

Part 150 Noise Compatibility Study

Technical Advisory Committee Meeting #3
September 2, 2020



JOHN GLENN
INTERNATIONAL



Meeting Logistics

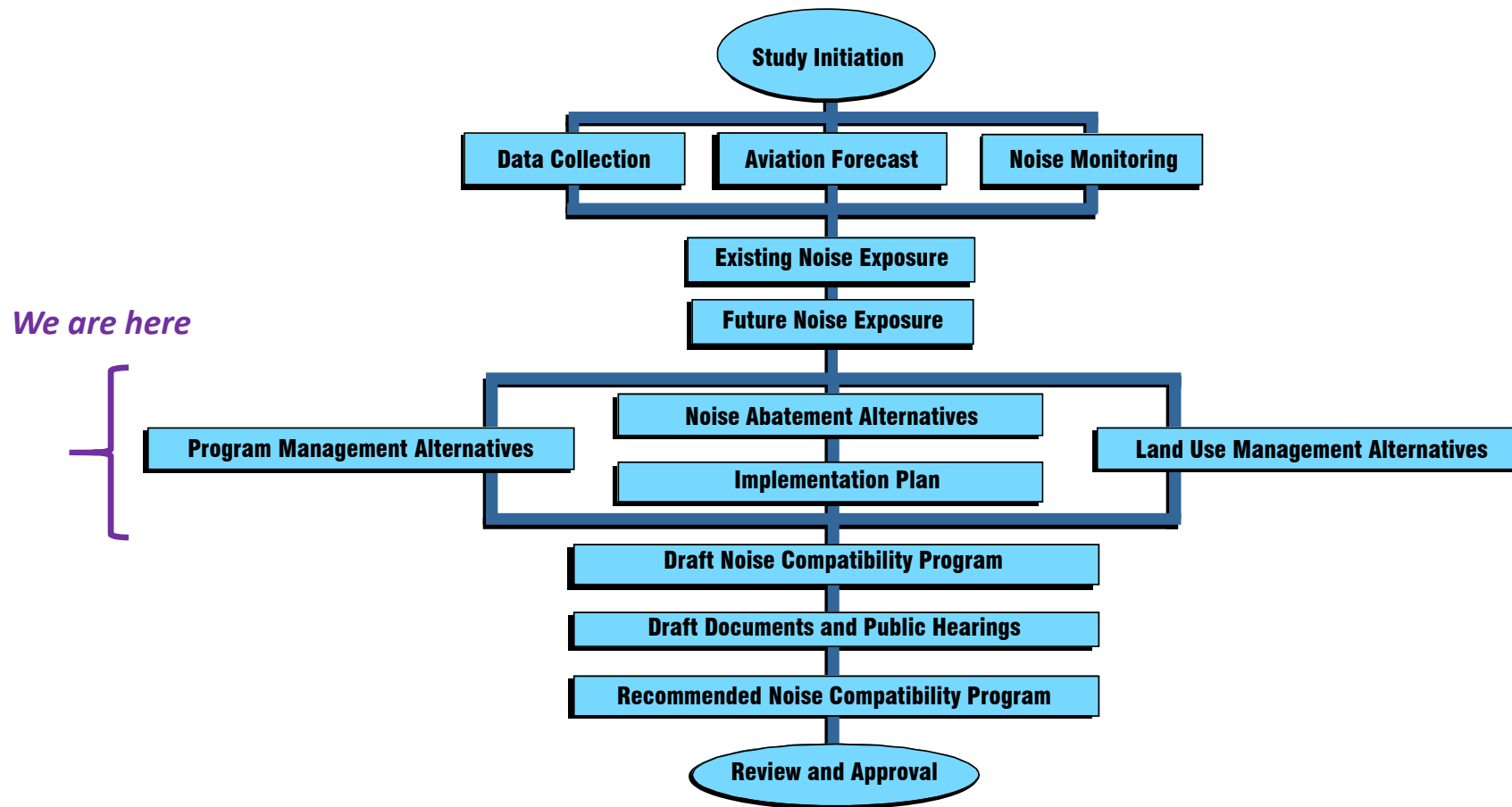
The image shows a Zoom Webinar interface with several key elements and annotations:

- Zoom Webinar Header:** Located at the top left, it includes the text "Zoom Webinar" and a "View Options" dropdown menu.
- Q&A Window:** A central window titled "Question and Answer" is open. It contains a "Welcome" message, the text "Feel free to ask the host and panelists questions", and a text input field labeled "Type your question here...".
- Main Content Area:** The background features the text "Unified Video-First Communications Platform" and three service icons:
 - Meetings:** "Collaborate Seamlessly" with an icon of two people.
 - Webinars:** "Frictionless Communication Experience." with a video camera icon.
 - Zoom Phone:** "Clear Audio. Effortless Usability. Reliable." with a telephone handset icon.
- Annotations:** Two yellow boxes with arrows provide instructions:
 - The box on the left says "Click Q&A below to open window" and has an arrow pointing to the "Q&A" icon in the bottom toolbar.
 - The box on the right says "Type questions or comments here" and has an arrow pointing to the "Type your question here..." input field.
- Bottom Toolbar:** Includes "Audio Settings", "Chat", "Q&A", and a "Leave" button.

Agenda

- Welcome and Discussion of Virtual Meeting Resources
- Part 150 Noise Compatibility Study Process and Schedule
- Review of Baseline Noise Exposure Contours
- Preliminary Recommendations on Noise Compatibility Program (NCP) Measures
- Schedule and Next Steps

Part 150 Noise Compatibility Study Process

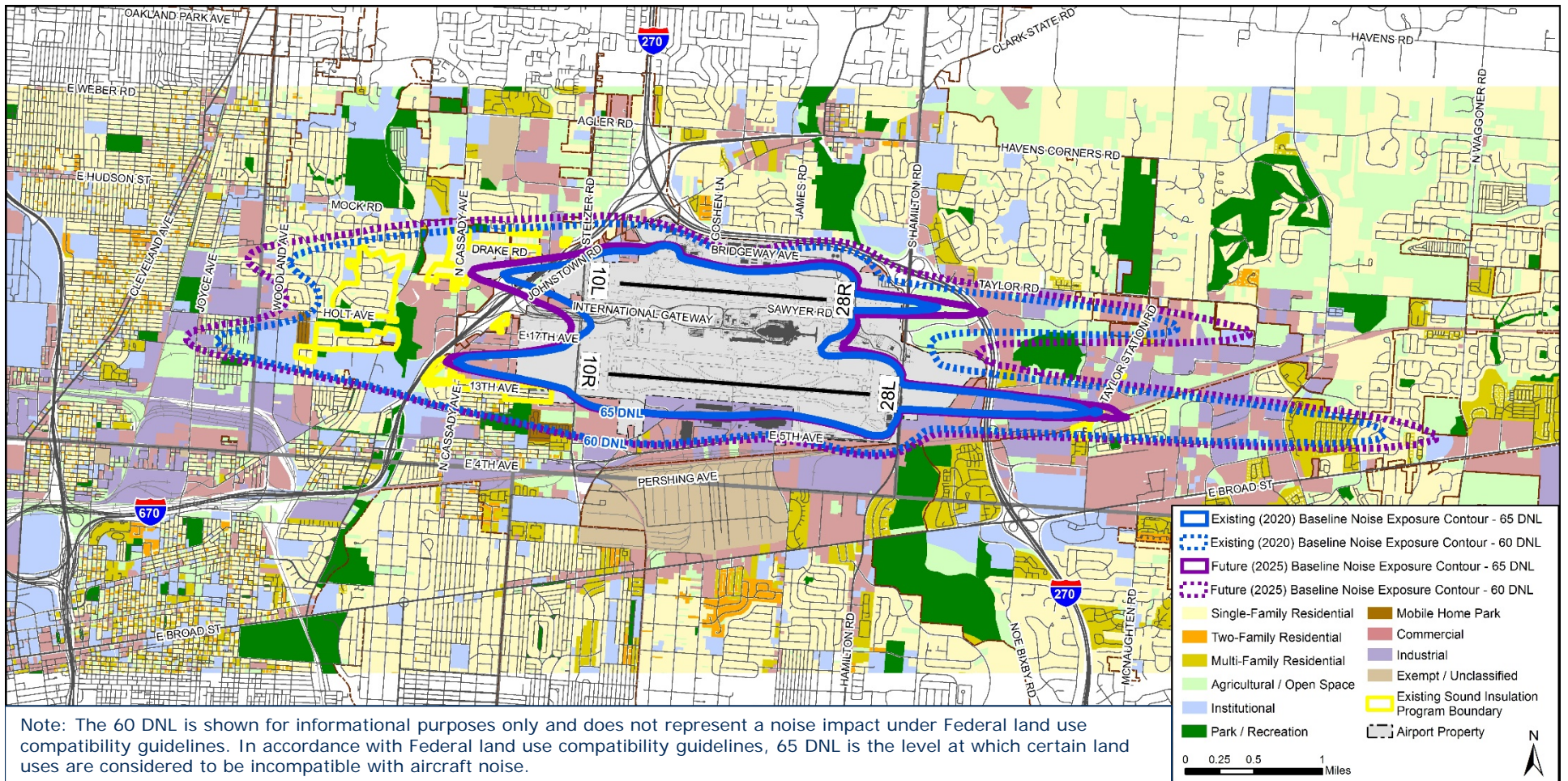


Part 150 Noise Compatibility Study Schedule

Part 150 Task and Subtasks	2019				2020												2021		
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Project Kick-Off and Data Collection	█	█																	
Prepare Aviation Demand Forecasts	█	█	█																
Conduct Noise Monitoring			█	█															
Existing Noise Exposure			█	█	█														
Future Noise Exposure Map				█	█	█													
Noise Abatement Alternatives					█	█	█	█	█	█									
Land Use Alternatives						█	█	█	█	█	█								
Noise Compatibility Program											█	█	█	█					
Draft Part 150 Report and Public Hearing															█	█			
Part 150 NCP Adoption by CRAA																	█		
Prepare and Submit Final Part 150 NCP to FAA																	█	█	★
FAA Record of Approval																			
Meetings and Coordination																			
Technical Advisory Committee Meetings				①				②					③			④			
Public Information Meetings							①						②			③			
Public Hearing/Responses																★			

Cancelled due to policies regarding COVID-19 - information posted online

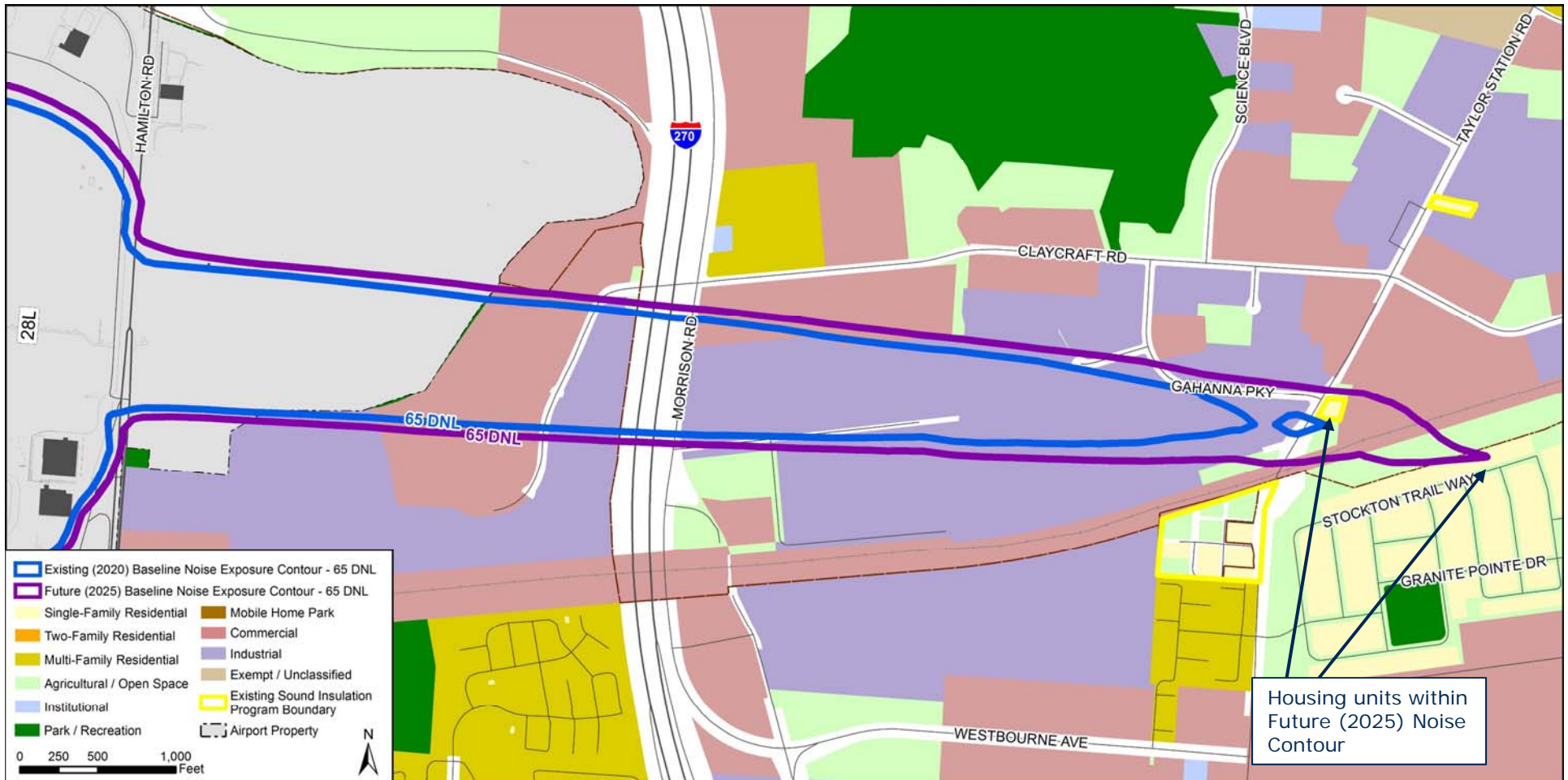
Review of Baseline Noise Exposure Contours



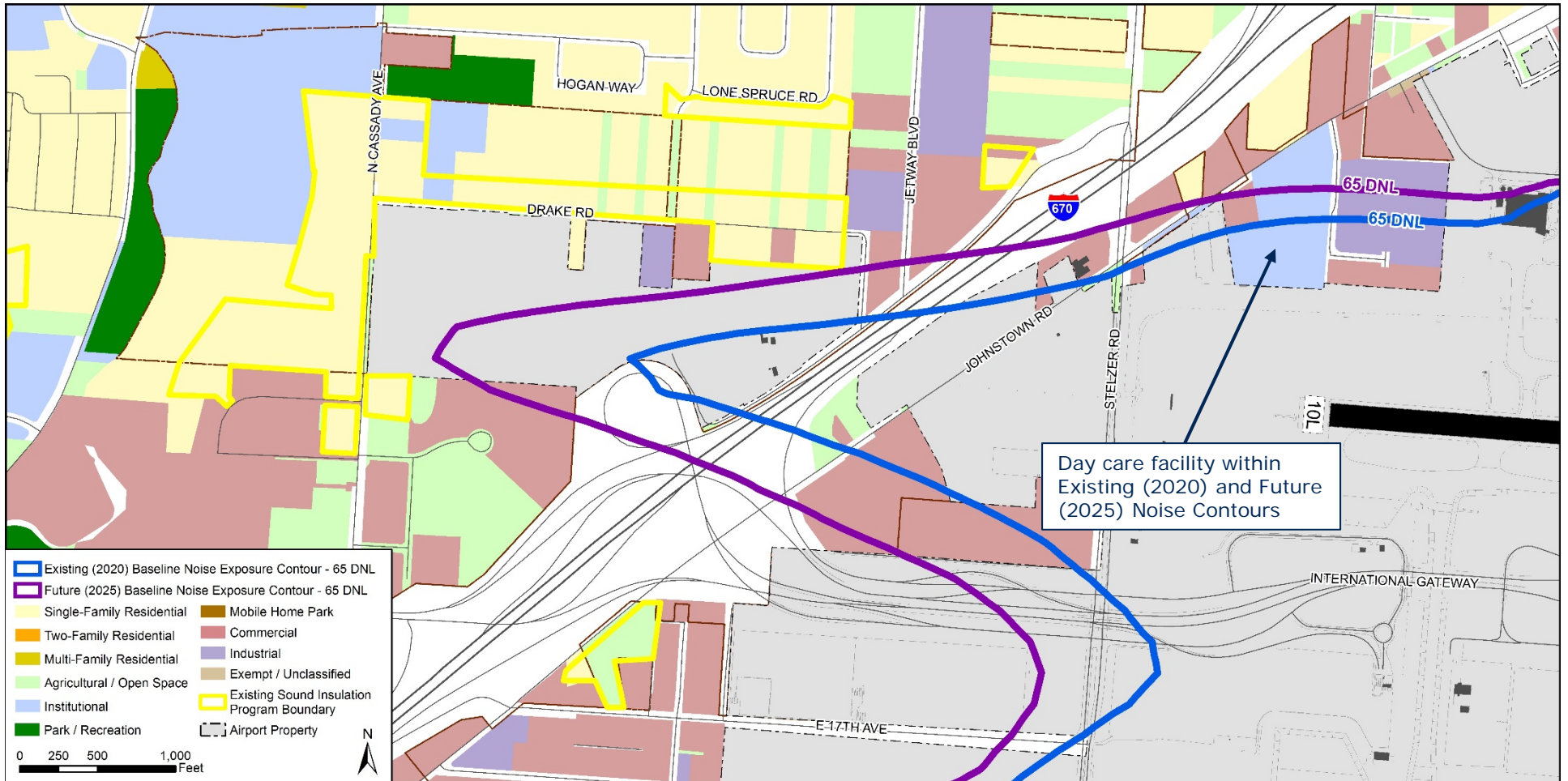
Review of Baseline Noise Exposure Contours

Category	Existing (2020) Baseline	Future (2025) Baseline
Housing Units		
65 – 70 DNL	0	2
70+ DNL	0	0
Population		
65 – 70 DNL	0	6
70+ DNL	0	0
Noise Sensitive Facilities (Churches, Schools, Libraries, and Nursing Homes)		
65 – 70 DNL	1	1
70+ DNL	0	0

Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



Pause for Questions



Noise Compatibility Program

Types of Program Measures

- Noise Abatement Measures
 - Not applicable outside the 65 DNL
 - Examples include preferential runway use, flight track adjustments, profile/thrust settings
- Corrective Land Use Measures
 - Typically not applicable outside the 65 DNL
 - Examples include property acquisition and sound insulation
- Preventative Land Use Measures
 - Can be applied outside the 65 DNL but typically consist of informational/notification only in areas outside the 65 DNL
 - Examples include compatible use zoning and noise standards in building codes
- Program Management (Implementation) Measures
 - Designed to assist with the implementation and management of the Noise Compatibility Program (NCP)
 - Examples include Airport staff dedicated to program management and outreach

Current Noise Compatibility Measures

Noise Abatement Measures

- **NA-1:** Amend the John Glenn Columbus International Airport nighttime maintenance Run-up Policy to designate an additional run-up location north of the airfield for the relocation of the NetJets (EJA) facility. This measure will provide attenuation of jet engine maintenance run-ups for adjacent residential areas located along I-270.

Status: Implemented – Run-ups are performed at the NetJets facility.

Recommendation: Continue measure

- **NA-2:** Construct a new run-up barrier at the north airfield, if the NetJets building does not adequately attenuate jet engine maintenance run-up noise for adjacent residential areas located along I-270.

Status: Implemented – A run-up barrier is used at the NetJets facility.

Recommendation: Continue measure

Current Noise Compatibility Measures

Noise Abatement Measures

- **NA-3:** Increase nighttime use of Runway 10L/28R, and amend the tower order CMH ATCT 7110.1 to read as follows:
 - Unless wind, weather, runway closure or loss of NAVAIDS dictate otherwise, between the hours of 10:00 p.m. and 8:00 a.m. local time, Runways 28L and 10R are assigned to jet aircraft;
 - Jet aircraft with Stage 3 engines may use Runway 10L/28R for arrival operations between the hours of 10:00 p.m. and 1:00 a.m. local time; and
 - Jet aircraft with Stage 3 engines may use Runway 10L or 28R after 6:00 a.m.

Status: Partially implemented. The current Tower Order (CMH 7110.1L) includes a provision that unless wind, weather, runway closures, or loss of NAVAIDS dictate otherwise, Runway 10L/28R is a noise-sensitive runway. All arriving and departing aircraft must request Runway 10L/28R with an operational need between the hours of 10:00pm and 6:00am.

Recommendation: Continue measure

Current Noise Compatibility Measures

Noise Abatement Measures

- **NA-4:** Maximize east flow and amend FAA Tower Order CMH ATCT 7110.1B and the Airports Facilities Directory to reflect implementation of the “East Flow” informal preferential runway use system.

Status: Partially implemented. Complex conditions at the airport such as winds, flow control policies at destination airports, and taxi times have limited the use of this measure.

Recommendation: Continue measure

- **NA-5:** Measure previously withdrawn

Current Noise Compatibility Measures

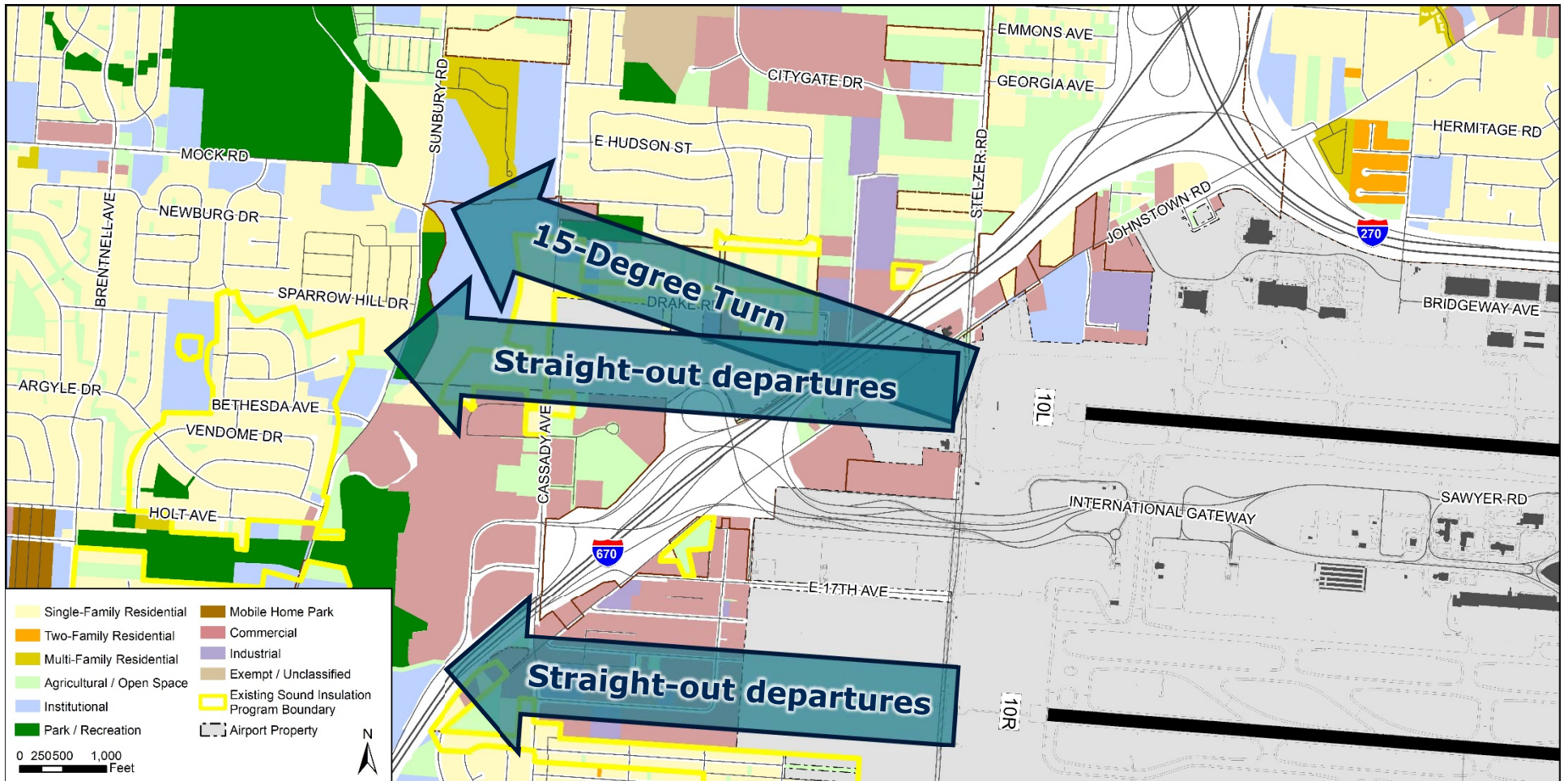
Noise Abatement Measures

- **NA-6:** Implement a 15-degree divergent turn off of Runway 28R, after crossing the runway end to a 295-degree heading, only during peak operating periods when traffic warrants.

Status: Implemented – This measure is used when traffic conditions warrant.

Recommendation: Continue measure

15-Degree Departure Turn



Current Noise Compatibility Measures

Noise Abatement Measures

- **NA-7:** Create performance-based overlay procedures for all existing and proposed arrival/departure procedures. (RNAV/RNP/GPS/CDA).

Status: Currently being implemented – RNAV/RNP procedures are being developed independently by the FAA and are expected to be implemented in April 2021.

Recommendation: Continue measure

Current Noise Compatibility Measures

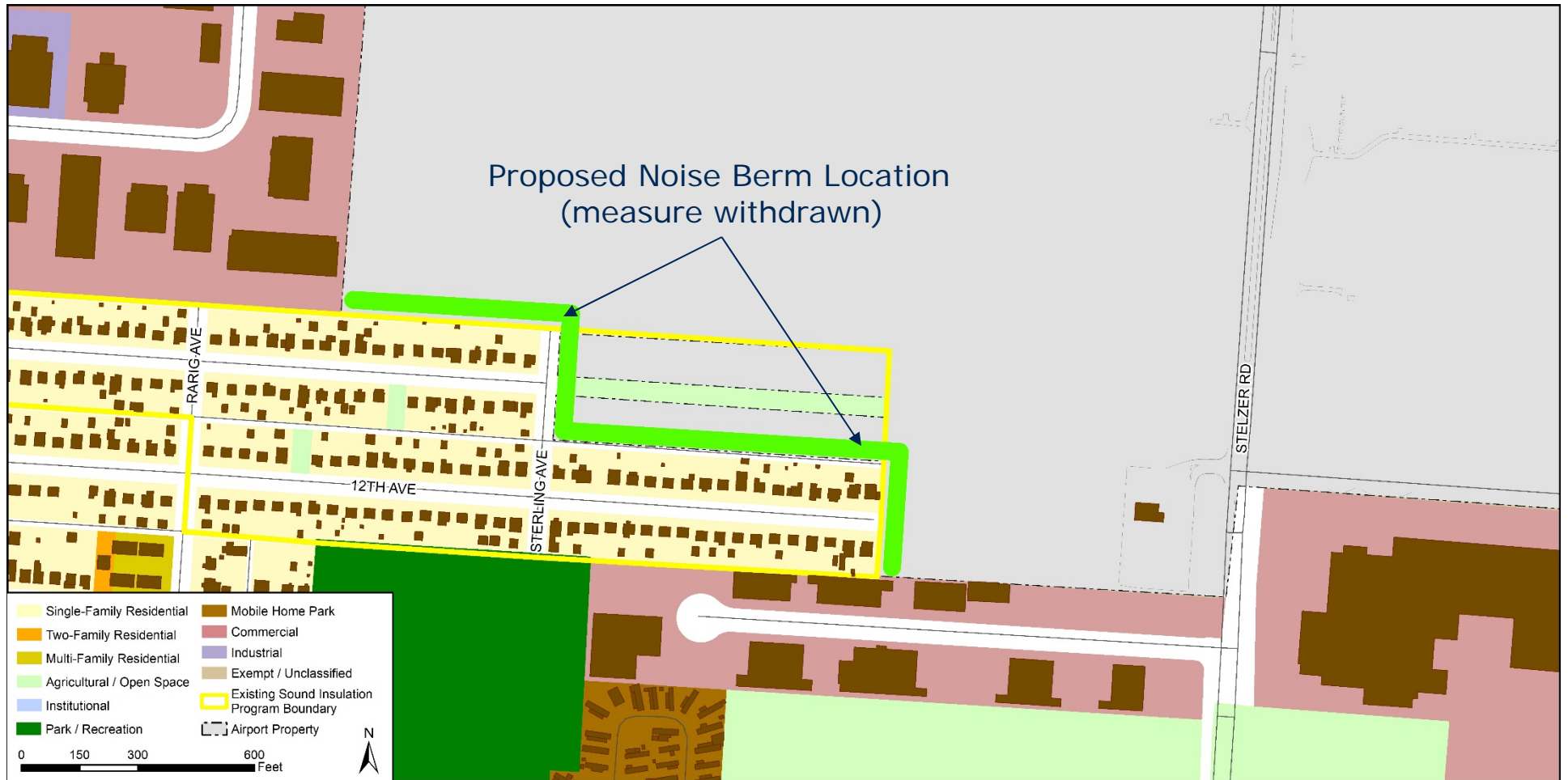
Noise Abatement Measures

- **NA-8:** Construct a noise berm/wall.

Status: Not Implemented - This measure was considered for the acquisition area along East 13th Avenue as mitigation for the runway relocation. Further investigation and surveys of property owners determined that a noise berm in the location was not desirable.

Recommendation: Withdraw measure

Previously Proposed Noise Berm Location



Current Noise Compatibility Measures

Noise Abatement Measures

- **NA-9:** Replacement and potential relocation of Ground Run-Up Barrier B

Status: Not Implemented – Potential replacement and relocation of the Ground Run-Up Barrier B was proposed to accommodate larger aircraft associated with potential new maintenance hangars proposed for the southeast airfield at CMH. The proposed maintenance hangars were not constructed. Therefore, an upgrade to Barrier B was not pursued.

Recommendation: Continue Measure (if needed)

Pause for Questions

Current Noise Compatibility Measures

Land Use Measures

- **LU-1:** Offer a program for noise insulation of noncompatible structures for noncompatible residences within the 65+ DNL contour of the Future (2012) Noise Compatibility Program (NCP) condition, in exchange for an avigation easement.

Status: Implemented, the boundary was updated based on the Future (2012) NEM/NCP Noise Exposure Contour from the 2007 Part 150 Noise Compatibility Program Update. To date, the CRAA has provided for sound insulation of nearly 800 residences.

Recommendation: Continue measure with modification to update program boundary based upon Future NCP from this Part 150 Study.

Based on the preliminary results of the noise contour modeling, there would be no new residences located within the 65+ DNL program boundary; therefore, no new noise insulation would be offered.

Current Noise Compatibility Measures

Land Use Measures

- **LU-2:** Offer a program for noise insulation of noncompatible structures for noncompatible churches within the 65+ DNL contour of the Future (2012) Noise Compatibility Program (NCP) condition in exchange for an avigation easement.

Status: Implemented – One church, the Wonderland Community Church, was identified within the 65 DNL of the 2002 Part 150 Noise Compatibility Study. The CRAA purchased an avigation easement on the property and it is now considered a compatible land use. One other church, the Mount Judia Church, was contacted for potential inclusion in the program and did not respond. No other churches were identified within the 65+ DNL contour of the Future (2012) NEM/NCP Noise Exposure Contour.

Recommendation: Continue measure with modification to update program boundary based upon Future NCP from this Part 150 Study.

Based on the preliminary results of the noise contour modeling, there would be no churches located within the 65+ DNL program boundary; therefore, no new noise insulation would be offered.

Current Noise Compatibility Measures

Land Use Measures

- **LU-3:** Seek cooperation from the City of Columbus and Franklin County to amend their Land Use Compatibility Standards to achieve the level of compatibility identified in the Recommended Land Use Compatibility Guidelines.

Status: Partially implemented - Both the City of Columbus and Franklin County have adopted land use development standards similar to what was recommended in the previous NCP. However, in some cases these standards are not as strict as was recommended.

Recommendation: Continue measure

Current Noise Compatibility Measures

Land Use Measures

- **LU-4:** Seek cooperation from the City of Columbus and Franklin County to amend the AEO (Airport Environs Overlay) District boundaries to include the proposed Airport Land Use Management District (ALUMD) corresponding to the 60 DNL of the 20 year NCP contour.

Status: Not implemented - Both Columbus and Franklin County set the AEO boundary at the 65 DNL contour.

Recommendation: Continue measure based on previously-approved boundary. Use of the fixed boundary that follows existing physical features provides for consistency for land use planning and avoids changing boundaries in the future.

Current Noise Compatibility Measures

Land Use Measures

- **LU-5:** Seek cooperation from Franklin County to amend the Franklin County Zoning Resolution, Section 660.07, Avigation Easement, to require applicant for rezoning, change of use, or special use permit to convey an avigation easement to the appropriate airport.

Status: Partially implemented - Section 660.07 requires conveyance of avigation easements for variance or conditional use permits only.

Recommendation: Continue measure

Current Noise Compatibility Measures

Land Use Measures

- **LU-6:** Seek cooperation from Jefferson Township and the City of Gahanna to adopt the proposed Airport Land Use Management District (ALUMD) as part of their official zoning regulations.

Status: Not implemented - Coordination with local jurisdictions has occurred; however, zoning regulations have not been updated.

Recommendation: Continue measure

Current Noise Compatibility Measures

Land Use Measures

- **LU-7:** Seek cooperation from Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt subdivision codes applicable to the proposed Airport Land Use Management District (ALUMD).

Status: Not implemented – Coordination with local jurisdictions has occurred; however, subdivision regulations have not been updated.

Recommendation: Continue measure

- **LU-8:** Seek cooperation from Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt building codes applicable to the proposed Airport Land Use Management District (ALUMD).

Status: Not implemented – Coordination with local jurisdictions has occurred; however, building codes have not been updated.

Recommendation: Continue measure

Current Noise Compatibility Measures

Land Use Measures

- **LU-9:** Seek cooperation from the Board of Realtors to participate in a fair disclosure program for property located within the proposed Airport Land Use Management District (ALUMD).

Status: Coordination has occurred; however, local jurisdictions elected not to amend their ordinances to include the ALUMD. The CRAA makes the noise exposure maps and other noise compatibility information available on its website.

Recommendation: Continue measure

- **LU-10:** Periodically place advertisements in a variety of media outlets delineating the boundaries of the proposed Airport Land Use Management District (ALUMD).

Status: Not implemented – The ALUMD has not been adopted. The CRAA makes the noise exposure maps and other noise compatibility information available on its website.

Recommendation: Continue measure

- **LU-11:** Measure previously withdrawn

Current Noise Compatibility Measures

Land Use Measures

- **LU-12:** Develop an Airport Land Use Management District (ALUMD) based on the 2023 Noise Exposure Map/Noise Compatibility Program (NCP) noise contour, and other geographic and jurisdictional boundaries.

Status: Not implemented – The intent of this measure was to eliminate changing boundaries set by the current noise exposure contours and establish a fixed boundary for consistency. The suggested fixed boundary was not implemented. The City of Columbus and Franklin County continue to apply an Airport Environs Overlay Zone, the boundaries of which correspond to the noise exposure contour from the previous Part 150 Noise Compatibility Study Update which is subject to periodic review and potential revision.

Recommendation: Continue measure

Current Noise Compatibility Measures

Program Management Measures

- **PM-1:** Maintain the noise abatement elements of the FAA ATCT Tower Order.

Status: Implemented – The noise abatement elements are contained in the current Tower Order.

Recommendation: Continue measure

- **PM-2:** Maintain the Noise Management Office for noise compatibility program management.

Status: Ongoing – The CRAA continues to operate the Noise Management Office to support the efforts to minimize the noise impact of CMH.

Recommendation: Continue measure

- **PM-3:** Maintain an ongoing public involvement program regarding the noise compatibility program.

Status: Ongoing – The CRAA maintains public involvement activities, including the 24-hour noise hotline, WebTrak tracking system, and noise monitoring system.

Recommendation: Continue measure

Current Noise Compatibility Measures

Program Management Measures

- **PM-4:** Maintain the noise and flight track monitoring system and expand and upgrade the system as necessary. Add four permanent NMTs and upgrade the computer software and hardware as necessary.

Status: Implemented – In 2014, four additional permanent noise monitors (NMTs) were installed, two west of the relocated Runway 10R/28L and two east of Runway 10R/28L, which expanded the system to include a total of 16 NMTs. In addition, in 2015, the other existing 12 NMTs were upgraded with newer equipment. The CRAA Airport Operations department continues to monitor the operation of the system and receives ongoing software updates.

Recommendation: Continue measure with modification to remove the recommendation to install additional NMTs since that recommendation is complete.

Current Noise Compatibility Measures

Program Management Measures

- **PM-5:** Routinely update the noise contours and periodically update the noise program.

Status: Ongoing.

Recommendation: Continue measure

- **PM-6:** Establish a land use compatibility task force which meets periodically to discuss issues relevant to airport noise compatibility planning.

Status: Implemented (*Not active at this time*)

Recommendation: Continue measure

Group Comments / Discussion

Next Steps

Public Meeting Information Online

- Project Website: www.airportprojects.net/cmh-part150
- Notify your constituents
 - Social media imagery and language available
 - Email: mkeister@engagepublicaffairs.com

Part 150 Process

- Publish Draft Part 150 Noise Compatibility Program
- Next TAC meeting and Public Hearing Winter 2020

Questions or comments? Please provide comments by October 2nd

CRAA Project Manager

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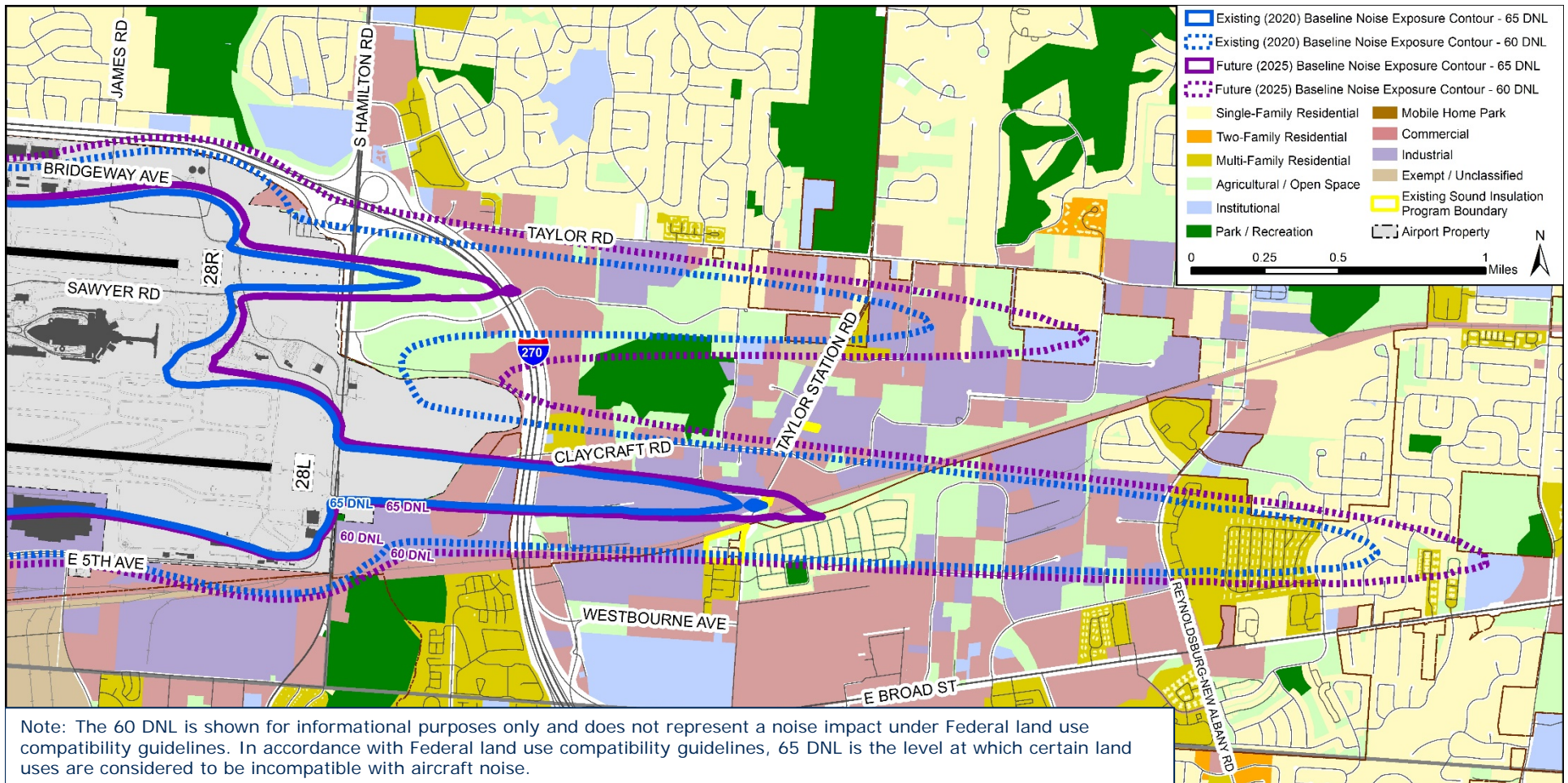
janderson@columbusairports.com

Supplemental Slides

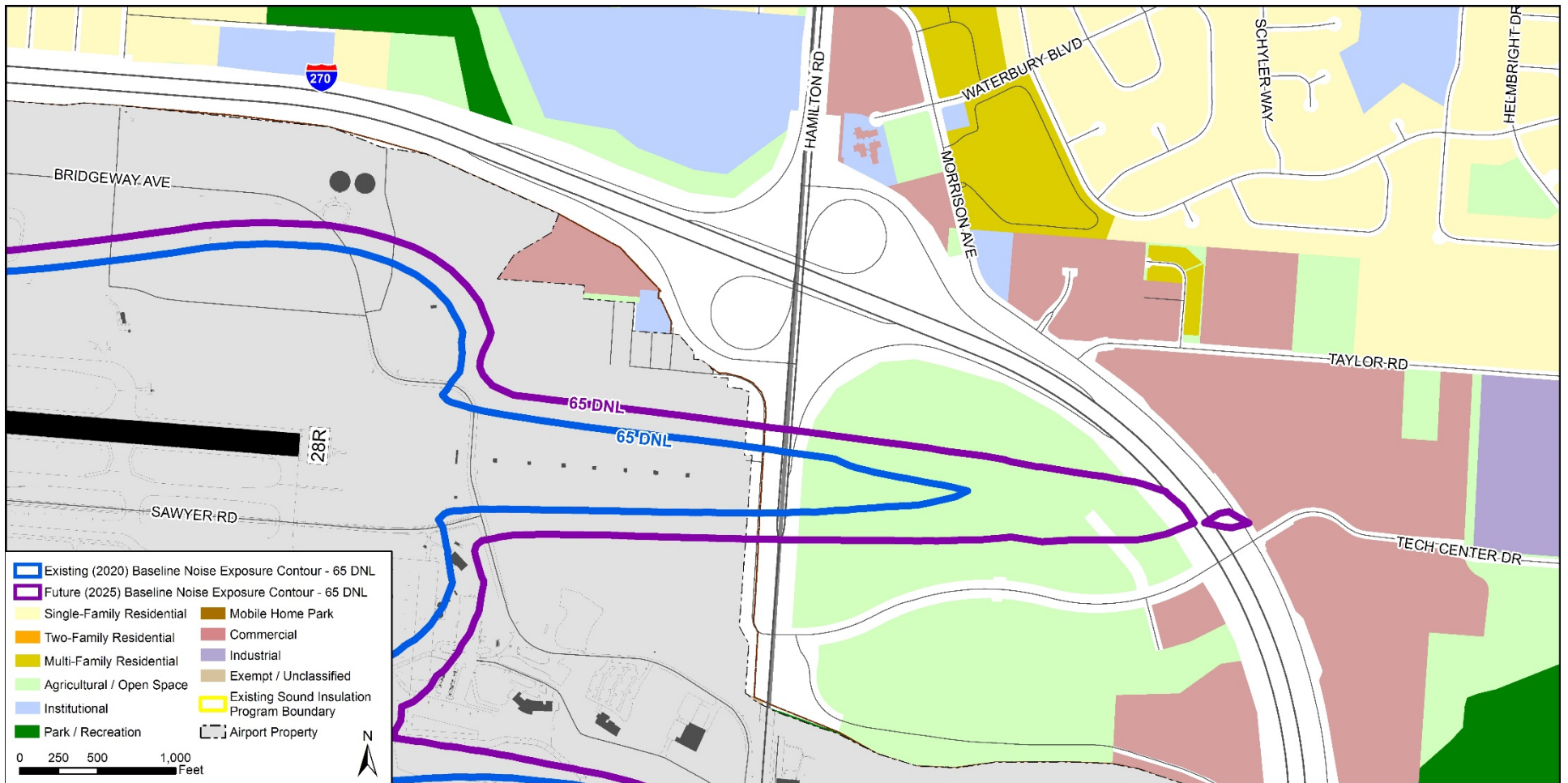
close-in area views of noise contours



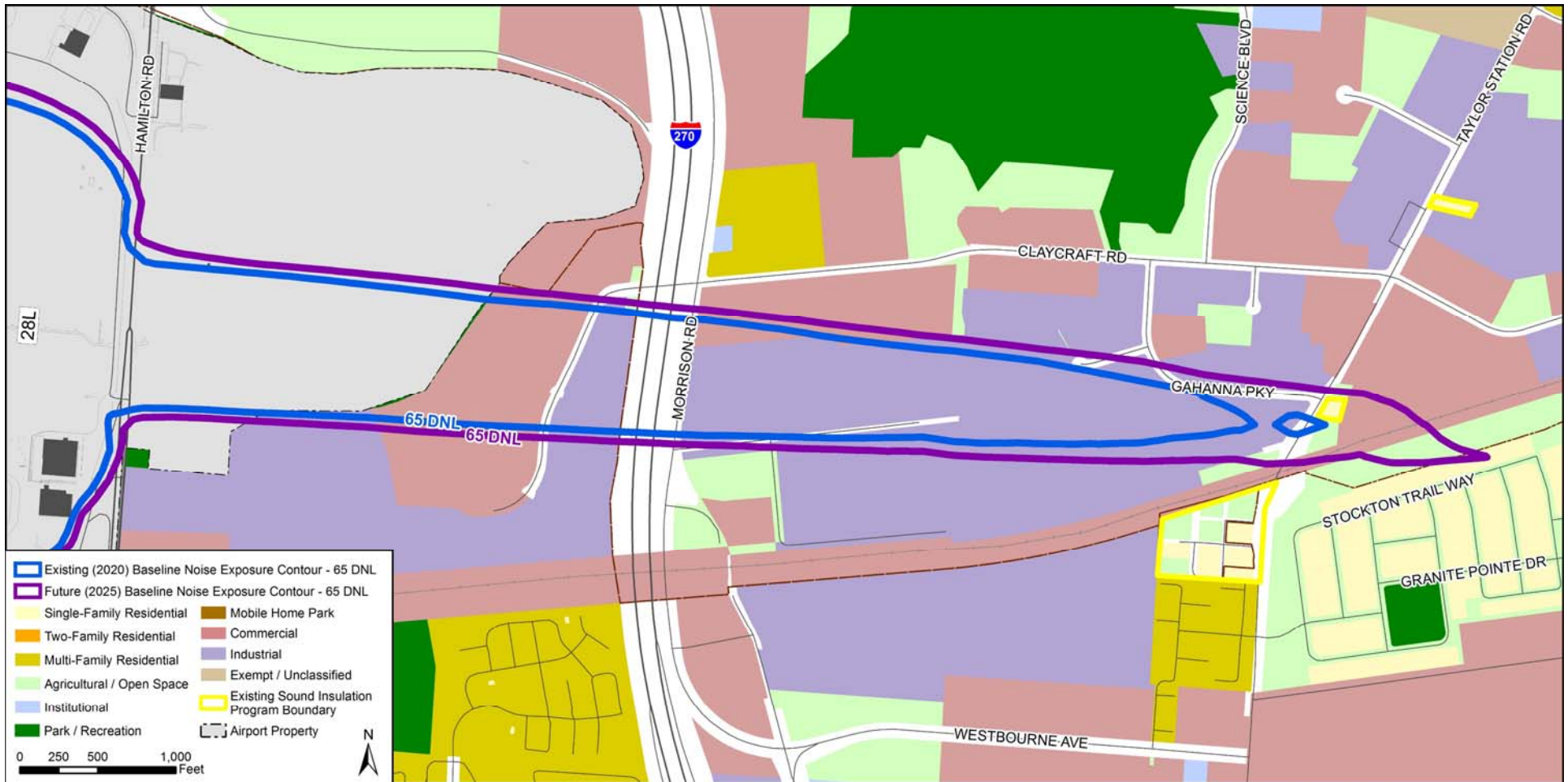
Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



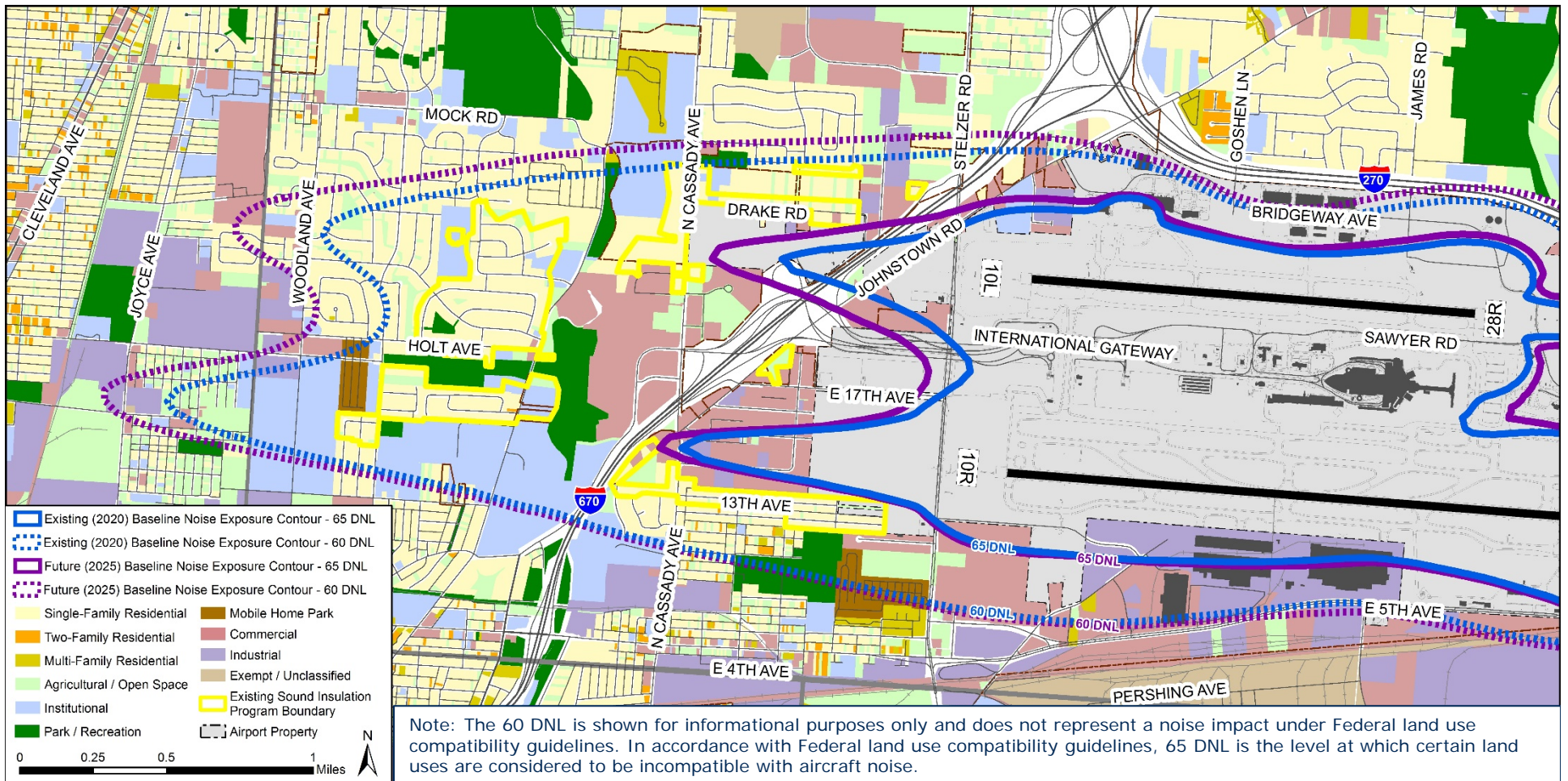
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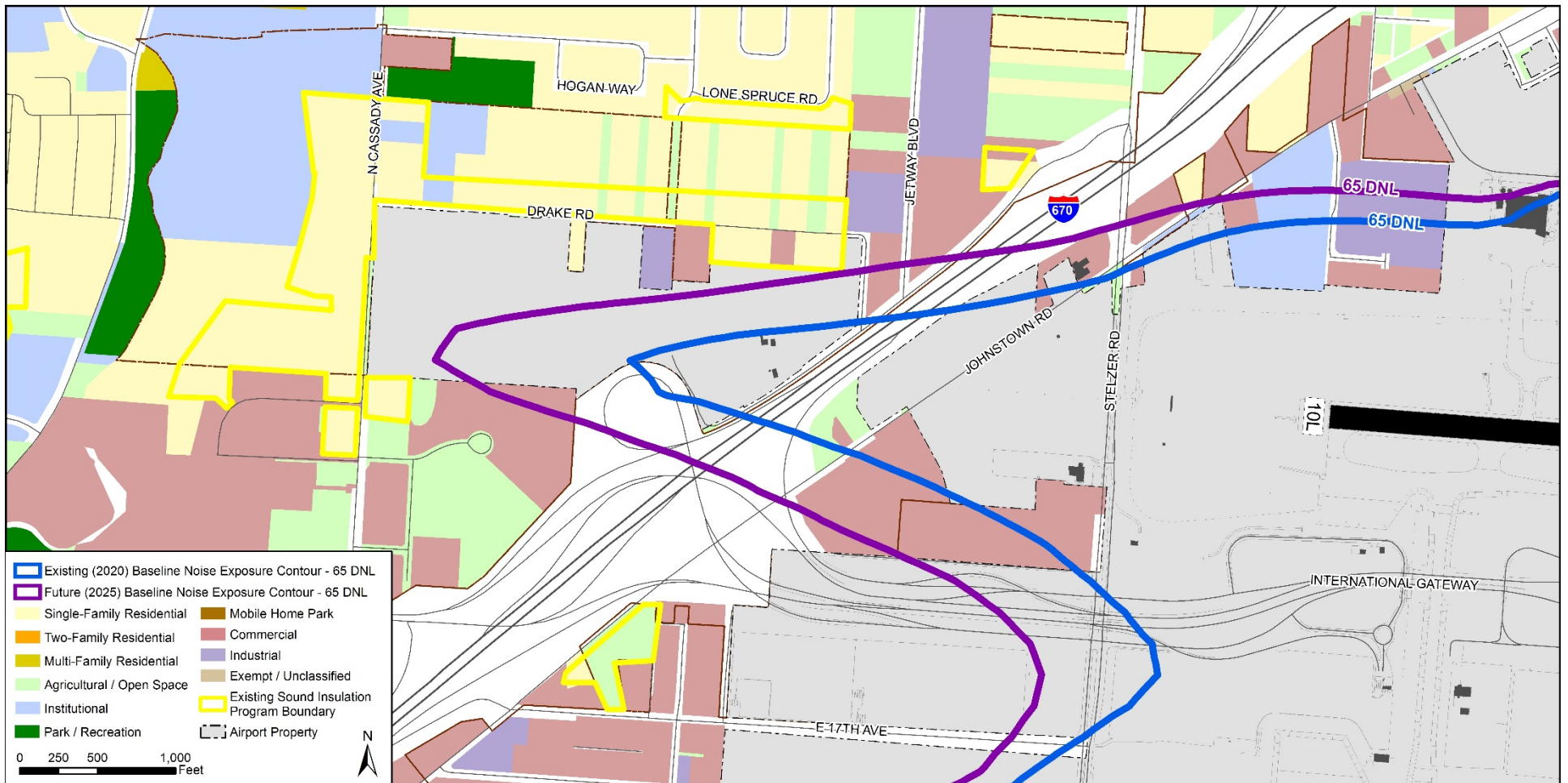
Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours

