
**WATERBURY-OXFORD AIRPORT (OXC)
AIRPORT MASTER PLAN UPDATE (AMPU) &
FAR PART 150 NOISE STUDY**

*Advisory Committee (AC) Meeting #4
October 18, 2005 7:00 pm
Hilton Southbury*

Meeting Report

Advisory Committee Members Present:

<u>Name</u>	<u>Affiliation</u>
David Blackburn	Keystone Aviation
Robert Bruno	ConnDOT - Bureau of Aviation & Ports
Mark Cooper	Town of Southbury
David Head	ConnDOT - Bureau of Policy & Planning
Dan Morley	Connecticut Office of Policy & Management
Michael O'Donnell	ConnDOT - OXC Manager
Raymond Pietrorazio	Town of Middlebury
Sandy Sanderson	Executive Flight Services
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>
Garry Evans	OXC ATC Tower Manager
Michael Flood	Council of Governments of the Central Naugatuck Valley
Gail Lattrell	FAA
August Palmer	Town of Oxford (Mr. Palmer was not able to stay for the meeting)

Other Attendees Signed-In:

<u>Name</u>	<u>Affiliation</u>
Diane Bray	ConnDOT - Bureau of Policy & Planning
Ned Hurle	ConnDOT - Bureau of Policy & Planning
Carmine Trotta	ConnDOT - Bureau of Policy & Planning
Paul McDonnell	Clough Harbour & Associates LLP (CHA)
Michael Kotlow	CHA

Laurel Stegina	Fitzgerald & Halliday (FHI)
Ron Price	QED
Chris Cain	NVCC
Brett Dillerton	NVCC
Botch LaCroix	NVCC
Roger Malagutti	NVCC
Jim Janaitis	NVCC, IBM Flight Ops
Eileen Mucci	OXC Tenant
Edward Phillips	OXC Tenant
Rob Takacs	OXC Tenant/Resident
Doug Erwin	Aircraft Owner
Joe Healy	Middlebury Resident
Frank Maguire	Southbury Resident
Bruce & Dorrie Palmatier	Oxford Resident/Private Pilot
Greg Scholl	Hill Parkway (Middlebury Resident)

Meeting Purpose:

- Present the progress of both the AMPU & Noise Study to the AC members
- Present the AMPU recommended development alternatives
- Present the AMPU environmental review of the recommended development alternatives, including a discussion of the wetland mitigation plan
- Discuss the economic impact of OXC
- Present the Airport Capital Improvement Plan (ACIP)
- Present the preliminary noise abatement and land use alternatives

Meeting Summary:

1. Laurel Stegina of FHI served as the meeting moderator.
2. Paul McDonnell of CHA led the presentation to the AC members, which outlined the progress of both the AMPU and Noise Study since the last AC meeting (April 2005). Key items to note include:
 - Comments concerning either study can be submitted through www.oxcstudies.com. Study materials, including reports, are available through the website.
 - The recommended extension of parallel Taxiway “B” would impact nearly 4 acres of wetland, but is necessary to improve safety. A wetland mitigation plan was developed to identify sites where wetland creation and/or enhancement could be accommodated (discussed below).
 - The wetland mitigation plan evaluated both on- and off-airport sites where 8 acres of wetland creation and/or enhancement could be accommodated – all of the sites were located within the Little River drainage system. As none of the sites were

found to be individually suitable, the wetland mitigation plan concluded that either: 1) sites farther downstream should be evaluated; 2) mitigation should be done at multiple sites; 3) purchase of development rights (PDR) or property acquisition should be considered.

- Several Northeast Utilities (NU) electrical towers are obstructions to the Runway 36 approach surfaces. As such, it is recommended that the NU electrical towers be removed or lowered, with the associated lines buried or lowered. ConnDOT is discussing options with NU for incorporating the obstruction removal project with planned transmission line improvements.
- A Medium Intensity Approach Lighting System (MALSR) is recommended for Runway 36 to provide improved guidance to the runway and reduce the approach visibility minimums. Prior to the MALSR installation, the NU electrical towers would have to be removed (as discussed above).
- Other recommended developments include exit taxiways, service road extensions, T-hangars, conventional hangars, tiedowns, apron/ramp expansions, and an equipment building. The recommended developments are prioritized for implementation throughout the 20-year planning period – many would require private funding to be implemented.
- Various aspects of the environmental overview were presented. It was emphasized that most of the environmental impacts associated with the recommended developments could be avoided through proper planning. Note that prior to construction, a more detailed Environmental Assessment (EA) would be required.
- The economic impact of OXC was presented. It was estimated that OXC’s total economic impact in 2004 was approximately \$50 million, which includes direct, indirect, and induced economic impacts. Based jet activity is a large contributing factor to OXC’s economic impact.
- The Airport Capital Improvement Plan (ACIP) was presented. The ACIP includes costs associated with the recommended developments, plus the costs for the rehabilitation of facilities, equipment replacement, and noise program implementation. The 20-year ACIP is organized into the following three phases:

	<u>Timeframe</u>	<u>Estimated Cost</u>
→ Phase I	0-5 years	\$11,570,000
→ Phase II	6-10 years	\$24,820,000
→ Phase III	11-20 years	\$18,440,000
GRAND TOTAL:		\$54,830,000

- The preliminary noise abatement alternatives for the Noise Study were presented. The noise abatement alternatives include various options for flight track changes,

runway use, power settings, noise walls, etc. Due to its proximity to the airport, it was noted that the noise abatement alternatives might have limited benefit for the Triangle Hills neighborhood. It was also noted that many of the flight track changes may only shift noise exposure from one residential area to another. The FAA's Integrated Noise Model (INM) will be used to evaluate the effectiveness of each of the noise abatement alternatives.

- The preliminary land use alternatives for the Noise Study were presented. The land use alternatives include both preventative and corrective strategies for reducing noise exposure in residential areas surrounding OXC. The preventative alternatives aim to restrict future residential development in areas exposed to high noise levels, and include zoning changes, soundproofing and fair disclosure requirements, subdivision regulations, etc. The corrective alternatives aim to reduce noise exposure, and include property acquisition and/or insulation, and purchase assurance.
- It is anticipated that the next AC meeting and Public Information Meeting (PIM) will be held in early-2006.

Comments Received from AC:

- John Silva explained how the FAA generates money through the Airport and Airway Trust Fund (AATF) to fund Airport Improvement Program (AIP) projects. The AATF generates money by charging users of airports, including ticket taxes, fuel taxes, freight charges, etc. AIP projects are not funded through taxation of the general public.
- David Schweighofer questioned whether the AMPU could include alternatives for reducing the non-standard 3% grade of Taxiway "D." Paul McDonnell stated that alternatives could be evaluated for Taxiway "D."
- Raymond Pietrorazio indicated that he would like the approved Towanic Power Plant site to be depicted in the AMPU, and that he believes that the power plant would pose a serious safety threat to aircraft arriving and departing OXC. Paul McDonnell stated that the location of the proposed power plant would be depicted in the AMPU.
- An AC member questioned whether the Transient Ramp expansion would result in fuel trucks being an airspace obstruction, stating that the current offset of the parking was designed so that fuel trucks would not be obstructions. It was agreed that this issue would be further addressed in the AMPU.
- Raymond Pietrorazio suggested that flight tracks be dispersed in several directions to avoid noise impacts concentrated in a single area. Paul McDonnell explained that the Noise Study is considering dispersing flight tracks as a potential alternative, particularly by sending additional operations to the south when weather conditions permit.

Comments Received from Public:

- A question was asked regarding flight restrictions. Paul McDonnell explained that OXC must remain available at all times because it is a public use airport that has received federal grants. As such, mandatory flight restrictions, fines, and curfews cannot be implemented at OXC, unless a FAR Part 161 Study is developed and approved.
- It was questioned whether the Noise Exposure Map (NEM) would be updated to reflect 2004 or 2005 activity levels. Paul McDonnell stated that the NEM would be updated prior to completion of the Noise Study, and would reflect the most recent annual activity levels.
- A Triangle Hills resident expressed concern regarding noise exposure in the Triangle Hills neighborhood. Michael O'Donnell explained the Airport's recent "flying neighborly" procedures, which are designed to reduce noise exposure in the Triangle Hills neighborhood. These include departing Runway 18 (to the south) whenever possible, and when not possible, performing specific flight track and power setting procedures.
- It was questioned whether answers to public comments could be posted on the website. Paul McDonnell explained that answers to frequently asked questions (FAQs) are posted on the website, but not answers to specific individual comments. However, the Noise Study public hearing will include a full transcript.

The meeting adjourned at 8:30 pm