NEWSLETTER

Waterbury-Oxford Airport
Master Plan Update & FAR Part 150 Noise Study

Public Information Meeting – April 27, 2005

The Connecticut Department of Transportation (ConnDOT) is preparing an Airport Master Plan Update (AMPU) and Federal Aviation Regulation (FAR) Part 150 Noise Study for the Waterbury-Oxford Airport (OXC). The following documents have been prepared and are available for public review:

- **AMPU Working Paper No. 1 –** *Airport Inventory and Forecasts*
- **AMPU Working Paper No. 2 –** *Facility Requirements and Development Alternatives*
- **Noise Study Working Paper No. 1 –** *Affected Environment and Baseline Noise Analysis*

These studies are funded by the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) and ConnDOT. Study documents and related information can be viewed at www.oxcstudies.com. Study documents are also available at the Town Libraries and Town Clerk's Offices of Middlebury, Oxford, and Southbury.

The purpose of the **OXC AMPU Study** is to provide a planning guide for the future development of the Airport. The development needs identified in this plan are intended to satisfy present and future aviation demand, with a primary focus on improving safety and efficiency and promoting economic development, while being compatible with the environment, community development, and transportation systems.

The products of the AMPU will be a planning report and an Airport Layout Plan (ALP) drawing set. The report is a technical document that includes narrative and graphic illustrations that are used to develop the ALP. The ALP drawing set is comprised of several drawings that illustrate a variety of items, including the existing and proposed airport layout, airspace obstructions, and land use plan. To date, the *Airport Inventory*, *Aviation Forecasts*, *Facility Requirements* and *Development Alternatives* have been completed in draft form for public review.

For a general aviation airport, such as OXC, future needs are determined by existing activity levels and forecasts of based aircraft and operations. The activity forecasts show increased based aircraft and operations through 2023, as illustrated in the table below.

OXC FORECASTS					
	2003	**2008**	**2013**	**2018**	**2023**
Based Aircraft	**236**	**268**	**274**	**280**	**287**
Operations	**66,000**	**72,700**	**77,100**	**81,700**	**86,600**

Based on forecasted growth at OXC, draft facility requirements were determined. The following short-and long-range items were identified:

Airfield Facilities

- Runway approach lighting system
- Extension of the parallel taxiway
- Additional exit taxiways
- Airport service road

Terminal Area Facilities

- Conventional hangar space
- T-hangar bays
- Transient/visiting aircraft parking
- Maintenance equipment garage

For each facility requirement, one or more development alternatives was identified. The next steps in the OXC AMPU Study include an evaluation of the cost, feasibility, and environmental consequences of the development alternatives, and preparation of a draft implementation plan.

The **OXC Noise Study** incorporates forecasts and analyses from the AMPU, as well as input from surrounding Towns, airport tenants, and the public. The overall goal of the Noise Study is to manage aircraft noise impacts in surrounding communities through noise abatement, noise mitigation, and compatible land use recommendations.

The FAR Part 150 Noise Study is organized into the following chapters:

- Inventory and Affected Environment
- Baseline Noise Analysis
- Noise Monitoring Program
- Noise Abatement Alternatives
- Land Use Alternatives
- Noise Compatibility Program

The *Inventory and Affected Environment* and *Baseline Noise Analysis* have been completed, and are presented in Noise Study Working Paper No. 1. In a Part 150 Noise Study, the noise metric used to determine compatible and non-compatible land uses is Day-Night Average Noise Level (DNL). The FAA uses a DNL of 65 decibels (dB) or above to determine if non-compatible land use activities exist in the vicinity of an airport. Examples of non-compatible land uses may include residential dwellings, schools, and hospitals. Graphics illustrating noise exposure at OXC are provided in the working paper. The number of homes within DNL noise contours in 2003 and 2008 at OXC are illustrated in the table below.

HOMES WITHIN DNL NOISE CONTOURS			
DNL Contour	**2003**	**2008**	**Change**
65 (& Greater)	64	58	(6)
70 (& Greater)	20	5	(15)

The next steps in the OXC Noise Study include developing airport operational and land use strategies in an effort to mitigate noise exposure in the surrounding community.

The first Public Information Meeting is scheduled for Wednesday, April 27, 2005 at the Southbury Hilton. The doors will open at 6:30 p.m. with a presentation at 7:00 p.m., followed by a questions and answer session until 9:00 p.m. Please join the study team to become informed and offer your views on the future of OXC airport.

Questions concerning the studies can be referred to Mr. David Head, ConnDOT Project Manager at (860) 594-2149.