

John Glenn Columbus International Airport

Part 150 Noise Compatibility Study

Project Factsheet

What is a Part 150 Noise Compatibility Study?

The study gets its name from Part 150 of the Code of Federal Regulations, which provides guidance for airports choosing to prepare a Noise Compatibility Study. The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan for reducing current noise impacts from airport operations, where practical, and to limit additional impacts in the future. There are two technical components to the study process. The first component is to develop the Noise Exposure Maps (NEMs) and the second is to develop a Noise Compatibility Program (NCP). The Columbus Regional Airport Authority (CRAA) periodically reviews and updates NEMs and NCP for the John Glenn Columbus International Airport (CMH) in order to further the goal of being a good neighbor to the surrounding communities.

Noise Exposure Maps (NEMs)

NEMs are the official noise contours for the Airport and are prepared for an existing condition and for a five-year future condition. The NEMs must be prepared according to Federal Aviation Administration (FAA) Part 150 guidelines in regards to methodology, noise metrics, identification of incompatible land uses, and public outreach. NEMs graphically show where significant levels of annual average noise exposure on incompatible land uses around the airport are anticipated.

Noise Compatibility Program (NCP)

The NCP sets forth measures intended to reduce or mitigate the impacts of noise exposure on land uses that are considered by the FAA as incompatible with significant levels of aircraft noise. Levels of significance are identified in the Code of Federal Regulations. Examples of land uses that may be incompatible with aircraft noise include: housing, schools, places of worship, libraries, hospitals, and nursing homes.

Previous and Ongoing Noise Compatibility Planning at CMH

There is a long history of noise compatibility planning at CMH. The first Noise Compatibility Study was conducted in 1987 and was updated in 1993, 1999, and 2007. In the 2007 update, the NEMs were updated to reflect the current noise exposure levels and new NCP recommendations were developed to mitigate noise impacts resulting from the relocation of the south runway (Runway 10R/28L). Mitigation efforts included a residential sound insulation program. To date, the CRAA has provided sound insulation for nearly 800 residences. In addition, the CRAA works with local jurisdictions to plan for compatible land use development around the Airport. The CRAA also maintains a Noise Program Office to provide information and address public inquiries about airport operations and noise compatibility.

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Progress to Date

Since this Part 150 Study began in the Fall 2019, the study has concentrated on data collection and the development of preliminary noise contours for the existing condition (2020) and the five-year future condition (2025). The following lists the major tasks completed for this Study to date:

- Held kickoff meeting with Technical Advisory Committee
- Compiled and evaluated radar flight track and noise monitoring data
- Conducted field noise measurements (week of November 10th, 2019)
- Prepared preliminary existing (2020) and future (2020) baseline noise contours

Technical Advisory Committee

A Technical Advisory Committee (TAC) was established for this Part 150 Noise Compatibility Study to provide input into the process and review results and recommendations. The TAC is comprised of various stakeholders, including Airport Officials, FAA Air Traffic Controllers, Airport Users, Government Officials, and local Community Groups. Several meetings of the TAC are planned throughout the Study.

Public Participation

The Noise Compatibility Study process is designed to encourage the public to comment on the study process and findings. Public information workshops will be held throughout the Part 150 Study at key points. Due to recommended precautions to stop the spread of COVID-19, the first set of public meetings scheduled for April 8th and April 9th, 2020 were converted from in person meetings to an online open house. All meeting materials are posted online and comments and questions may be submitted through the website at www.airportprojects.net/cmh-part150.

Information available on the website includes several graphics that provide additional technical information on the development of the NEMs and the Preliminary Draft Noise Exposure Contours.

Next Steps

Additional opportunities for public review and comment are planned during the course of the Study. Comments are being accepted on the information presented on the website through May 31st, including comments on the Preliminary Draft Noise Exposure Contours. Once comments are received and addressed, a Draft set of NEMs and a Draft NCP will be published for public review, and a Public Hearing will be conducted. Following that Public Hearing, any additional comments will be addressed and the Draft NEMs and NCP will be submitted to the FAA for review. Once the NEMs are accepted by the FAA, they will become the official NEMs for CMH.