
**WATERBURY-OXFORD AIRPORT
AIRPORT MASTER PLAN UPDATE &
FAR PART 150 NOISE STUDY**

*Advisory Committee (AC) Meeting #3
April 13, 7:00 p.m.
Hilton Southbury*

Meeting Report

Advisory Committee Members Present:

<u>Name</u>	<u>Affiliation</u>
David Blackburn	Keystone Aviation
Mark Cooper	Town of Southbury
Brian Emerick	ConnDEP
Michael Flood	Council of Governments of the Central Naugatuck Valley
David Head	ConnDOT - Bureau of Policy & Planning
Daniel D. Morley	Connecticut Office of Policy & Management
Michael O'Donnell	ConnDOT - Airport Manager
August Palmer	Town of Oxford
Raymond Pietrorazio	Town of Middlebury
Peter Sanderson	IMS Health Inc.
David Schweighofer	Executive Flight Services
John Silva	FAA

Note: Each AC member was provided with copies of the agenda and slide presentation

Advisory Committee Members Not Present:

<u>Name</u>	<u>Affiliation</u>
Robert Bruno	ConnDOT - Bureau of Aviation
Todd Johnson	Waterbury-Oxford Airport - ATC Manager
Gail Lattrell	FAA

Other Attendees Signed-In:

<u>Name</u>	<u>Affiliation</u>
Diane Bray	ConnDOT - Bureau of Policy & Planning
Stephen Delpapa	ConnDOT - Bureau of Policy & Planning
Ned Hurle	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning

Paul McDonnell	Clough Harbour & Associates
Laurel Stegina	Fitzgerald Halliday, Inc.
Ron Price	QED Airport & Aviation Consultants
Tony Spinelli	CT Post
Jeff Bricker	NVCC
Chris Cain	NVCC
Jaci Hughes	NVCC
Richard Bosco	
James Branson	
Marc Conway	
Lucien Francillette	
Thomas Gietzold	
Carla Majuntke	
Frank Maguire	
Greg Weed	
Sal Vulcano	

Meeting Purpose:

- Provide the AC with a progress report on the Airport Master Plan Update (AMPU) & FAR Part 150 Noise Study ;
- Review the facility requirements;
- Present the development alternatives; and
- Present the baseline noise analysis.

Meeting Summary:

1. Laurel Stegina, Fitzgerald & Halliday, served as the meeting moderator.
2. A presentation was given on the progress of the AMPU and Noise Study. Paul McDonnell presented the tasks status, schedule, project activities, facility requirements, development alternatives, affected environment, and baseline noise analysis. Key items to note include:
 - The current and forecast airfield capacity is 98 hourly operations. In 2003, peak hour operations at OXC were at 61 percent of hourly capacity. By 2023, peak hour operations are forecast to be at 77 percent of hourly capacity. Some projects to enhance long term capacity are considered in the Study.
 - Facility requirements were determined and presented for the runway, taxiways, instrument approaches, lighting, obstruction removal, landside facilities, support facilities, and the airport service road.

- Development alternatives were created to accommodate each identified facility requirement. Examples of various development alternatives were presented, and their potential benefit to OXC was discussed.
- The “affected environment” of OXC was presented as part of the Noise Study, with an emphasis on the land use and zoning of the surrounding communities. The noise study is conducted for a 5 year period using activity forecasts for 2008.
- Background information on noise analysis and measurement techniques was discussed. The appropriate measurement technique for aircraft noise is the Day-Night Average Noise Level (DNL), defined as the total accumulation of aircraft noise spread uniformly throughout the day (with 10 decibels added to night operations).
- The FAA Integrated Noise Model (INM) was presented. Both the existing and future noise contours for OXC were generated from the INM. Sixty-four homes were within the 2003 DNL 65 dB noise contour, and 58 homes are forecast to be within the 2008 DNL 65 dB noise contour.
- A Public Information Meeting (PIM) is scheduled for Wednesday, April 27, 2005 at 6:30 pm at the Southbury Hilton.

Comments Received from AC:

- It was inquired whether the Taxiway “B” extension was a safety matter. Paul McDonnell explained that the extension would improve safety by reducing the need for aircraft to cross the runway.
- It was inquired whether temperature inversions affect the output of the INM. Paul McDonnell and John Silva indicated that temperature inversions can affect noise, but the affect is highly variable. The INM uses standard atmospheric conditions as the model is used to estimate noise on an average day (under typical conditions).
- It was inquired why the activity levels and forecasts of former OXC studies were much higher than the ongoing AMPU. Paul McDonnell explained that previous estimates were made prior to the construction of the Control Tower, and were based on various tenant surveys and approximations. The previous activity estimates were also made at a time when flight training at OXC was higher, and included a substantial numbers of local operations. Business operations now account for a large portion of activity at OXC. These operators conduct many of their flights at other airports during business travels.
- In reference to the hangar development options, an AC member inquired whether it is the intent to solicit private sector investment or rely on the State and FAA monies. John Silva indicated that the FAA does not participate financially in hangar development. Both past and future hangar development at OXC would be privately funded.

- ➔ An AC member questioned the use of Sikorsky-76 (S-76) helicopter in the INM for representing over flights. Paul McDonnell indicated that over flight activity is mostly of helicopters flying between NYC and Hartford. These over flights do not include any landings at OXC. The control tower staff identified the S-76 as the most frequent helicopter type that transitions the local airspace.
- ➔ Raymond Pietrorazio indicated that the Town of Middlebury is opposed to construction of a power plant adjacent to the Airport.

Note: Prior to opening the meeting to public comments, the AC was asked if there were any additional comments on any study issues or alternatives. No additional comments were received.

Comments Received from Public:

- ➔ Several local college students were in the audience as part of class activities. A few general study items were discussed.

The meeting adjourned at 8:45 p.m.