietor before they are considered by the FAA. Additionally, the FAA would evaluate carefully any suggested noise mitigation techniques to ensure that they preserve the safety and efficiency of the national airspace system and do not merely shift noise impacts from one populated area to another. While it is true that the OSU airport traffic control tower is not staffed from 11:00 p.m. to 7:00 a.m., Central Daylight Time, aircraft, nonetheless, are allowed to land and depart OSU.

Airport access and use restrictions for noise abatement purposes also fall principally within the purview of the airport proprietor. Access and use restrictions include such topics as hours of aircraft operations, types of aircraft allowed to utilize an airport, and limits on the number of aircraft operations. However, the FAA would not allow the establishment of restrictions which would impact safe and efficient use of the airspace, are unreasonable or arbitrary, unjustly discriminate, impose an undue burden on interstate or foreign commerce, interfere with any federal statute or regulation, or have not been circularized for public comment. It is also important to note that currently the FAA has no vehicle in place by which to limit aircraft operations at OSU.

The FAA understands that citizens sometimes object to aircraft overflight events. Please be assured that the FAA will continue to strive to minimize noise impacts in its role to safely and efficiently manage the national airspace system. I trust that this letter

adequately addresses your concerns. If you need further assistance, please contact the Regional Administrator's Staff at 847-294-7069.

Sincerely,

Original Signed by
CECELIA L. HUNZIKER

Cecelia L. Hunziker
Regional Administrator
Great Lakes Region