

FOREWORD

Study Organization

The initial planning for the Waterbury-Oxford Airport (OXC) Federal Aviation Regulations (FAR) Part 150 Noise Study began in 2004. At that time, 2003 was the most recent full-year of recorded airport activity. The information presented in Chapters 1 through 4, including the noise analysis, contours, and alternatives, is based on Recorded 2003 and Forecast 2008 activity at OXC.

Prior to the release of the Draft Report (May 2008), the Federal Aviation Administration (FAA) requested updated noise analysis and contours for the most recent full-year of activity (2007) and a forecast five-year period (2012). Chapter 5 presents the noise contour updates for Recorded 2007 and Forecast 2012 activity at OXC. The updates in Chapter 5 were undertaken to satisfy the FAA's time-period policy for submission of a Noise Study.

Introduction and Study Purpose

This study provides the analysis for the preparation of the first FAR Part 150 Noise Compatibility Planning Study for OXC, which is located in the Towns of Oxford and Middlebury, Connecticut. Previous airport planning and environmental studies have determined that OXC generates off-airport noise that exceeds federal significance levels in noise sensitive areas (i.e., residential areas). To evaluate and address noise exposure and impacts, the Connecticut Department of Transportation (ConnDOT), owner and operator of the facility, committed to the FAA and local community that further analysis of airport-generated noise and land use planning would be conducted for OXC.



This FAR Part 150 Noise Study is a comprehensive analysis of all aircraft operations at OXC as they relate to noise compatibility. The study reviews airport operational procedures to abate airport noise, and investigates land use planning concepts that could reduce existing and future noise exposure. The study provides a detailed report and comprehensive Noise Compatibility Plan (NCP) to manage airport noise and associated impacts. The Part 150 Noise Study is a follow-up to the Airport Master Plan Update (AMPU), and incorporates the forecasts and analysis of the AMPU.

The study involves and incorporates input from surrounding Towns, airport tenants, and the public by employing a comprehensive public outreach program (described below).

Goals and Objectives

As stated in FAA Advisory Circular 150/5020-1, *Noise Control and Compatibility Planning for Airports*, the overall goal of the Part 150 Study is:

To reduce the impact of aircraft noise in surrounding neighborhoods through noise abatement, noise mitigation, and the encouragement of compatible land use in undeveloped areas in the vicinity of the Airport.

The objectives of this study include the following:

- Incorporate the activity forecasts and land use analysis of the AMPU, and integrate the two airport studies.
- Determine existing aircraft noise levels and identify the effects of such noise on the residential land use in the vicinity of the Airport.
- Reduce noise impacts for residents within the study area through noise abatement techniques.
- Develop realistic plans for future land use that systematically identify and categorize the most appropriate and/or compatible use for land being impacted by airport noise.
- Actively involve the affected community in the study planning process, and use the beneficial input towards achieving noise and land use compatibility.

Public Involvement Activities

A goal of the Noise Study is to consider input from a broad spectrum of the community, including airport users and businesses, local municipalities, regulatory agencies, and the general public. As such, the study process includes a detailed outreach program that includes the efforts below.

Advisory Committee

An Advisory Committee (AC) was established at the outset of the AMPU. The same AC was used to guide and review the FAR Part 150 Noise Study. Over the course of the study, several AC meetings were held, which included both presentations and open discussions. Meeting reports were provided to document the discussions. The following organizations were represented on the AC:

- Federal Aviation Administration (FAA)
- Connecticut Department of Transportation (ConnDOT)
- Connecticut Department of Environmental Protection (ConnDEP)
- Connecticut Office of Policy and Management (OPM)
- Council of Governments of the Central Naugatuck Valley (COGCNV)
- Town of Middlebury
- Town of Oxford
- Town of Southbury

- Airport Tenants
- Air Traffic Control Tower (ATCT)

Public Meetings

To ensure that the general public had the opportunity to comment on the draft noise study findings, two public meetings were held. The first meeting was held near the study mid-point, and consisted of informal discussion. The second meeting was held after the release of the draft study report, and consisted of a formal public hearing.

The public meetings provided an open forum for reviews, questions, and comments from the general public. The meetings included an “Open House” period, a technical presentation, and a question and answer period. Public notice advertisements were published for each meeting.

Study Website

A custom website was designed and hosted specifically for the AMPU and FAR Part 150 Noise Study to provide narrative and graphic information, with regular updates throughout the study duration. The goal of the website is to provide readily accessible information, including meeting announcements and minutes, contact information, related links, draft and final reports, and photographs. The website also contains an email address for submitting comments. The registered domain is www.oxcstudies.org.

