

Appendix C

COORDINATION WITH TOWNS

Early in the evaluation process, ConnDOT met individually with the Towns of Oxford, Middlebury, and Southbury to identify and discuss their land use planning and zoning activities as related to airport noise. Of interest were any associated land use policies intended to reduce noise exposure to local residents. For the Towns of Oxford and Middlebury, where airport-generated noise levels are highest, noise issues have been considered in zoning decisions and site plan approvals; however, no formal noise-related land use policies have been established.

As such, this study uses the DNL 65 dB noise level as the threshold for land use compatibility in noise sensitive areas, as established by federal guidelines. It should be recognized that individual municipalities may establish their own airport noise compatibility guidelines. As the towns surrounding OXC have not established specific criteria at this time, the federal guidelines are employed in this study. Nevertheless, homes exposed to noise levels below DNL 65 dB were identified and evaluated throughout the alternative analysis, as noise complaints have been documented in many locations with lower airport noise exposure. However, most of the potential recommendations, or candidate alternatives, focus on mitigating noise to homes exposed to noise levels of DNL 65 dB or greater, per federal criteria.

After the individual meetings, a follow-up letter was sent to the Towns of Oxford and Middlebury to provide a summary of Noise Study policy and preliminary observations. Each town has the option to establish a noise level threshold for residential land use compatibility (e.g., below DNL 65 dB), which may be considered in the Noise Study recommendations. At this time, local noise level thresholds have not been established.

This appendix includes the meeting minutes and correspondences with the surrounding towns (as of April 2008), as follows:

- ➔ Oxford Meeting Minutes with First Selectman Drayton-Rogers (December 20, 2007)
- ➔ Middlebury Meeting Minutes with First Selectman Gormley (December 7, 2007)
- ➔ Middlebury Meeting Minutes with First Selectman St. John (July 18, 2005)
- ➔ Southbury Meeting Minutes with First Selectman Cooper (July 18, 2005)
- ➔ Oxford Meeting Minutes with First Selectman Palmer (July 12, 2005)
- ➔ Letter to First Selectman Palmer (March 6, 2006)
- ➔ Letter to First Selectman St. John (March 6, 2006)

WATERBURY-OXFORD AIRPORT FAR PART 150 NOISE STUDY

*Town of Oxford: Noise Study Informational Meeting
December 20, 2007 2:30 p.m.
Oxford Town Hall*

Meeting Report

Attendees:

<u>Name</u>	<u>Affiliation</u>
Mary Ann Drayton-Rogers	First Selectman, Town of Oxford
Herman Schuler	Economic Development Director, Town of Oxford
David Head	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning
Kurt Walton	ConnDOT - Bureau of Policy & Planning
Matthew Kelly	ConnDOT - Airport Manager
Paul McDonnell	Clough Harbour & Associates LLP
Michael Kotlow	Clough Harbour & Associates LLP

Meeting Purpose:

- Discuss the Waterbury-Oxford Airport (OXC) Federal Aviation Regulations (FAR) Part 150 Noise Study with the recently elected First Selectman of Oxford.
- Present the preliminary recommendations of the Noise Study, including schedule and funding issues associated with implementation.
- Discuss public comments and Advisory Committee (AC) membership.

Meeting Summary:

- A Public Hearing will be held at the Southbury Crowne Plaza following the release of the Draft Noise Compatibility Plan (DNCP).
- Ms. Drayton-Rogers is the new Advisory Committee (AC) representative for the Town of Oxford, replacing the previous First Selectman, Mr. August Palmer. ConnDOT will inform Ms. Drayton-Rogers and Mr. Schuler of all future study meetings.
- Mr. Schuler confirmed that the official use of the property at 362 Christian Street in Oxford is a residence. Southbury Tree Service is a home-based business on the property.
- The Town of Oxford understands that most of the OXC noise impacts are to Middlebury residents, specifically the Triangle Hills neighborhood. Although the short-term recommendations of the Noise Study should provide assistance to those Middlebury residents, the problems should not just be shifted to Oxford.

- Ms. Drayton-Rogers requests that future updates to the Noise Study consider measures that benefit Oxford residents. It was noted that a current recommendation of the Noise Study (Implementation Measure IM-1) includes the establishment of a committee to periodically investigate future updates to the noise contours and mitigation measures. The committee would include a representative from the Town of Oxford.
- A representative of the Town of Oxford previously mentioned that residential soundproofing measures were required as part of the zoning approvals for the Glendale and Central Park developments, due to their potential exposure to airport noise. Following this meeting, the Town provided copies of the approvals to the Study Team. The approval for each development contains the condition that *“A notation on the deed be filed in the Town Land records that acknowledge that the property is located within an Airport Noise Impact Zone, and thus the residents are likely to be subject o high levels of airport generated noise.”* The approvals do not specify requirements for residential soundproofing measures.
- Mr. Schuler was aware that potential wetland creation sites were being investigated to mitigate for impacts from future projects at OXC (if developed). A few privately-owned properties may be available for sale in the Town of Oxford that ConnDOT might want to consider as potential wetland creation sites.
- If all homes in the Triangle Hills neighborhood are ultimately acquired, would the recommendation for Runway 18 departures (towards Oxford) during nighttime hours still be necessary? As previously mentioned, a committee would be established to consider future updates to the noise contours and mitigation measures.
- There are currently three recommendations of the Noise Study that can only be implemented by the Town of Oxford, including:
 - LU-1 – Maintain existing commercial/industrial zoning within two miles of OXC. A representative of OXC should review proposed zoning changes for airport compatibility.
 - LU-2 – Fair disclosure of airport noise required within the noise contours. Sellers would be required to inform buyers of the potential for airport noise exposure.
 - LU-3 – Establish subdivision regulations for new residential development within the noise contours, including noise level reduction (NLR) requirement for construction and avigation easements.

The Town believes these are all good recommendations, and indicated a willingness to consider their practicality and implementation in Oxford.

- Ms. Drayton-Rogers was concerned that the proposed Medium Intensity Approach Lighting System (MALSR) beyond Runway 36 might be a nuisance to Oxford residents. Mr. McDonnell explained that if constructed, the proposed MALSR would only extend to Commerce Drive (the new road in Oxford). This is at least ¼-mile from the nearest residential property and is separated by woods. The lights are designed to primarily be visible from the air. Thus, no visual impacts would be anticipated from the lights. It was

noted that burial of the electrical transmission lines would be required prior to the construction of the MALSR.

- Mr. McDonnell stated that noise levels are expected to decrease by year 2023. This is because the older noisier aircraft are continually being phased out of service. The newest jets are substantially quieter than the jets that are being phased out.

WATERBURY-OXFORD AIRPORT FAR PART 150 NOISE STUDY

*Town of Middlebury: Noise Study Informational Meeting
December 7, 2007 10:00 a.m.
Middlebury Town Hall*

Meeting Report

Attendees:

<u>Name</u>	<u>Affiliation</u>
Tom Gormley	First Selectman, Town of Middlebury
Stephen Savarese	Attorney, Town of Middlebury
Robert Michalik	Office of Congressman Murphy
David Head	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning
Matthew Kelly	ConnDOT - Airport Manager
Paul McDonnell	Clough Harbour & Associates LLP
Michael Kotlow	Clough Harbour & Associates LLP

Meeting Purpose:

- Discuss the Waterbury-Oxford Airport (OXC) Federal Aviation Regulations (FAR) Part 150 Noise Study with the recently elected First Selectman of Middlebury.
- Present the preliminary recommendations of the Noise Study, including schedule and funding issues associated with implementation.
- Discuss public comments and decide whether additional outreach effort is warranted.

Meeting Summary:

- Mr. Gormley indicated that he visited nearly every home in the Triangle Hills neighborhood. The residents are frustrated with the Airport and the potential timing of voluntary acquisitions. Most residents seem interested in receiving fair market value for their homes right now, and do not want to wait up to 10 years before that happens. Mr. Head explained that before acquisitions can be offered, the Federal Aviation Administration (FAA) requires ConnDOT to prepare an Environmental Assessment (EA) and Noise Study Implementation Plan – this process could take approximately two years. The other influences of a potentially lengthy implementation are annual funding availability, as only approximately \$2 to \$3 million can be anticipated to finance an acquisition program each year, and the extent comparable housing would be available in the area.
- Mr. Trotta explained that the Noise Study is being conducted at the former request of the residents of the surrounding communities. The Noise Study attempts to recommend measures that would ultimately provide an improved quality of life.

- OXC is a unique situation. The Triangle Hills neighborhood is at the end of the runway, within the Runway Protection Zone (RPZ), and exposed to incompatible noise levels. No other general aviation airport in New England has as many homes within the RPZ. The Town believes that this is more of a safety issue than a noise issue for the homes located in the RPZ. Alternative sources of federal and state funding need to be investigated to deal with this unique situation (e.g., federal earmark or state bonding) in order to fast-track the schedule. Interim measures need to be identified to address these issues sooner and demonstrate a responsiveness to the situation.
- Mr. Michalik will discuss these issues with Congressman Chris Murphy to see if securing funding for the implementation of the Master Plan and Noise Study findings can be expedited on the Federal level, particularly for those homes located within the RPZ.
- The Town feels that residents outside the RPZ should also be offered the option of sound insulation.
- Mr. Savarese asked if the Noise Study investigated alternatives for shifting or rotating the runway to remove homes from the RPZ and incompatible noise levels. Industrial property to the west of the Airport could be acquired to realign the runway. Mr. McDonnell explained that alternatives were investigated for shifting and rotating the runway. In general, besides cost, the environmental and property impacts would make any change to the current runway alignment infeasible. ConnDOT will provide the Town with a summary of the alternatives that were investigated.
- Mr. Raymond Pietrorazio is the current Noise Study Advisory Committee (AC) representative for the Town of Middlebury, and was notified of this meeting. Mr. Gormley and Mr. Savarese are also welcome to participate in the AC, and ConnDOT will inform them of all future meetings.
- Mr. Gormley asked if noise monitoring was conducted. Mr. McDonnell explained that noise monitoring was conducted in Middlebury, Oxford, and Southbury, in areas prone to noise complaints, including the Triangle Hills neighborhood. As expected, the highest noise levels were measured in the Triangle Hills neighborhood (see Appendix A of the Noise Study). Note that the noise monitoring was conducted for comparative purposes only and is not used to make recommendations for the Noise Study. The FAA's Integrated Noise Model (INM) is the official tool to evaluate aircraft noise exposure in airport studies.
- The Town questioned ConnDOT's allowing airport development and activity to grow (a new hangar being developed by a private corporation at OXC) - that will bring in more planes and more noise. Can ConnDOT restrict future development and limit operations to certain hours of the day? The new hangar was discussed in the Airport Master Plan Update (AMPU) and is illustrated on the approved Airport Layout Plan (ALP). The forecasts that were used to generate the noise contours included the new planes and activity associated with the development of a similar hangar. If constructed, it is anticipated that the hangar would be the last major private development at OXC, as there is minimal space available to develop additional new facilities on the airport property. Regarding flight restrictions, since OXC is a public airport, federal regulations require it to be open at all times to protect commerce.
- The completed AMPU and ALP does recommend acquisition of the homes within the RPZ. However, any homes acquired under the AMPU's recommendation would require competitive Airport Improvement Program (AIP) funding. However, after the Noise Study is approved, acquisition of the homes would be eligible for a separate portion of the AIP

funding specifically designated for noise mitigation. The noise funding is much less competitive (approximately \$2 to \$3 million is anticipated to be available to OXC annually).

- Mr. Kelly stated that he is currently working with airport operators and the Air Traffic Control Tower (ATCT) to send as many departures to the south (towards Oxford) as possible, if wind conditions permit, and to be good neighbors – no homes are located within the RPZ to the south of the runway. Approximately 11 percent of operations occur during nighttime hours (10:00 p.m. to 7:00 a.m.). Keystone Aviation recently paid for a crew to stay at another airport so they would not have to fly out of OXC early on Thanksgiving morning.
- ConnDOT is considering sending a questionnaire to all of the affected property owners. The purpose would be to see how many residents are willing to participate in an acquisition or insulation program. Mr. Gormley and Mr. Savarese believe the questionnaire would provide little additional information and are concerned about this delaying the Noise Study further.
- Mr. Gormley stated that people are more important than planes and equipment and that he firmly believes that traffic should be cut back or rerouted until this issue (homes within the RPZ) is resolved.

WATERBURY-OXFORD AIRPORT FAR PART 150 NOISE STUDY

*Town of Middlebury: Noise Abatement and Land Use Informational Meeting
July 18, 2005 1:30 p.m.
Middlebury Town Hall*

Meeting Report

Attendees:

<u>Name</u>	<u>Affiliation</u>
Edward St. John	Town of Middlebury
Claudia Tata	Town of Middlebury
Diane Bray	ConnDOT - Bureau of Policy & Planning
David Head	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning
Michael O'Donnell	ConnDOT - Airport Manager
Paul McDonnell	Clough Harbour & Associates LLP
Michael Kotlow	Clough Harbour & Associates LLP

Meeting Purpose:

Provide the Town of Middlebury the opportunity to comment on the preliminary noise abatement and land use alternatives, which may be considered in the ongoing FAR Part 150 Noise Study.

Meeting Summary:

Paul McDonnell presented the preliminary noise abatement and land use alternatives to Middlebury First Selectmen Edward St. John and Town Administrator Claudia Tata. Key items to note include:

- ➔ Residential development currently exists within the 60, 65, and 70 Draft 2008 DNL contours in Middlebury. This includes the Triangle Hills neighborhood, several homes along Christian Street, and portions of the Brookside development. Additional residential development is planned within and adjacent to the 60 DNL contour east of Christian Street (i.e., Hunting Ridge and Long Meadow Farm Developments).
- ➔ Takeoff procedures were discussed. These included alternatives for shifting flight tracks away from residential development. It was noted that these procedures may only shift the noise exposure from some residents to others, resulting in no net benefit. Also, the analysis may determine that there may be no flight track change that would effectively reduce noise exposure in Triangle Hills.

- ➔ It was suggested that the study investigate NBAA noise abatement departure procedures. These include a combination of pre-established flap and power settings that are specific to (and approved for) each runway end, and are designed to reduce noise exposure to nearby residents.
- ➔ The study will examine utilizing Runway 18 as the preferential runway at times when wind and weather permits. This may reduce noise exposure in Triangle Hills. However, wind patterns, flight patterns, airspace issues, approach aids/lighting, etc., may prevent this from being a significant mitigating measure.
- ➔ Some comments suggest that the Airport implement curfews, fines, or fees for noisy aircraft (e.g., Stage 2 jets). To implement such restrictions, preparation and approval of a Part 161 study would be required. The Part 150 Study will address the feasibility of such restrictions.
- ➔ A list of preventative and corrective land use measures was presented. This outlined several alternatives for implementation in Middlebury, Oxford, and Southbury. The preventative measures are geared toward limiting or protecting new residential development within OXC noise contours (e.g., changes in zoning or building codes).
- ➔ For new development within and around OXC noise contours in Middlebury, requirements for soundproofing or fair disclosure should be considered. Zoning changes (e.g., compatible use or large-lot zoning) could be considered in undeveloped residentially zoned areas within OXC noise contours.
- ➔ Since there are a number of homes that currently exist within the OXC noise contours in Middlebury, corrective measures must be considered in the study. These may include voluntary opportunities for property acquisition or noise insulation.

Middlebury Comments:

- ➔ The First Selectmen stated that he does not receive a lot of complaints from residents regarding aircraft noise.
- ➔ The First Selectmen stressed the importance of the Airport in being a good neighbor, stating that only a small portion of the Airport is in Middlebury, but Middlebury suffers almost all of the noise.
- ➔ It was noted that voluntary property acquisition may be unfair or undesired by the residents of Triangle Hills. The property values in Middlebury have increased significantly in recent years, and the homes in Triangle Hills are valued less than most others in the Town. It would be difficult for the residents to find a new comparable home in Middlebury for the value of their home in Triangle Hills.
- ➔ Also, the Town has planned the land use and zoning in the area surrounding the Airport. Zoning district changes are not considered appropriate by the Town. Rather, the Airport should continue to investigate other methods to reduce noise levels.
- ➔ Mr. St. John stated that retaining the existing 180 degree left turn for Runway 36 departures appears to fit best with the current residential development proposals.
- ➔ Mr. St. John agreed that fair disclosure requirements for aircraft noise should be looked into. He believes that the Town requires fair disclosure for homes near I-84.

- ➔ It was inquired what the average annual increase in activity is at OXC. Michael O'Donnell stated that there is typically a two to three percent increase in activity each year, which is consistent with the national average. The study forecast includes ten percent total growth between 2003 and 2008.
- ➔ The Town presented ConnDOT with a letter and binder (prepared by Raymond Pietrorazio) with documentation regarding the potential issues and hazards of industrial stack effluents to air travel safety. The Town asked that it be considered in the OXC Studies.

ConnDOT Comments:

- ➔ It was suggested that residential noise insulation be required for any new development within or in close proximity to 60 or 65 DNL contour.
- ➔ It was also suggested that the Town incorporate a disclosure requirement for all residential property sales near the Airport.

The meeting adjourned at 3:15.

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WATERBURY-OXFORD AIRPORT FAR PART 150 NOISE STUDY

*Town of Southbury: Noise Abatement and Land Use Informational Meeting
July 18, 2005 10:30 a.m.
Southbury Town Hall*

Meeting Report

Attendees:

<u>Name</u>	<u>Affiliation</u>
Mark Cooper	Town of Southbury
Mark Cody	Town of Southbury
DeLoris Curtis	Town of Southbury
Diane Bray	ConnDOT - Bureau of Policy & Planning
David Head	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning
Michael O'Donnell	ConnDOT - Airport Manager
Paul McDonnell	Clough Harbour & Associates LLP
Michael Kotlow	Clough Harbour & Associates LLP

Meeting Purpose:

Provide the Town of Southbury the opportunity to comment on the preliminary noise abatement and land use alternatives, which may be considered in the ongoing FAR Part 150 Noise Study.

Meeting Summary:

Paul McDonnell presented the preliminary noise abatement and land use alternatives to Southbury First Selectmen Mark Cooper, Building Official/Zoning Enforcement Officer Mark Cody, and Planning Administrator DeLoris Curtis. Key items to note include:

- ➔ None of the depicted Draft 2008 DNL contours (60 or higher) exist within Southbury. However, Southbury is affected by aircraft noise. Most jets departing OXC takeoff on Runway 36 to the north, followed by a 180 degree left turn. This left turn positions aircraft over Southbury (i.e., the downwind leg for Runway 36 departures).
- ➔ The majority of noise complaints received from Southbury residents appear to be localized, and include several complaints from the same individuals. Noise complaints have included residents from Bucks Hill Road, Charter Oak Road, Curt Smith Road, Fox Run Drive, Homestead Road, Kettletown Road, Munn Road, Overton Farm Drive, Ridgeview Road, and West Purchase Road.

- ➔ Takeoff procedures were discussed. These included alternatives for shifting flight tracks away from residential development. It was noted that these procedures may only shift the noise exposure from some residents to others, resulting in no net benefit. Under flight track alternative 1E, aircraft would perform a 180 degree right turn for Runway 36 departures, which may significantly reduce aircraft (departure) noise exposure in Southbury.
- ➔ It was suggested that the study investigate NBAA noise abatement departure procedures. These include a combination of pre-established flap and power settings that are specific to (and approved for) each runway end, and are designed to reduce noise exposure to nearby residents.
- ➔ Some comments have suggested that the Airport implement curfews, fines, or fees for noisy aircraft (e.g., Stage 2 jets). To implement such restrictions, preparation and approval of a Part 161 study would be required. The Part 150 Study will address the feasibility of such restrictions.
- ➔ A list of preventative and corrective land use measures was presented. This outlined several alternatives for implementation in Southbury, Middlebury, and Oxford. The preventative measures are geared toward limiting or protecting new residential development within or near OXC noise contours (e.g., changes in zoning or building codes).
- ➔ The corrective land use measures are only applicable to housing that currently exists within OXC noise contours, and therefore only pertain to Middlebury.

Southbury Comments:

- ➔ First Selectmen Cooper supports noise abatement alternative 1E, aircraft perform a 180 degree right turn for Runway 36 departures, as it would reduce aircraft noise exposure in Southbury.
- ➔ Deloris Curtis and Mark Cody noted that landings cause much of the noise exposure over Southbury, and that initiating a procedure that keeps aircraft at higher altitudes or over less populated areas would be beneficial.
- ➔ Deloris Curtis inquired whether the Airport ever intends to provide commercial airline service. Paul McDonnell stated that the Airport does not intend to pursue commercial airline service, and such service would not be financially viable for the airlines. Also, the terrain of the airport property, and the surrounding residential properties, would prevent the necessary facility expansion/upgrades required for commercial airline service.
- ➔ Mark Cody noted that there are a number of helicopters that fly over Southbury. Paul McDonnell stated that those are helicopters transitioning the OXC airspace, which are typically operating between the New York City and Hartford areas. However, the OXC noise analysis includes the transitioning helicopters (3,000 annual helicopter overflights).
- ➔ Mr. Cody also noted that Southbury is a hilly town (e.g., Hulls Hill), and that residents that live on the hills are probably exposed to higher noise levels. Paul McDonnell concurred. The FAA's Integrated Noise Model (INM) accounts for regional topography,

but at a minimal scale. Ground noise monitoring will be conducted in the hilly areas, and an adjustment to the INM could be applied.

- ➔ Mr. Cooper inquired whether or not the proposed Foreign Trade Zone (FTZ) could benefit from its close proximity to the Airport. Michael O'Donnell stated that the lack of room for facility expansion would limit such a relationship, and that providing customs at the Airport is not a high priority of the FAA.
- ➔ The Town is unaware of any aircraft-noise-related complaints from schools in the area.
- ➔ A new residential development, Highland Estates, has been approved west of the Airport. A copy of the general site plan and Town zoning map was provided to CHA.

The meeting adjourned at noon.

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WATERBURY-OXFORD AIRPORT FAR PART 150 NOISE STUDY

*Town of Oxford: Noise Abatement and Land Use Informational Meeting
July 12, 2005 10 a.m.
Oxford Town Hall*

Meeting Report

Attendees:

<u>Name</u>	<u>Affiliation</u>
August Palmer	Town of Oxford
Peter Karpovich	Town of Oxford
Andrew Ferillo	Town of Oxford
Diane Bray	ConnDOT - Bureau of Policy & Planning
David Head	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning
Michael O'Donnell	ConnDOT - Airport Manager
Paul McDonnell	Clough Harbour & Associates LLP
Michael Kotlow	Clough Harbour & Associates LLP
Tony Spinelli	CT Post

Meeting Purpose:

Provide the Town of Oxford the opportunity to comment on the preliminary noise abatement and land use alternatives, which may be considered in the ongoing FAR Part 150 Noise Study.

Meeting Summary:

Paul McDonnell presented the preliminary noise abatement and land use alternatives to Oxford First Selectmen August Palmer, Zoning Enforcement Officer Peter Karpovich, and Inland Wetlands Enforcement Officer Andrew Ferillo. Key items to note include:

- ➔ A small portion of the Draft 2008 60 DNL contour overlaps the Glendale (proposed) residential development in Oxford.
- ➔ Takeoff procedures were discussed. These included alternatives for shifting flight tracks away from residential development. It was noted that these procedures may only shift the noise exposure from some residents to others, resulting in no net benefit.
- ➔ It was suggested that the study investigate NBAA noise abatement departure procedures. These include a combination of pre-established flap and power settings that are specific to (and approved for) each runway end, and are designed to reduce noise exposure to nearby residents. These procedures may still produce noise exposure in residential areas.

- ➔ Oxford residents have commented that they would like the Airport to implement curfews, fines, or fees for noisy aircraft (e.g., Stage 2 jets). To implement such restrictions, preparation and approval of a Part 161 study would be required. The Part 150 Study will address the feasibility of such restrictions.
- ➔ A list of preventative and corrective land use measures was presented. This outlined several alternatives for implementation in Oxford, Middlebury, and Southbury. The preventative measures are geared toward limiting or protecting new residential development within OXC noise contours (e.g., changes in zoning or building codes).
- ➔ In Oxford, no residential development currently exists within the OXC noise contours (60 DNL and higher). However, several homes within the Glendale (proposed) subdivision would lie within the 60 DNL contour. Potential land use measures for Glendale may include requirements for soundproofing, fair disclosure, or avigation easements.
- ➔ The corrective land use measures are only applicable to housing that currently exists within OXC noise contours, and therefore only pertain to Middlebury.

First Selectmen Palmer Comments:

- ➔ August Palmer stated that he would do what is best for the residents of Oxford, as long as it did not impact the Town's tax collecting ability. He would like the Airport and Oxford to build relationships that would allow the Town to collect additional tax revenue.
- ➔ Mr. Palmer feels that the State does not currently provide the Town with enough money for the Airport. He indicated that receipts from the State do not meet airport-related expenses incurred by the Town.
- ➔ Mr. Palmer agreed that soundproofing should be required in new residential development around the Airport. He stated that the Town would look into doing this for the Glendale and Central Park communities.
- ➔ It was suggested that the Airport implement a "noise tax" for noisy aircraft, or to renegotiate their lease at a higher rate to discourage stage II aircraft from landing at the airport. The study will investigate the legal feasibility of such fees.
- ➔ The First Selectmen stated that he receives several noise complaints from residents, including a recent complaint of an aircraft conducting ground run-ups for a half-hour at 4:30 a.m. Michael O'Donnell is going to look into this.
- ➔ Mr. Palmer also stressed the importance of bringing three-phase power to Oxford, and that CL & P intends on building a transfer station just south of the Airport. He stated that with all of the development that is planned for Oxford, which includes both (high-tech) industrial/commercial and residential, such power is necessary.

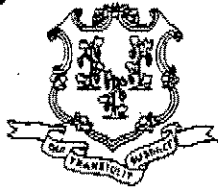
ConnDOT Comments:

- ➔ It was recommended that the residential noise insulation requirement for the Glendale development approval be retained, as the revised noise contours are not approved by the FAA. In the future, such requirements would benefit residents of any homes within the 60 or 65 DNL contour.

- ➔ It was also recommended that the Town incorporate a disclosure requirement for all residential property sales near the Airport.

The meeting adjourned at noon.

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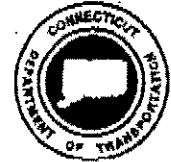


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

March 6, 2006



Mr. August A. Palmer, III
First Selectman
Town of Oxford
Town Hall
486 Oxford Road
Oxford, CT 06478

Dear Mr. Palmer:

Thank you for your participation in the Connecticut Department of Transportation's (Department) ongoing Waterbury-Oxford Airport (OXC) studies.

During the upcoming months, the Study team will be evaluating the list of noise abatement alternatives for the OXC FAR Part 150 Noise Study, which was the topic of our July 12, 2005 meeting. In preparation, the Department would like to present you with this brief summary of Federal Aviation Administration (FAA) airport noise policy, as well as the initial OXC Noise Study findings for the Town of Oxford. Furthermore, this letter presents what the Department understands the Town of Oxford's positions to be regarding airport and aircraft noise compatibility, and requests your clarification or concurrence of those positions.

When evaluating airport noise exposure, the FAA requires the use of the Day-Night Average Noise Level (DNL) metric, which represents the total accumulation of airport noise distributed uniformly throughout the day, with an added penalty for nighttime activity. The FAA considers average airport noise levels greater than 65 DNL to be incompatible with residential development. However, municipalities may establish their own compatibility standards for communities that are particularly noise sensitive.

Initial findings of the OXC FAR Part 150 Noise Study for the Town of Oxford are as follows:

1. With the exception of a single home located on the northern end of Christian Street, no existing residential development is exposed to aircraft noise levels greater than 65 DNL in the town of Oxford.
2. All locations in the town of Oxford that are exposed to aircraft noise levels greater than 65 DNL are currently zoned as Industrial District (ID). The ID does not permit new residential development or other noise sensitive land uses.

Mr. August A. Palmer, III

-2-

March 6, 2006

3. A few small areas of existing homes are exposed to aircraft noise levels greater than 60 DNL (e.g., N. Larkey Road and Christian Street-south of Hawley Road).
4. Several homes located within the proposed Glendale development would be exposed to aircraft noise levels greater than 60 DNL (a revision from the 2003 OXC Environmental Assessment study).

Based on the July 12, 2005 meeting, the Department's understanding of the Town of Oxford's position regarding airport and aircraft noise compatibility is as follows:

1. Residential development is generally incompatible with aircraft noise levels greater than 65 DNL.
2. Noise insulation should be required for the approval of residential developments that would be exposed to airport noise levels greater than 65 DNL, which was the case for the Glendale development (which considered the 65 DNL contour from the 2003 OXC Environmental Assessment).
3. Airport aircraft noise levels below 65 DNL are generally considered compatible with residential development.
4. Regardless of noise levels, the Town wishes to continue working with OXC Airport to minimize overall airport noise exposure in all residential areas.

Please clarify or expand upon the Department's understanding of the Town's position on airport noise compatibility. Any comments or additional information you can provide (particularly with respect to noise levels between 60 and 65 DNL) will be considered in the OXC study evaluation.

As residential communities do not currently exist nor are proposed within the 65 DNL contour in the Town of Oxford, the FAA does not require the Study to incorporate recommendations for the Town of Oxford (e.g., flight tract changes, noise insulation, etc.). However, the Department would be pleased to consider any applicable position or comments.

Finally, for our information and consideration, the Department requests the following items:

1. A description of the soundproofing requirements for homes in the Glendale development or other proposed/planned developments (please note that repeated attempts to contact Town personnel to obtain this information were not successful).
2. A copy of the general site plan for the Central Park development.
3. A copy of any written Town policy, position, or regulations related to residential development and airport noise levels.
4. Other information that may be pertinent to the Study efforts.

A response would be appreciated by March 23, 2006. If no comments or clarifications are received, the positions brought forth in this letter will be considered the positions with which the Town concurs.

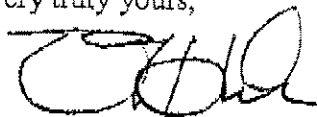
Mr. August A. Palmer, III

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Should you have any questions, please contact Mr. David Head, Transportation Supervising Planner, at (860) 594-2149 or by e-mail at David.Head@po.state.ct.us.

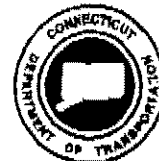
Very truly yours,



Edgar T. Hurle
Transportation Planning Director
Bureau of Policy and Planning



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

March 6, 2006

Mr. Edward B. St. John
First Selectman
Town of Middlebury
Town Hall
1212 Whittemore Road
Middlebury, CT 06762

Dear Mr. St. John:

Thank you for your participation in the Department of Transportation's (Department) ongoing Waterbury-Oxford Airport (OXC) studies.

During the upcoming months, the Study team will be evaluating the list of noise abatement alternatives for the OXC FAR Part 150 Noise Study, which was the topic of the July 18, 2005 meeting that was held at your office. In preparation, the Department would like to present you with this brief summary of Federal Aviation Administration (FAA) airport noise policy, as well as the initial OXC Noise Study findings for the Town of Middlebury. Furthermore, this letter presents what the Department understands the Town of Middlebury's positions to be regarding airport and aircraft noise compatibility, and requests your clarification or concurrence of those positions.

When evaluating airport noise exposure, the FAA requires the use of the Day-Night Average Noise Level (DNL) metric, which represents the total accumulation of airport noise distributed uniformly throughout the day, with an added penalty for nighttime activity. The FAA considers airport noise levels greater than 65 DNL to be incompatible with residential development. However, municipalities may establish their own compatibility standards for communities that are particularly noise sensitive.

Initial findings of the OXC FAR Part 150 Noise Study for the Town of Middlebury are as follows:

1. Approximately sixty-four homes are currently exposed to aircraft noise levels greater than 65 DNL (year 2003 noise contour) in the town of Middlebury, most of which are located in the Triangle Hills neighborhood.
2. Twenty of those sixty-four homes are currently exposed to aircraft noise levels greater than 70 DNL (year 2003 noise contour).

Mr. Edward B. St. John

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3. Several homes are exposed to aircraft noise levels between 60 and 65 DNL in the town of Middlebury, including homes that were constructed since year 2003 (the Study base year).
4. Several homes in the proposed Hunting Ridge development would be exposed to aircraft noise levels between 60 and 65 DNL.
5. Aircraft noise exposure in the town of Middlebury is anticipated to slightly decrease by year 2008 because of reduced activity from the noisiest aircraft and the 500-foot extension to the south end of the runway. The year 2008 65 DNL noise contour is projected to have fifty-eight homes and the 70 DNL noise contour five homes.
6. The zoning of all areas exposed to aircraft noise levels greater than 65 DNL in the town of Middlebury is residential (R-40).

Based on the July 18, 2005 meeting, the Department understands the Town of Middlebury's positions regarding airport and aircraft noise compatibility to be as follows:

1. The Town of Middlebury requests that the Airport strive to be a good neighbor by pursuing all reasonable means to minimize aircraft noise exposure to residential areas.
2. A fair disclosure clause should be considered for any transfer of homes exposed to aircraft noise levels greater than 65 DNL.
3. Property acquisition may not be desired by residents of the Triangle Hills neighborhood because of the high replacement cost for housing in the town of Middlebury. As such, noise insulation should be considered for homes exposed to aircraft noise levels greater than 65 DNL.
4. Aircraft noise levels below 65 DNL are generally considered compatible with residential development.
5. Additional residential development within the future (year 2008) 65 DNL contour is not anticipated because the area is generally fully developed or wetland.
6. The Town of Middlebury has planned the land use and zoning around the Airport. Zoning changes are not considered appropriate.

Please clarify or expand upon the Department's understanding of the positions above. Any comments or additional information you provide will be considered in the OXC Noise Study evaluation, particularly with respect to noise levels between 60 and 65 DNL.

Finally, the Department requests the following items for consideration in the OXC Noise Study:

1. A description of any "fair disclosure" requirements for homes located near Interstate 84.
2. A copy of any existing noise ordinance(s).
3. A copy of any written policy, position, or regulation related to aircraft noise levels.
4. Other information that may be pertinent to the Study efforts.

A response is appreciated by March 23, 2006. If no comments or clarification are received, the positions brought forth in this letter will be considered the positions with which the Town concurs.

Mr. Edward B. St. John

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March 6, 2006

Should you have any questions, please contact Mr. David Head, Transportation Supervising Planner, at (860) 594-2149 or by e-mail at David.Head@po.state.ct.us.

Very truly yours,



Edgar T. Hurle
Transportation Planning Director
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