

Minutes
The Ohio State University Airport Advisory Committee
April 12, 2007, 7:00 p.m.
Meadow Park Church of God

Committee Members

Ahmad Al-Akhras, MORPC
Deral Carson, Midwest Air Traffic Control Service, Inc., OSU
Mary Jo Cusack, Alternate, Village of Riverlea
Kathy Dillow, The Ohio State University
Jay DuRivage, Personal Aircraft Owner
Michael Elliott, Student, The Ohio State University
Bill Habig, Consultant, Vice Chair
Paul Hammersmith, City of Dublin
Chris Lenfest, FAA, Port Columbus
Matt McCollister, Columbus Chamber of Commerce
Bernie Meleski, Columbus Regional Airport Authority
Kimberly Nixon-Bell, Alternate, WOOSE
John Oberle, Sharon Township
Don Peters, Columbus Flight Watch
Mike Reynolds, Commercial Operator Thrifty Car Rental
Bill Schuck, Northwest Civic Association
Paul Spreng, Worthington Industries
Scott Whitlock, City of Worthington

The Ohio State University Staff

Alan Barbee, External Relations
Cathy Ferrari, External Relations Manager
Doug Hammon, Airport Director
Todd Hartman, External Relations
Cecilia Lammers, External Relations

Visitors

Rob Adams
Candy Brooks
Bill Carleton
Sam Carter
Robert Chosy
Jim Davis
S.A. Davis
Melanie DePoy
R.H. DeWitt
Lowell Dowler, Alternate, Worthington Industries
John Ehlers

David Faircloth
David Full
Robin Gardner
Chris Gawronski, Alternate, MORPC
Carl Haager
Alan Harding, Columbus Flight Watch
Chester Jourdan
Marie Keister
Suzie Kleymeyer
R. Learn
Betsy Lines
Rosemarie Lisko
John Mansperger
Mike Maynard
Latane Montague
John O'Keeffe
Tony Pello
Elaine Reardon
Nancy Saylor
Ed Sprouts
Mike St. Clair, Alternate, The Ohio State University
Robert Tedrick
Lyndsey Teter
Jane Weislogel
Stacy Weislogel
Brad Wentz

Call to Order; Minutes

Vice-Chair, Habig, called the Airport Advisory Committee meeting to order at 7:00 p.m. Whitlock said that there were significant omissions in the draft of the February 8, 2007, minutes as submitted for approval. Ferrari responded that she received comments from one person and that the minutes are intended to be a summary of relevant discussion. After a lengthy debate about how much content to include in the minutes, a motion was made to table the minutes until Ferrari has the chance to review the tape recording of the meeting. The majority approved.

Chester Jourdan, Executive Director, MORPC

Habig introduced Chester Jourdan, new director of MORPC. Jourdan discussed MORPC as a voluntary association of local governments. Jourdan said he looks forward to MORPC's continuing partnerships in addressing many issues facing communities in Central Ohio.

Part 150 Noise Study Update

Montague said that things are on track for the Part 150 Study. Proposals were sent to Reynolds, Smith & Hills (RS&H), Landrum and Brown, and Wilbur Smith/Harris, Miller, Miller & Hanson (HMMH). Respondents will be interviewed April 26, 2007. After the interview and final ranking of consultants, negotiations will begin with the top-ranked consultant before selection and approval by the FAA.

Montague addressed questions that were raised prior to the meeting regarding complaint data. He assured the Committee that all data that is being collected by the complaint system is being preserved and will be available for use in the Part 150 Study.

Nixon-Bell asked that the names of the three top-ranked consulting firms be sent to the Committee.

Meleski asked if the Airport has communicated with the FAA regarding the grant. Montague said the Airport staff has been working closely with the FAA and that there are funds earmarked for the study.

Schuck asked if the proceedings from the Committee will be part of the study. Montague stated that every organization and entity represented on the Committee will be invited to serve on the Part 150 Advisory Committee. The current Committee will be maintained for non-noise related issues and issues not relating to the Part 150 Study.

Schuck stated that it was his understanding that community representatives would have the opportunity to participate in all phases of the Part 150. He expressed concern that to date community representatives have not had an opportunity to participate in the RFQ and will not be able to participate in the RFP. He also stated that community comments submitted to the Airport were included in the RFP, but that the contractors were asked not to respond in writing to the community comments. Schuck said there is a perception that the communities are not being meaningfully involved in all phases of developing the Part 150 Study.

Montague answered Schuck's concerns by saying that all comments, as they were submitted by community representatives, were forwarded to the top-ranked consultants. Additionally, Montague said that the community cannot select the consultant because it is a University contracting decision. He also said that the process must be consistent with University contracting requirements and consistent with certifications and representations needed for the FAA. Montague said a representative from MORPC is on the selection committee to avoid one jurisdiction attempting to influence the process to the disadvantage of another jurisdiction. He said MORPC represents multi-jurisdictions.

Schuck said he was told that no one outside of the University would be on the interview or selection committee. Montague said that is true. Al-Akhras will participate in every way, but he will not be a voting member. The final vote will be made by University employees.

Whitlock asked why the RFP instructed consultants not to respond in writing to other Committee member recommendations. Montague said it was a timing issue. Whitlock said this situation creates a natural concern in the community. Montague said the Committee will have an opportunity to see the final work plan that will be prepared for the FAA.

Al-Akhras said he did not think it would be appropriate for a consultant to give an opinion on community concerns at this time. He said it will be part of the public involvement process by the selected consultant.

AirScene/Webscene Presentation

Sam Carter of Era Corporation explained how aircraft tracking systems are used, why airports like OSUA use them, the technology that makes tracking possible and the limitations to the technology.

After the presentation, Carter answered questions. Nixon-Bell asked about power outages at the airport and how they affect the AirScene system. Carter explained that the system does go down during an outage and that even if tracks are being saved, they will not be available until after the system processes data. Nixon-Bell asked what the steps would be for a resident to determine if AirScene/WebScene is working. Carter said that residents should contact Airport staff in that situation.

Cusack asked about WebScene's sensitivity when typing dates into the complaint form. Carter acknowledged the lack of user-friendliness and said he had already talked to Airport staff about the problem. Carter said he will investigate the issue further and assured the group that matters like this one will be examined by engineering and eventually incorporated into improvements. Cusack also had difficulty in submitting an e-mail complaint, and had expressed concern that WebScene users will become frustrated to the point of discontinuing use of the system.

Oberle thanked Carter for his presentation and complimented the system. He said he thinks it is a good asset to our community. Oberle also said he appreciated that the Airport and Era will continue to work to resolve some of the issues with WebScene. He asked Carter if the tracking technology is based on radio frequency. Carter said yes, the transponder response is radio frequency. Oberle then asked about the precision of the tracking. Carter said the precision increases as you get closer to the airport.

Whitlock asked if any improvements had been made to the system in response to the list of concerns he presented at the February, 2007, meeting. Carter said he was not aware of any software changes based on public suggestions, but acknowledged that user-friendly matters are regularly conveyed to him from Airport staff.

Whitlock asked if there is a plan to make WebScene's historic view immediately available to users. Carter said no.

Whitlock said the system used at Nantucket Island Airport allows users to see the historic view ten minutes after the operation. Whitlock asked if there is a plan for WebScene to become competitive with the Nantucket system. Carter said he believes the Nantucket system has the benefit of air traffic control radar in the area, and that they use a different kind of technology from AirScene.

Whitlock asked why he cannot find the aircraft type on WebScene. Carter explained that the kind of information available depends on the type of transponder. He said a Mode S transponder is sophisticated in that it reports aircraft type, tail number and other identifying information. He went on to say the more prevalent transponder at general aviation facilities is a Mode C transponder which does not broadcast identifying information for the aircraft.

Nixon-Bell asked if WebScene can generate a receipt after a complaint is submitted. Carter said there is no function like that now, but it was an excellent suggestion.

Nixon-Bell asked why the aircraft icons on WebScene do not seem to match up with what is shown on the screen. Carter said Ferrari has already brought the issue to his attention for follow-up. He said that when one is looking at the live screen, the aircraft type might not yet be known if they are flying under visual flight rules.

Airport Staff Report

Hammon provided an update on a positive Sound Initiative meeting with Representative Oberstar, Chair of the House Transportation Committee, to discuss the phase-out of Stage 2 aircraft.

Hammon also said that paving and fencing projects will begin in near future. Nixon-Bell asked what the paving projects included. Hammon explained that the south taxiway will be realigned and repaved as part of a rehabilitation process that has been ongoing for about four years. He reported that the Board of Trustees approved the advertisement for the next phase of repaving plans which includes a complete rehabilitation of the south runway and main ramp. Hammon said the runway will be closed for about 60

days during the summer months of 2008. The main runway will be closed, but the other runways will remain open for smaller aircraft.

Whitlock asked when the decision was made to not research all complaints. Ferrari clarified how Airport staff handles complaints. For the sake of responding to everyone, Ferrari said responses will be limited to ten for those residents who file a large volume of complaints. She said while each complaint will be recorded in the system, those who file more than 10 complaints per month will not receive responses beyond 10 complaints per month.

Whitlock asked when the decision was made. Ferrari said mid-March.

Whitlock referenced an e-mail from Ferrari that says, "we are looking for trends in residential neighborhoods..." and asked Ferrari what kind of trends is she looking for? Ferrari said she is looking for different types of data including neighborhoods, aircraft type, and consistencies with particular types of aircraft.

Cusack commented that she thinks the Committee has lost its perspective. She said Worthington and Riverlea residents are the ones that have filed all of the complaints because they are living with it [noise]. Cusack said that these residents are filing the complaints but have a credibility issue with the Airport. She went on to tell about a situation in which she was blinded by the lights of a plane. Cusack asked for everyone to look at why the Committee was formed, and to understand that complaints are going to come from a certain select few, because they are the ones that live under the flight path. She said the rest of you are here to try to help us.

Ferrari explained that the Airport is recording and researching all complaints, and that all data will be turned over to the Part 150 Study consultant.

Hammersmith asked how many responses complainants want back. He said if someone is in the flight path, there is going to be noise.

Nixon-Bell said she would like to know if noise came from an arrival, departure, jet, prop, turbo-prop, stage 2. She would also like to know the altitude of aircraft over her home.

Meleski suggested offering complainants the option of not requiring a response to reduce the number of responses necessary.

Al-Akhras said he lives in the flight path and other people living in the flight path opt not to complain. He said that we are moving to the Part 150 which will address these issues, and he would like for the Committee to move forward instead of repeating the same thing, time and again.

Whitlock said that adopted mitigation procedures require continuous monitoring and feedback. He said if complaints are not researched, there can be no follow-up to these procedures.

DuRivage asked if the complaint information can be sorted by exception, so staff can filter acceptable and unacceptable flights. He said it would cut down on responses needed. Carter said the feature exists in the form of a gate that would identify flights that do not meet the set parameters.

Whitlock said the historic data committee looked at multiple complaints that relate to the same problem. He asked if it is possible to sort the complaints in the system to determine the number of operations that prompted complaints. Lammers said yes, and she has done that.

Ferrari told the group that at Nixon-Bell's February request, she contacted the local FAA Flight Standards District Office regarding a presentation to the Committee. Because they had a heavy workload at the time, FAA representatives offered to attend a meeting in the summer or fall.

New Business

Hammersmith said he was disturbed by the *Columbus Dispatch* article of April 12, on noise complaints getting a more muted response. He said he did not know how the story was generated, but these items should be brought to the Committee. He said he was really disappointed and it is insulting to the committee that these items are brought up and fed to the media. He said it's ridiculous and it's the second time it happened, recalling the last article before the February meeting about the two-week old WebScene system. Hammersmith said if this continues, confidence and trust in this Committee will erode and it leads him to disbelieve and question the motives of those individuals. He asked for everyone to respect the Committee and bring items forward. He said the reporter on the story called him too late for comment and the news had already been crafted.

Whitlock, quoted in the article, responded by saying that he had nothing to do with initiating the story, but was asked for comments. He said he repeated comments he had already made to Baeslack, but had not gotten satisfactory answers. He said he knew that there would be no time at this meeting to discuss them. He said he would be happy to discuss his items in the Committee proceedings if there were time to discuss anything, but there is not. He said he made the point that the items were important to the City of Worthington, and there has been no improvement in that area.

Comments from Committee Alternates

None

Comments from the Public

Saylor commented that she was glad to see articles like the one in the *Dispatch* because her neighbors do not have the opportunity to come in and question the Committee. She wanted to know if all complaint data is being captured in its entirety. Ferrari said it is all recorded. Saylor said she has noticed discrepancies between what she had reported and what she received back from Airport staff. Ferrari said to contact staff so they can investigate the discrepancies. Ferrari noted that Saylor has not accepted previous offers to meet with Airport staff, and reiterated her offer.

Saylor asked why the Committee is not taking on a Part 161 and why a reduction in traffic is not being considered as a mitigation measure. Montague answered by saying that the Airport is doing a Part 150 study now to try to reduce noise impacts of existing traffic at the airport.

DeWitt said it was his understanding that the Committee was created because of the north runway extension project. He asked if we are looking at larger aircraft. Hammon answered no, OSUA's future is serving the same traffic and smaller, general aviation traffic, in a more efficient and safer manner. He added that to move up would be moving into the ranks of Port Columbus, and we are not moving in that direction. Hammon reiterated our mission as a mix of education and community service through general aviation.

Tedrick said he had submitted two complaints and has not received a reply. He said he and his wife are retired and that the planes are right on top of their heads and they interfere with all aspects of their lives. He said he would like some replies. Ferrari said Airport staff will get back to him.

The meeting was adjourned at 9:00 p.m.