

## Appendix G - Public Involvement

The process of providing opportunities for public review and comment during the development of the Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP) includes four techniques: committee meetings, focus group meetings, Public Information Workshops, and a formal Public Hearing. Each technique facilitates the active and direct participation of members of the public and the opportunity for them to submit comments to the Columbus Regional Airport Authority (CRAA).

This appendix provides the information related to the public involvement process undertaken during the Port Columbus International Airport (CMH) Part 150 Noise Compatibility Study Update and is divided into the following sections:

- Technical Advisory Committee (TAC)
  - Membership
  - Meetings
- Discussion of the Public Information Meetings
- Discussion of the Public Hearing
- Location of Study Documents for Public Review
- Public Hearing comments received and response to comments
- Noise Abatement Alternatives Coordination
- Land Use Alternatives Coordination

### G.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was established by the CRAA and was composed of representatives of local agencies; Airport Traffic Control Tower (ATCT) staff; airport users; representatives from the local community; and CRAA staff. The TAC advised CRAA staff, and the Consultant Team on the analysis and recommendations of the Part 150 Noise Compatibility Study through meetings and review of analysis, findings, and recommendations. Table G-1 lists the TAC membership.

**Table G-1      Technical Advisory Committee (TAC) Membership**

<b>Name</b>	<b>Title</b>	<b>Organization</b>
Voda Layne	Airline Station Manager	Air Canada Express
Kyle Lewis	Regional Manager, Government Affairs & Airport Advocacy, Great Lakes	Aircraft Owners and Pilots Association (AOPA)
Duffy Cooper	Pilot Representative	Airline Pilots Association (ALPA)
Ken Copley	Pilot Representative	Airline Pilots Association (ALPA)
Laura Rinaldi McKee	Vice President, Airport Affairs	Airlines for America
Paul McGraw	Vice President, Operations and Safety	Airlines for America
Sherriale Fleming	Airline Station Manager	Alaska Airlines
Christiane Thinner	Airline Station Manager	Alaska Airlines

**Table G-1      Technical Advisory Committee (TAC) Membership, (continued)**

<b>Name</b>	<b>Title</b>	<b>Organization</b>
Dilli Dhital	Airline Station Manager	American Airlines
Robert Walters	Airline Station Manager	American Airlines
Marci VanDusen	Airline Station Manager	American Airlines
Alfonso Hooper	Chair	Brittany Hills Civic Association
Ben Kessler	Mayor & Director of Development	City of Bexley
Carla Williams-Scott	Director, Department of Neighborhoods	City of Columbus
Todd Dieffenderfer	Deputy Director, Department of Neighborhoods	City of Columbus
DeLana Scales	Program Specialist, Department of Neighborhoods	City of Columbus
Tony Celebrezze	Assistant Director, Building and Zoning Services	City of Columbus
Rory McGuinness	Deputy Director of Administration	City of Columbus
Talisa Dixon	Superintendent	Columbus City Schools
John Stanford	Deputy Superintendent	Columbus City Schools
Erik Roush	Policy & Government Affairs	Columbus City Schools
Michael Blackford	Planning and Zoning Administrator	City of Gahanna
Andrew Bowsher	Development Director	City of Reynoldsburg
Zach Woodruff	Director of Economic Development & Public Service	City of Whitehall Planning Commission
Christina White	Airline Station Manager	Delta Airlines
Faiz Syed	Airline Station Manager	Delta Airlines
Rashad Armstrong	Airline Station Manager	Delta Airlines
Michael Johnson	President	East Columbus Civic Association
Lamar Peoples	Member	East Columbus Civic Association
Katherine Delaney	Community Planner	FAA - Detroit Airports District Office
Mark Grennell	Program Manager	FAA - Detroit Airports District Office
Barry Payne	Air Traffic Manager	FAA CMH ATCT
Dave Neef	Air Traffic Manager	FAA CMH ATCT
Steve Mack	Air Traffic Manager	FAA CMH ATCT
Ronny Richards	Operations Manager	FAA CMH ATCT
James Schimmer	Director Economic Development & Planning	Franklin County
Matt Brown	Planning Administrator	Franklin County
Brad Fisher	Planner	Franklin County
Faz Riaz	Airline Station Manager	Frontier Airlines
Gib Harris	Chief of Maintenance	Nationwide Insurance Company
Kevin White	Airline Station Manager	Frontier Airlines
Mike Anderson	Development Director	Jefferson Township
Eric Bylaw	Director of Flight Operations	Lane Aviation Corporation
Chris Lottridge	Chief Pilot	Limited Brands

**Table G-1 Technical Advisory Committee (TAC) Membership, (continued)**

<b>Name</b>	<b>Title</b>	<b>Organization</b>
Dina Lopez	Strategic Projects Manager	Mid-Ohio Regional Planning Commission
Thea Walsh	Director of Transportation	Mid-Ohio Regional Planning Commission
Thomas Graham	Planner	Mid-Ohio Regional Planning Commission
Paige Kroner	Northeast Regional Representative	National Business Aviation Association
Dan Wolfe	Manager	Nationwide Insurance Company
Kenneth Trahan	Vice President, Repair Station Operations	NetJets
Matt Sturges	Government Affairs	NetJets
Artie Clark	Flight Operations Compliance Manager	NetJets
Eric Lange	Manager	NetJets
Carl Lee	Member	North Central Area Commission
Tiffany White	Chair	North Central Area Commission
Wallace McLean	Member	North Central Area Commission
Kenneth Van Pelt	Community Relations Officer	Northeast Area Commission
Elwood Rayford	Chair	Northeast Area Commission
James Bryant	Administrator	ODOT Office of Aviation
Jeff Lischak	Airline Station Manager	Republic Airways
Elwood Rayford	Chair	Northeast Area Commission
Jeff Talbert	General Manager	Signature Flight Support
Tim Cavanagh	Airline Station Manager	Southwest Airlines
Andrew Brasil	Airline Station Manager	Spirit Airlines
Yacobe Lemma	Airline Station Manager	Spirit Airlines
Ken Waite	Facility Manager	The Columbus International Air Center
Stephanie Morgan	Executive Director of the Air Transportation and Aerospace Campus	The Ohio State University Air Transportation/Aerospace Campus
Brian Kennedy	Airline Station Manager	United Airlines
LaThya Washington	Airline Station Manager	United Airlines
Vinnie Pestrichella	Airline Station Manager	United Airlines

**TAC Meeting #1 – December 11, 2019**

Emergency Operations Center, John Glenn Columbus International Airport  
2:00 p.m. to 4:00 p.m.

**TAC Meeting #2 – April 8, 2020**

Conducted via Online Video Conference  
10:00 a.m. to 12:00 p.m.

**TAC Meeting #3 – September 2, 2020**

Conducted via Online Video Conference  
1:00 p.m. to 3:00 p.m.

**TAC Meeting #4 – Scheduled for July 29, 2021**

To be Conducted via Online Video Conference

3:00 p.m. to 4:00 p.m.

## G.2 Public Information Meetings

Public Information Meetings were conducted to provide the public with opportunity to obtain information about the study process, to review the draft noise contour maps, flight track maps, and other study analysis. Due to the public health requirements to prevent the spread of COVID-19, the in lieu of the first public meeting, information was posted online and comments could be submitted via email. The second public meeting was conducted via online which consisted of a live presentation by the Study Team followed by a questions and answer session in which attendees could submit questions in writing using the webinar chat function.

A third public meeting is scheduled to occur following publication of this Draft Part 150 Noise Compatibility Update Study document. Information regarding this meeting is provided below. Copies of presentations, newspaper notices, and comments received are included in the pages following this section of this appendix.

**Public Information Meeting #1 – April 8 & 9, 2020**

Meeting was cancelled and all information was posted online

**Public Information Meeting #2 – September 2, 2020**

Meeting was conducted via online webinar with question and answer session

**Public Information Meeting #3 – July 29, 2021**

Public Information Meeting #3 is scheduled to be held virtually. It will be conducted concurrently with a public hearing as described in Section G.3.

## G.3 Public Hearing

A duly advertised public hearing is scheduled to be held concurrently with the third public information meeting on July 29, 2021. The public hearing will provide an opportunity for public comment on the Draft Part 150 Noise Exposure Maps (NEMs) and Noise Compatibility Program (NCP) Update as specified in 14 CFR 150.23(e)(7). The public hearing will be conducted in an online format. Interested citizens are encouraged to attend the online meeting via weblink or dial-in telephone number and to testify or provide written comments through the meeting platforms chat box feature. A transcriptionist will be online to record oral comments during the public hearing. Comments are also being accepted online and via U.S. Mail. A transcript of the oral testimony and the written comments received at the Public Hearing will be included in the Final Part 150 Noise Compatibility Update Study document.



## G.4 Availability of the Document for Public Review

Copies of the Draft Part 150 Noise Compatibility Update Study document are available for public review at the locations listed below and newspaper notices were published announcing the availability of the document for review and comment prior to the Public Hearing.

Locations for Draft Part 150 Document Review	
Columbus Regional Airport Authority John Glenn Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219	Columbus Metropolitan Library Reynoldsburg Branch 1402 Brice Road Reynoldsburg, OH 43068
Columbus Metropolitan Branch Main Branch 96 South Grant Avenue Columbus, OH 43215	Columbus Metropolitan Library Shepard Branch 850 North Nelson Road Columbus, OH 43219
Columbus Metropolitan Library Gahanna Branch 310 Hamilton Road Gahanna, OH 43230	Columbus Metropolitan Library Whitehall Branch 4445 East Broad Street Columbus, OH 43213
Columbus Metropolitan Library Linden Branch 2223 Cleveland Avenue Columbus, OH 43211	Bexley Public Library 2411 East Main Street Columbus, OH 43209
Columbus Metropolitan Library Martin Luther King Branch 1467 East Long Street Columbus, OH 43203	Part 150 Study Website: <a href="http://www.airportprojects.net/cmh-part150/home/documents-reports/">www.airportprojects.net/cmh-part150/home/documents-reports/</a>

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## **Public Information Meeting #1 April 8, 2009**

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This meeting was cancelled due to the COVID-19 outbreak and information was posted online.

Online Project Summary Handout

Online Display Boards

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# **John Glenn Columbus International Airport**

## **Part 150 Noise Compatibility Study**

### **Project Factsheet**

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#### **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.

# John Glenn Columbus International Airport

## Part 150 Noise Compatibility Study

### Project Factsheet

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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 10<sup>th</sup>, 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 8<sup>th</sup> and April 9<sup>th</sup>, 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](http://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.

## Part 150 Process



1

## Land Use / Noise Sensitivity Matrix



2

## How Noise Contours are Generated



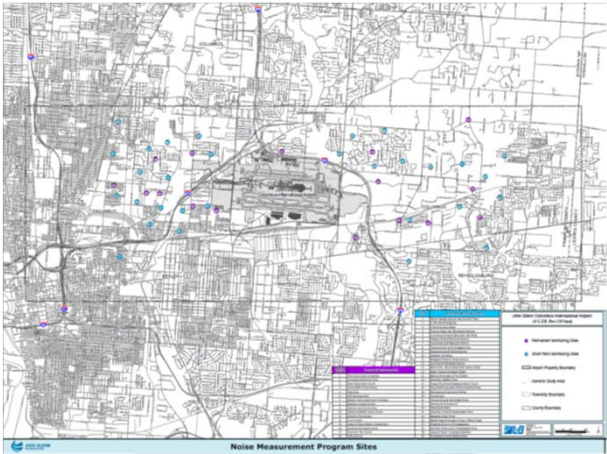
3

## Comparison of Noise Levels



4





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### 2020 Operation Levels and Fleet Mix

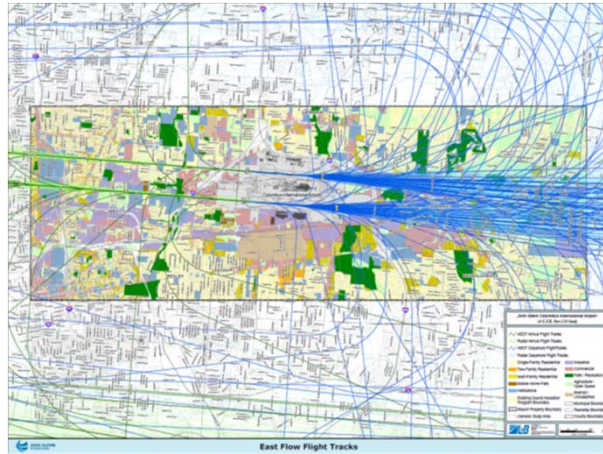
Runway	Direction	Year	Operations	Passenger	Freight	General	Other
Runway 15L/34R	West	2020	1,200	1,000	500	100	2,800
	East	2020	1,100	900	400	100	2,500
Runway 15R/34L	West	2020	1,000	800	400	100	2,300
	East	2020	900	700	300	100	2,000
Runway 16L/33R	West	2020	800	600	300	100	1,800
	East	2020	700	500	200	100	1,500
Runway 16R/33L	West	2020	600	400	200	100	1,300
	East	2020	500	300	100	100	1,000
Runway 17L/32R	West	2020	400	300	100	100	900
	East	2020	300	200	100	100	700
Runway 17R/32L	West	2020	300	200	100	100	700
	East	2020	200	100	100	100	500
Runway 18L/31R	West	2020	200	100	100	100	500
	East	2020	100	50	50	100	300
Runway 18R/31L	West	2020	100	50	50	100	300
	East	2020	50	25	25	100	150
Runway 19L/30R	West	2020	50	25	25	100	150
	East	2020	25	12	12	100	75
Runway 19R/30L	West	2020	25	12	12	100	75
	East	2020	12	6	6	100	38
Runway 20L/29R	West	2020	12	6	6	100	38
	East	2020	6	3	3	100	19
Runway 20R/29L	West	2020	6	3	3	100	19
	East	2020	3	1	1	100	10
Runway 21L/28R	West	2020	3	1	1	100	10
	East	2020	1	0	0	100	5
Runway 21R/28L	West	2020	1	0	0	100	5
	East	2020	0	0	0	100	2
Runway 22L/27R	West	2020	0	0	0	100	2
	East	2020	0	0	0	100	0
Runway 22R/27L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 23L/26R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 23R/26L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 24L/25R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 24R/25L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 25L/24R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 25R/24L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 26L/23R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 26R/23L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 27L/22R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 27R/22L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 28L/21R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 28R/21L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 29L/20R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 29R/20L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 30L/19R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 30R/19L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 31L/18R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 31R/18L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 32L/17R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 32R/17L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 33L/16R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 33R/16L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 34L/15R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 34R/15L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 35L/14R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 35R/14L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 36L/13R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 36R/13L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 37L/12R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 37R/12L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 38L/11R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 38R/11L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 39L/10R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 39R/10L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 40L/9R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 40R/9L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 41L/8R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 41R/8L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 42L/7R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 42R/7L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 43L/6R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 43R/6L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 44L/5R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 44R/5L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 45L/4R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 45R/4L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 46L/3R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 46R/3L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 47L/2R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 47R/2L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 48L/1R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 48R/1L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 49L/0R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 49R/0L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 50L/0R	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0
Runway 50R/0L	West	2020	0	0	0	100	0
	East	2020	0	0	0	100	0

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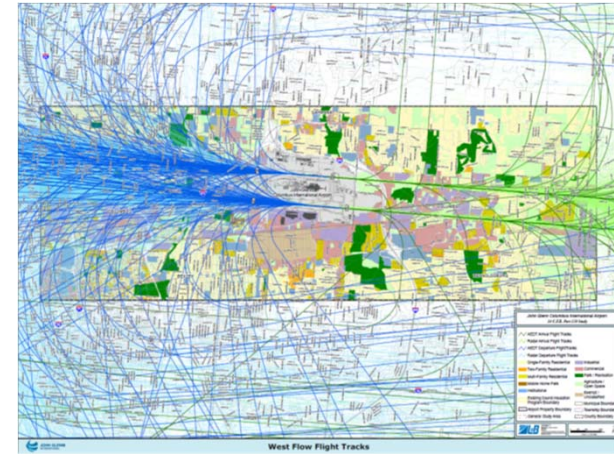
### 2025 Operation Levels and Fleet Mix

Runway Type	Year	Operations	Passenger	Freight	General	Other	Total
Runway 15L/34R	2025	1,300	1,100	550	110	3,060	
	2026	1,300	1,100	550	110	3,060	
Runway 15R/34L	2025	1,200	1,000	450	110	2,760	
	2026	1,200	1,000	450	110	2,760	
Runway 16L/33R	2025	900	700	400	110	2,110	
	2026	900	700	400	110	2,110	
Runway 16R/33L	2025	800	600	350	110	1,860	
	2026	800	600	350	110	1,860	
Runway 17L/32R	2025	500	350	250	110	1,210	
	2026	500	350	250	110	1,210	
Runway 17R/32L	2025	400	250	200	110	960	
	2026	400	250	200	110	960	
Runway 18L/31R	2025	300	150	150	110	710	
	2026	300	150	150	110	710	
Runway 18R/31L	2025	200	100	100	110	510	
	2026	200	100	100	110	510	
Runway 19L/30R	2025	100	50	50	110	310	
	2026	100	50	50	110	310	
Runway 19R/30L	2025	50	25	25	110	155	
	2026	50	25	25	110	155	
Runway 20L/29R	2025	25	12	12	110	77	
	2026	25	12	12	110	77	
Runway 20R/29L	2025	12	6	6	110	39	
	2026	12	6	6	110	39	
Runway 21L/28R	2025	6	3	3	110	20	
	2026	6	3	3	110	20	
Runway 21R/28L	2025	3	1	1	110	10	
	2026	3	1	1	110	10	
Runway 22L/27R	2025	1	0	0	110	5	
	2026	1	0	0	110	5	
Runway 22R/27L	2025	0	0	0	110	2	
	2026	0	0	0	110	2	
Runway 23L/26R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 23R/26L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 24L/25R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 24R/25L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 25L/24R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 25R/24L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 26L/23R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 26R/23L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 27L/22R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 27R/22L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 28L/21R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 28R/21L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 29L/20R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 29R/20L	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
Runway 30L/19R	2025	0	0	0	110	0	
	2026	0	0	0	110	0	
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	2026	0	0	0	110	0	
Runway 31R/18L	2025	0	0	0	110	0	
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	2026	0	0	0	110	0	
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	2026						

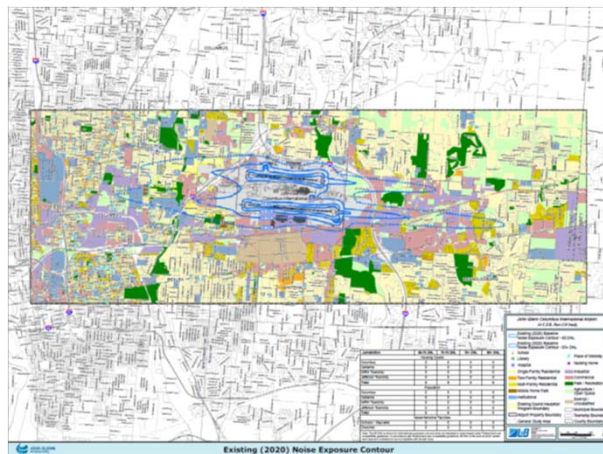




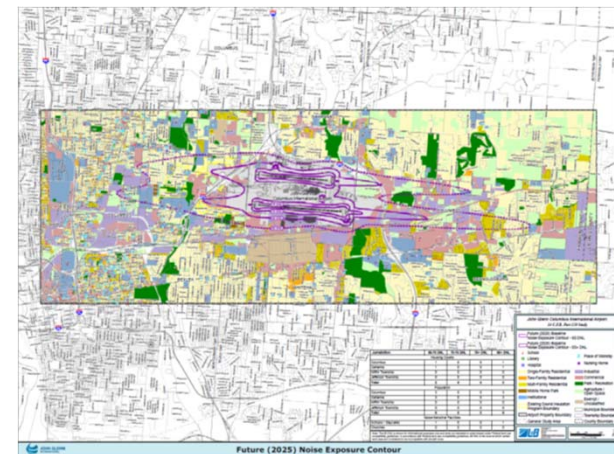
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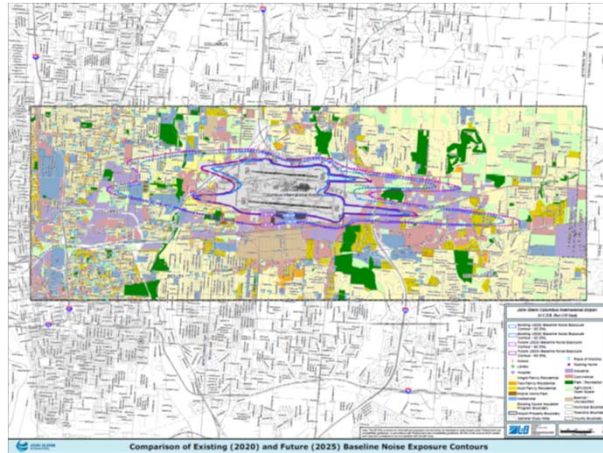
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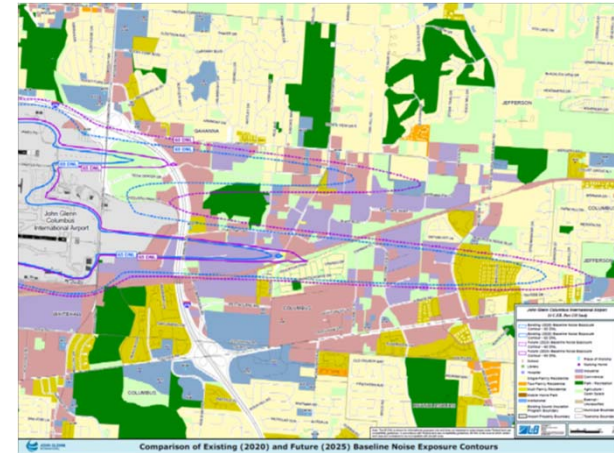
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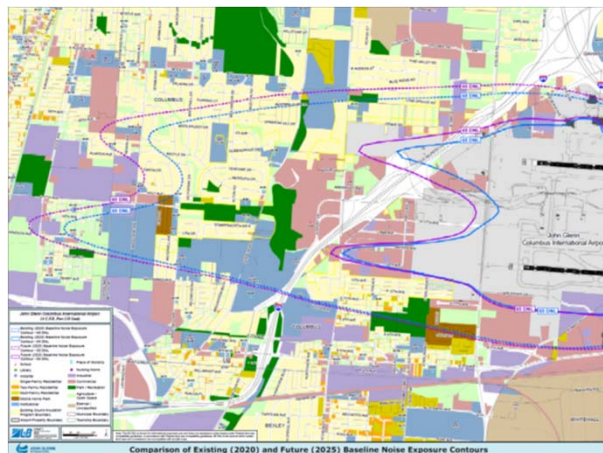
12



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14



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### Comparison of Noise Contour Areas and Land Use Impacts

CONTOUR RANGE	AREA IN SQUARE MILES		
	2012 NEM/NCP (from 2007 Part 150 Study)	EXISTING (2020) BASELINE	FUTURE (2025) BASELINE
65-70 DNL	3.1	1.8	2.2
70-75 DNL	1.1	0.5	0.6
75+ DNL	1.1	0.4	0.5
65+ DNL	5.3	2.7	3.3
HOUSING UNITS			
65-70 DNL	473	0	2
70-75 DNL	0	0	0
75+ DNL	0	0	0
65+ DNL	473	0	2
POPULATION			
65-70 DNL	1,168	0	6
70-75 DNL	0	0	0
75+ DNL	0	0	0
65+ DNL	1,168	0	6

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## **Public Information Meeting #2 September 2, 2020**

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Newspaper Notices

Online Presentation

Meeting Transcript

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# Ohio Dems: 'Don't mess with the USPS'

Randy Ludlow

The Columbus Dispatch | USA TODAY NETWORK

The steady arrival of masked patrons at the Oakland Park post office seemed to underline the points made by Joyce Beatty and others as they stood outside the entrance.

The U.S. Postal Service, they said, is a lifeline — a lifeline for the delivery of life-sustaining medications, correspondence from loved ones and perhaps a check to fix a car so a person in need can get to work.

But mail service also is a lifeline connecting people to their democracy through their right to vote, said the congresswoman and other Columbus Democrats.

They gathered at the post office Tuesday to denounce what they portrayed as deliberate moves by the administration of Republican President Donald Trump to suppress voting by mail ahead of the Nov. 3 election by slowing the machinery of the postal service.

"These are baseless and senseless attacks on the postal service," Beatty said at the news conference dubbed #DonMessWithUSPS. "We know they are doing this to have an effect on this election."

She vowed to return to Washington D.C. to fight for funding for the U.S. Postal Service to help ensure it can promptly handle mail involving absentee requests and mail ballots in the



Rep. Joyce Beatty demands the White House stop interfering with the United States Postal Service during a news conference outside the Oakland Park Station of the USPS in Columbus on Tuesday. (ADAM CAIRNS/USPAP)

weeks before the fall election.

"They cannot delay our democracy," Beatty said. "This is about delaying your vote."

Franklin County Commissioner John O'Grady followed up to call Trump's defense of postal service changes as "lying and cheating."

"It's a manufactured crisis trying to foster doubt on election results" since

Trump fears losing and wants to stay in power, O'Grady said.

Columbus City Council President Shannon Hardin agreed: "We know what this is about: voter suppression."

Democrats claim Trump is undermining the U.S. Postal Service ahead of the Nov. 3 election in a bid to bolster his chances of re-election by suppressing mail ballots more often cast by

Democrats.

The postal service warned Ohio and other states that absentee ballot requests and returned mail-in ballots submitted too close to the election may not be delivered in time to be counted.

With the COVID-19 pandemic expected to cause many to shy away from in-person voting, a record number of mail ballots are expected to be submitted this fall, including in Ohio.

Despite no evidence, Trump claims mail balloting is rife with fraud, saying Monday that the only way he can lose this fall is if the election is "rigged," which might require another election. A struggle over post office funding is mounting in Congress.

Most of Beatty's Republican colleagues in Congress, in a joint letter, are asking the postal service to "implement procedures, in coordination with the state of Ohio, to ensure the timely and accurate delivery of election-related materials prior to the November elections."

U.S. Sen. Rob Portman joined U.S. Reps. Steve Stivers of Columbus and Troy Balderson of Zanesville in signing the letter.

Democrats led by U.S. Sen. Sherrod Brown are urging Republican Secretary of State Frank LaRose, meanwhile, to reconsider his decision permitting only one absentee ballot drop box in each county.

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## LaRose to ask for \$3 million to pay ballot postage

Rick Rouan

The Columbus Dispatch | USA TODAY NETWORK

Ohio Secretary of State Frank LaRose wants to use revenue from state business filings to pay for postage on absentee ballots.

The Republican secretary of state said in a news release Tuesday afternoon that he would ask the GOP-controlled state Controlling Board, which approves major spending proposals, for permission to use up to \$3 million from the fund to pay for return postage.

LaRose had asked the Ohio General Assembly to allow him to use general revenue fund dollars to pay for postage. A

bill passed in the Ohio House would have barred LaRose from paying for postage, but it has not passed the Ohio Senate.

Last week, LaRose said he still supported the idea of paying for postage on absentee ballots but needed additional action from lawmakers. The controlling board controls changes to the state budget and is made up mostly of state lawmakers.

"If the controlling board approves our request, they will effectively be making every mail box a drop box for millions of Ohioans, making it easier than ever to cast a ballot in a general election," LaRose said in a prepared statement. "No state (general revenue fund) or

federal funds will be used to pay for it; instead we're ready to take it out of my office's own budget to get it done."

Last week, LaRose issued a directive to 88 county boards of elections telling them that they could use only one drop box, the one required in the 2020 primary conducted mostly by mail, for absentee ballots.

Democrats have lambasted LaRose over the decision, saying he was suppressing the vote by not allowing boards to expand the use of drop boxes while the U.S. Postal Service was warning him of slowdowns in mail service that could prevent ballots from being counted.

Sen. Sherrod Brown went as far as to accuse LaRose of doing the bidding of President Donald Trump, a critic of voting by mail.

LaRose made that decision after waiting weeks for a legal determination on his authority from Ohio Attorney General Dave Yort. LaRose withdrew his request

for the legal opinion the day before issuing the directive, but Yort's office said it expected to issue the opinion that week.

Rep. Bridget Rose Sweeney, a Cleveland Democrat who has worked on several elections bills, said she is encouraged that LaRose is willing to pay for postage but questioned why he would not use federal coronavirus relief funding that his office has received to pay for the effort.

Democrats contend LaRose already had authority from the Controlling Board to spend CARES Act funding on postage.

"He has made a decision to not allow boards of elections to expand their drop boxes. He keeps saying every blue box is like a drop box. That's only true if you pay for postage," she said.

More information about requesting an absentee ballot is available at <https://www.ohiosos.gov/elections/voters/absentee-voting/>.

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@RickRouan

## VIRTUAL PUBLIC MEETING

Learn about the John Glenn  
Columbus International Airport  
Part 150 Noise Compatibility Study

Wednesday,  
September 2, 2020  
5 to 7 PM

Pre-registration required.

Register and send questions in advance at:

[www.airportprojects.net/cmh-part150/home/public-meetings/](http://www.airportprojects.net/cmh-part150/home/public-meetings/)

If special accommodations, such as audio or visual assistance, are required to participate in the online meeting, or if internet access is not available, please contact the Project Team at 513.818.0626 by August 26.



COLUMBUS  
INTERNATIONAL AIRPORT AUTHORITY



JOHN GLENN  
INTERNATIONAL

Learn more at [www.airportprojects.net/cmh-part150/](http://www.airportprojects.net/cmh-part150/)

## At 'luncheon,' Dems pin Ohio's problems on GOP

Rick Rouan

The Columbus Dispatch | USA TODAY NETWORK

Ohio Democrats are putting the blame for problems that plague the state squarely on the shoulders of Republicans who have ruled Ohio for most of the past several decades.

During a lunch-hour video conference with the party's presidential delegates, elected officials and party leaders blamed President Donald Trump for the pandemic and economic crisis, highlighted the Statehouse corruption scandal that has ensnared former Ohio House Speaker Larry Householder and GOP lobbyist Neal Clark, and slammed Ohio Secretary of State Frank LaRose for his decision to allow only one absentee ballot drop box in each county.

And, yes, they gave their solution for fixing the problems: Elect Democrats.

"We have to build back better. We need to turn Ohio blue because election day starts today. Every day from this day forward is election day," said U.S. Rep. Marcia Fudge of Cleveland. "We cannot wait until the last minute to make change. Change is who we are because we are the people's party."

Democrats have struggled in statewide elections during the last several cycles. Trump won Ohio by 8 percentage points in 2016. Republicans cleaned up in statewide non-judicial offices in 2018. Sen. Sherrod Brown's 7-point victory was an outlier for the party two years ago.

"They have had 25 years of a culture of corruption in this state," Brown said.

Brown asked the delegates to find people in their lives who likely wouldn't vote and to help educate them on the issues and how to vote. He blamed Republicans for inadequate school funding and inequitable tax policies, and he put the burden of the 170,000 who have died in the COVID-19 outbreak in the U.S. on Trump.

"When we win Ohio for Biden, and Harris it's going to mean an electoral college landslide. When we win Ohio it

means we'll win Pennsylvania, Michigan and Wisconsin," he said.

The daily digital lunch gathering is the party's substitute for the breakfast meetings it would have at an in-person convention. Those have drawn a national cast of political speakers in the past.

They also have acted as a springboard for officeholders who are looking to run statewide campaigns two years later to introduce themselves to delegates around the state.

On Tuesday, Columbus City Attorney Zach Klein reassured the delegates that they have a chance to make changes at the ballot box. His remarks straddled both personal introduction and political rally for Democrats on the 2020 ballot.

He lamented what he said was Trump's "fanning the flames of divisions" and other failures while highlighting legal actions his office has taken to preserve city gun regulations and to fight the Trump administration on changes to the Affordable Care Act.

"It's like all the gains we made under President Obama and Vice President Biden are being squandered. I want you to know right now that hope is not lost," he said.

Klein and Dayton Mayor Nan Whaley, co-sponsors of the Tuesday lunch, both are seen as potential Democratic candidates to run for statewide elected office in 2022.

Recounting her experience leading a city through a mass shooting last summer, Whaley blamed Republicans for failing to act on gun control measures. After nine people were killed in Dayton a day after 23 died in a shooting in El Paso, Whaley said she was hopeful that change would follow.

So far, though, no action has been taken. Whaley called Gov. Mike DeWine's plan, which received a lukewarm reception in the Republican-controlled Ohio General Assembly, a "watered down" proposal.

[rrouan@dispatch.com](mailto:rrouan@dispatch.com)  
@RickRouan



VERONICA HILL

Notary Public, State of Ohio

My Commission Expires 12-04-2023

Veronica Hill



7428 Avenida Del Sol, \$385,000, Boltz  
Kanyin C

**Westerville**  
4471 Buckhorn Ct., \$385,000, Donnan  
Pete S & Donnan, Anne M  
5083 Canyon Ck., \$475,000, Jones  
James E & Jones, Susan  
6046 Hale Point Ct., \$450,000, Butick  
John & Susan  
5414 Ardena Ct., \$450,000, Humbert  
Betsy & Brian  
10000 W. 10th St., \$499,000, Cook  
Marlene H & Wendie Cook  
10000 W. 10th St., \$499,000, Cook  
Marlene H & Wendie H  
6900 E. Alhambra St., \$435,000, Gopal-  
Gallagher Verna  
2922 E. Verna Dr., \$397,000, Gillian  
Catherine

**Weston**  
3554 Lotus Ln., \$417,000, Zeng  
Clara & Li

**Weymouth**  
10000 W. 10th St., \$450,000, Thompson  
M & P. Thompson  
6161 Spackman Blvd., \$495,000,  
McKinnon/Spill/Ludwig Trs.  
12355 Raintree Ave. Nw, \$299,000,  
Pacheco Melinda

**Columbus**  
687 Hill Ave., \$660,000, Awolowo  
Moses & Awolowo  
34 - 35th W. 4th Ave., \$700,000, 34-35  
W 4th Ave C  
2792 Hill Ave., \$460,000, Preszler Madea

**Wesley**  
115 S Ohio Ave., \$460,000, Emma/Hel-  
lowell/Giff G. & Elizabeth Jones/Keller  
989 Denison Ave., \$499,000, Keller  
Julie A. & Allen B. Keller

**Georgetown Village**  
425 E. Hillcrest St., \$420,000, O'Connell  
Elizabeth & William

**Wesley**  
4408 E. 1st St., \$315,000, Burger  
Robert & Susan

3095 Dela Ave., \$470,000, Mohler  
Anne P & Adrienne M  
200 S Chesterfield Rd., \$385,000, Fer-  
nandez

**Grandview**  
545 Andrews Rd., \$575,000, E & Col-  
lins  
1867 West 87th Ave., \$590,000,  
Glimcher  
138 Andrews Rd., \$450,000, Glimcher  
Barbara

**Clinton/Deerwood**  
138 Andrews Rd., \$450,000, Glimcher  
Barbara  
130 E Scherer Pl., \$438,000, Donnelly  
Sean T & Donnelly Laura  
2922 E. Verna Dr., \$397,000, Gillian  
Catherine & Decker Laura M

**Upper Arlington**  
4130 W. 10th St., \$799,000, McCar-  
tigan Gail H & T. Brian McCarigan  
4131 Edgely Rd., \$999,000, Feilick  
Patricia & Feilick  
3702 Seeland Rd., \$660,000, Runge  
Thomas & Runge  
4001 Woodland Rd., \$655,000, Som-  
mers Richard W & Sommers  
Kathleen & Kennedy Jay  
2040 Midwestern Rd., \$478,000, Bay-  
ler George & Bayler  
2722 Arlington Ave., \$200,000, Ben-  
nett

**Gahanna**  
6500 Havens Court Rd., \$400,000, Gann  
Laurie

**Northwest Side**  
7500 Savers Neck Ct., \$550,000, Vic-  
toriano Robert & Virginia Davis  
12000 S. Miami Ave., \$499,000, Vic-  
toriano Anne & William Carmo  
12000 S. Miami Ave., \$449,000, Vic-  
toriano Andrew & Victor

3424 Sycamore Ln., \$400,000, Truesdell  
Marianne

1000

7428 Avenida Del Sol, \$385,000, Boltz  
Kanyin C

**Westerville**  
4471 Buckhorn Ct., \$385,000, Donnan  
Pete S & Donnan, Anne M  
5083 Canyon Ck., \$475,000, Jones  
James E & Jones, Susan  
6046 Hale Point Ct., \$450,000, Butick  
John & Susan  
5414 Ardena Ct., \$450,000, Humbert  
Betsy & Brian  
10000 W. 10th St., \$499,000, Cook  
Marlene H & Wendie Cook  
10000 W. 10th St., \$499,000, Cook  
Marlene H & Wendie H  
6900 E. Alhambra St., \$435,000, Gopal-  
Gallagher Verna  
2922 E. Verna Dr., \$397,000, Gillian  
Catherine

**Weston**  
3554 Lotus Ln., \$417,000, Zeng  
Clara & Li  
10000 W. 10th St., \$450,000, Spang  
Thomas M & Spang, Susan  
6161 Picketingwood Ln., \$495,000,  
McKinnon William  
12325 Raintree Ave, Nw, \$299,000,  
Pacheco Michelle

**Columbus**  
687 Hill Ave., \$660,000, Awolowo  
Moses & Awolowo  
34 - 35th W. 10th St., \$470,000, 34-35  
W 4th Ave C  
2792 Hill Ave., \$460,000, Preszler  
Madeline

**Delaware**  
115 S Ohio Ave., \$460,000, Emma  
Hewitt Gail E. Enns, John Kester  
899 Denison Ave., \$499,000, Kester  
Julie A. & Enns, John Kester

**Greensboro/Village**  
425 E. Willard St., \$420,000, O'Connell  
Elizabeth & William

**Brussels**  
4408 Fox Rd., \$515,000, Burger  
Robert & Burger  
10000 W. 10th St., \$450,000, Jones  
James E & Jones

3095 Dela Ave., \$470,000, Mohler  
Susan P & Adrienne M  
200 S Chesterfield Rd., \$385,000, Fox  
James

**Grandview**  
545 Andrews Rd., \$450,000, E & Col-  
lins  
1867 West 87th Ave., \$590,000,  
Glimcher  
138 Andrews Rd., \$450,000, Glimcher  
Brian

**Clinch/Beachwood**  
138 Andrews Rd., \$450,000, Glimcher  
Brian  
730 E. Scherer Pl., \$438,000, Donnelly  
Sean T & Donnelly Laura  
2922 E. Verna Dr., \$397,000, Gillian  
Catherine & Decker Laura M

**Upper Arlington**  
10000 W. 10th St., \$499,000, The  
Cavalieri Group H & The Cavalieri Group  
4131 Edgely Rd., \$699,900, Feilick  
Paul & Feilick, Susan  
3702 Seabreeze Dr., \$665,000, Runge  
Thomas & Runge  
401 Woodland Dr., \$600,000, Somers  
Richard W & Somers, Karen  
10000 W. 10th St., \$450,000, Merchant  
Owen & Kennedy, John  
2040 Midwestern Rd., \$478,000, Bay-  
er  
2792 Affiliation Av., \$420,000, Senger  
John

**Gahanna**  
6500 Havens Court Rd., \$400,000, Gann  
Laurie

**Northwest Side**  
7500 Savers Neck Ct., \$550,000, Vic-  
toriano Robert & Virginia Davis  
12000 S. Miami Ave., \$499,000, Vic-  
toriano Anne & William Carmo  
12000 S. Miami Ave., \$499,000, Vic-  
toriano Anne & William Carmo  
Andrew's Treasures

3434 Sycamore Ln., \$400,000, Truesdell  
Marianne



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**Ty Marsh**

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- Local Matters will provide hands-on nutrition and food-waste education and install a composting system capable of creating 100 pounds of compost each week, which will be used to nourish plants in its community gardens.

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### Coming up

To add or update a listing, send an email to [editorial@thisweeknews.com](mailto:editorial@thisweeknews.com).

#### Support groups

**NAMI Connection**, a peer support group for adults living with mental illness of any kind, noon to 1:30 p.m. the last Saturday of each month at Ohio State University East, Talbot Hall, 1492 E. Broad St. This group is free and meets for 90 minutes once a month. NAMI Connection offers a casual environment and the facilitators are indi-

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viduals who are in recovery themselves. No registration or enrollment is required. For more information, call NAMI Franklin County at 614-501-6264.

**Alzheimer's Caregiver Support Group**, sponsored by the Alzheimer's Association, Central Ohio Chapter, 6:30 p.m. the second Tuesday of the month at Redeemer Lutheran Church, 1555 S. James Road. Open to those caring for someone with memory loss. For information call the 24/7 Helpline at 800-272-3900.

**Crohn's & Colitis Foundation of America**, support groups for patients with Crohn's and ulcerative col-

itis as well as their family members, meeting in Reynoldsburg and Delaware. Visit [cfa.org/chapters/centralohio](http://cfa.org/chapters/centralohio) for times and dates or call 614-889-6660.

**Caregiver Support Group**, noon to 1 p.m. or 5:30 to 7 p.m., each third Wednesday of the month at the Central Ohio Area Agency on Aging, 3776 S. High St. Topics covered include the hiring of in-home help, qualifying for homecare programs and dealing with the everyday stresses of caregiving. Free and free parking is available. Registration is necessary; caregivers can contact the agency at 614-645-7250, 1-800-569-7277.



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COMMUNITY NEWS

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MEDIA GROUP



#### Worship Directory

We invite you to share your Services, Programs and Special Events with the community each week in the Friday edition of The Columbus Dispatch and ThisWeek Community Newspapers. For more information or to place your Worship Services ad please call:

**Sherry Blissenbach**  
614-583-5797  
or email [sblissenbach@dispatch.com](mailto:sblissenbach@dispatch.com)

Deadlines:  
12 Noon Wednesday



**VERONICA HILL**  
Notary Public, State of Ohio  
My Commission Expires 12-04-2023



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## STYLE ENCORE

FROM >> A4

items all day every day and receive cash on the spot. No appointment is needed to sell items at the location, she said.

Kasten said the goal is to offer an online site for these questions in ThisWeek's exclusive Top Real Estate Deals This Week. This list is a compilation of the week's home and condominium transactions for a given week. All sales occurred within the ThisWeek circulation area.

"We want to make sure they have a good experience," she said.

Rafal said her team takes the sanitation process seriously, and they're working to

meet the customer's comfort level during the pandemic.

"Women like to have trendy, fashionable pieces in their closet for every occasion, so our goal is to make Style Encore the preferred store for fashionistas, budget-hunters and those who are recycling-conscious," she said.

"Style Encore provides women the resource to sell items they no longer wear, get paid cash on the spot and then turn around and purchase new items at a tremendous value – up to 90% off regu-

lar retail prices."

The business is open from 10 a.m. to 8 p.m. Mondays through Saturdays and noon to 6 p.m. Sundays.

Style Encore is franchised by Minnesota-based Winmark Corp., which also franchises Music Go Round, Once Upon a Child, Plato's Closet and Play It Again Sports.

For more information, go to [style-encore.com/locations/galena-oh](http://style-encore.com/locations/galena-oh) or call 614-289-3009.

[mishman@thisweeknews.com](mailto:mishman@thisweeknews.com)  
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## TOP REAL ESTATE DEALS THIS WEEK

Which area of central Ohio has the hottest real estate market right now? How much did that house sell for? How much did that house cost? For answers to these questions and more, visit [www.thisweek.com](http://www.thisweek.com) today!

**Delaware**

1413 Hawthorn Ct., \$599,000, Adam Adams & Ashley Holt  
4701 Hyatt Rd., \$450,000, Tara Leavelle & C  
1325 State Route 503, \$440,000, Barbara Kellum & C  
594 Tocco Dr., \$450,000, Peter Andrew & C  
914 Farrington Ln., \$450,000, Vianney Chomondouweil Harris & Chomondouweil Harris  
412 Brinkley Crossing Dr., \$419,000, Lory Wilson & Jennifer M  
9953 Trafalgar Ct., \$715,000, Hennessey & C  
6551 Sycamore Ln., \$557,500, Bruce Matthews & C  
7370 Linden Ln., \$450,000, Hauer Bruce & Hauer  
5770 Chrysler Dr., \$500,000, Patrick & Kelly & C  
5710 Windsor Dr., \$387,000, Richard J. & Wilson Tracy  
9960 Allen Dr., \$1,150,000, Justice Kevin & C  
7644 Timberport Dr., \$880,000, Austin Adair & C

**Dublin**

5510 Shiloh Dr., \$945,000, Peter Adams & C  
10751 Drexel Ln., \$695,215, Michelle Charles & C  
6440 Martin Rd., \$525,000, Gail Anthony & C  
7671 Heathwood Ln., \$469,000, Charles Andrew & C  
4470 Woodview Dr., \$450,000, Charles Andrew & C  
4799 Chatham Ln., \$446,500, Charles Andrew & C  
4799 Chatham Ln., \$446,500, Charles Andrew & C  
6225 Dublin Rd., \$440,000, Alena R. & C  
6225 Dublin Rd., \$440,000, Alena R. & C  
6225 Dublin Rd., \$440,000, Alena R. & C

**Galena**

5388 Red Bank Rd., \$725,000, Ryan Thomas & C  
5346 Red Bank Rd., \$719,000, Griffin Mary Lou  
3716 High Ct., \$540,000, Paul Lodi & C  
3716 High Ct., \$540,000, Paul Lodi & C  
3716 High Ct., \$540,000, Paul Lodi & C  
3716 High Ct., \$540,000, Paul Lodi & C  
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3716 High Ct., \$540,000, Paul Lodi & C  
3716 High Ct., \$540,000, Paul Lodi & C  
3716 High Ct., \$540,000, Paul Lodi & C

**Hilliard**

6090 Hawthorn Dr., \$647,777, Heidi-Meredith B. & C  
6185 Hawthorn Dr., \$647,777, Heidi-Meredith B. & C  
6185 Hawthorn Dr., \$647,777, Heidi-Meredith B. & C  
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6185 Hawthorn Dr., \$647,777, Heidi-Meredith B. & C  
6185 Hawthorn Dr., \$647,777, Heidi-Meredith B. & C

**Lebanon**

3337 Farmers Delight Dr., \$462,915, Jennifer J. & C  
3337 Farmers Delight Dr., \$462,915, Jennifer J. & C  
3337 Farmers Delight Dr., \$462,915, Jennifer J. & C  
3337 Farmers Delight Dr., \$462,915, Jennifer J. & C  
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3337 Farmers Delight Dr., \$462,915, Jennifer J. & C  
3337 Farmers Delight Dr., \$462,915, Jennifer J. & C

**Shiloh**

411 Shiloh Ridge Ct., \$715,000, Hennessey & C  
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411 Shiloh Ridge Ct., \$715,000, Hennessey & C

**Upper Arlington**

9145 Sherburne Rd., \$900,000, Topolansky Day & C  
9145 Sherburne Rd., \$900,000, Topolansky Day & C  
9145 Sherburne Rd., \$900,000, Topolansky Day & C  
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9145 Sherburne Rd., \$900,000, Topolansky Day & C

**Westerville**

447 Buckhorn Ct., \$385,000, Donovan Ryan & C  
447 Buckhorn Ct., \$385,000, Donovan Ryan & C  
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447 Buckhorn Ct., \$385,000, Donovan Ryan & C

**Worthington**

5083 Oakley Ct., \$475,000, Bailey Michael & C  
5083 Oakley Ct., \$475,000, Bailey Michael & C  
5083 Oakley Ct., \$475,000, Bailey Michael & C  
5083 Oakley Ct., \$475,000, Bailey Michael & C  
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5083 Oakley Ct., \$475,000, Bailey Michael & C

**Have You Heard?**  
by Greg VanHornen

**AUDITORY BRAINSTEM IMPLANTS**

For children born with damaged or absent auditory nerves, brainstem implants can be effective in cases where cochlear implants and hearing aids cannot. Auditory brainstem implants (ABIs) bypass both the inner ear and the auditory nerve to communicate directly with the brainstem. They can also help those born with temporal bone fractures or cochlear nerve damage. Trials in Europe and North America have shown that ABI implants are more effective in children under the age of five than they are in those over 12. This has led scientists to look more closely at brain development for answers. In fact, younger recipients have shown auditory, cognitive, and speech development at the same level as children with cochlear implants.

After an auditory brainstem implant procedure, you'll need many sessions with a skilled hearing aid specialist to adjust the sound processor and learn how to use and interpret the signals. This process can take months. You'll generally see your specialist every two to four months the first year and annually after the first year. To learn more about how this technology can help you or a loved one, please call for an evaluation and consultation at ABSOLUTE HEARING SOLUTIONS. If you or a family member are not hearing as well as you could, please call us at 614-654-4309 to schedule a complimentary hearing & speech reception evaluation. Many of our patients have discovered that traveling to Galena was worth the drive. We are First in Class on Angie's List. We best competitor's pricing by 25%-70%, we have the top 10 leading hearing aid brands, and we put our customer's first. We offer special discounts and promotions to veterans, police officers, and firefighters. We are located at 750 Croce Point Rd Suite F, Galena. Come see why patients are willing to make the drive to invest in their hearing. We look forward to hearing from you.

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**Wednesday, September 2, 2020 5 to 7 PM**

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accuse LaRose of doing the bidding of President Donald Trump, a critic of voting by mail.  
LaRose made that decision after waiting weeks for a legal determination on his authority from Ohio Attorney General Dave Yost. LaRose withdrew his request

pay for postage," she said.  
More information about requesting an absentee ballot is available at <https://www.ohiosos.gov/elections/voters/absentee-voting/>.  
[rrouan@dispatch.com](mailto:rrouan@dispatch.com)  
@RickRouan

## At 'luncheon,' Dems pin Ohio's problems on GOP

Rick Rouan  
The Columbus Dispatch | USA TODAY NETWORK

Ohio Democrats are putting the blame for problems that plague the state squarely on the shoulders of Republicans who have ruled Ohio for most of the past several decades.

During a lunch-hour video conference with the party's presidential delegates, elected officials and party leaders blamed President Donald Trump for the pandemic and economic crisis, highlighted the Statehouse corruption scandal that has ensnared former Ohio House Speaker Larry Householder and GOP lobbyist Neal Clark, and slammed Ohio Secretary of State Frank LaRose for his decision to allow only one absentee ballot drop box in each county.

And, yes, they gave their solution for fixing the problems: Elect Democrats.

"We have to build back better. We need to turn Ohio blue because election day starts today. Every day from this day forward is election day," said U.S. Rep. Marcia Fudge of Cleveland. "We cannot wait until the last minute to make change. Change is who we are because we are the people's party."

Democrats have struggled in statewide elections during the last several cycles. Trump won Ohio by 8 percentage points in 2016. Republicans cleaned up in statewide non-judicial offices in 2018. Sen. Sherrod Brown's 7-point victory was an outlier for the party two years ago.

"They have had 25 years of a culture of corruption in this state," Brown said.

Brown asked the delegates to find people in their lives who likely wouldn't vote and to help educate them on the issues and how to vote. He blamed Republicans for inadequate school funding and inequitable tax policies, and he put the burden of the 170,000 who have died in the COVID-19 outbreak in the U.S. on Trump.

"When we win Ohio for Biden, and Harris it's going to mean an electoral college landslide. When we win Ohio it

means we'll win Pennsylvania, Michigan and Wisconsin," he said.

The daily digital lunch gathering is the party's substitute for the breakfast meetings it would have at an in-person convention. Those have drawn a national cast of political speakers in the past.

They also have acted as a springboard for officeholders who are looking to run statewide campaigns two years later to introduce themselves to delegates around the state.

On Tuesday, Columbus City Attorney Zach Klein reassured the delegates that they have a chance to make changes at the ballot box. His remarks straddled both personal introduction and political rally for Democrats on the 2020 ballot.

He lamented what he said was Trump's "fanning the flames of divisions" and other failures while highlighting legal actions his office has taken to preserve city gun regulations and to fight the Trump administration on changes to the Affordable Care Act.

"It's like all the gains we made under President Obama and Vice President Biden are being squandered. I want you to know right now that hope is not lost," he said.

Klein and Dayton Mayor Nan Whaley, co-sponsors of the Tuesday lunch, both are seen as potential Democratic candidates to run for statewide elected office in 2022.

Recounting her experience leading a city through a mass shooting last summer, Whaley blamed Republicans for failing to act on gun control measures. After nine people were killed in Dayton a day after 23 died in a shooting in El Paso, Whaley said she was hopeful that change would follow.

So far, though, no action has been taken. Whaley called Gov. Mike DeWine's plan, which received a lukewarm reception in the Republican-controlled Ohio General Assembly, a "watered down" proposal.

[rrouan@dispatch.com](mailto:rrouan@dispatch.com)  
@RickRouan

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LDRVE 2601

## REUNIÓN PÚBLICA VIRTUAL

Aprenda sobre el Estudio de Compatibilidad de Ruido Parte 150 que se está preparando para el Aeropuerto Internacional John Glenn Columbus

**Miércoles 2 de septiembre de 2020**  
**de 5:00 pm a 7:00 pm**

*Se requiere pre-registro.*

Regístrese y envíe preguntas con antelación a

[www.airportprojects.net/cmh-part150/home/public-meetings/](http://www.airportprojects.net/cmh-part150/home/public-meetings/)

Si se requiere un alojamiento especial, como asistencia visual o audiovisual, para participar en la reunión en línea, o si no tiene acceso a Internet, por favor comuníquese con el equipo del proyecto al 513.818.0626 antes del 31 de agosto de 2020.



Aprende más: [www.airportprojects.net/cmh-part150/](http://www.airportprojects.net/cmh-part150/)



# CLASSIFIED

## PUBLIC NOTICE

### Division of the State Fire Marshal Bureau of Underground Storage Tank Regula- tions

Pursuant to the rules governing the remediation of releases of petroleum from underground storage tank (UST) system(s), notice to the public is required whenever there is a confirmed release of petroleum from an UST system(s) that requires a remedial action plan. Notice is hereby given that a confirmed release of petroleum has occurred from the UST system(s) located at:

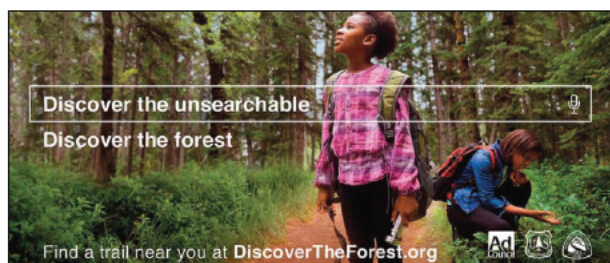
Former Certified Oil Company #217  
5323 Westerville Road  
Westerville, Ohio 43081  
Franklin County

BUSTR Release Number: 25000771 N00001(2)

A proposed remedial action plan (RAP) dated July 22, 2020, was submitted by the owner and/or operator of the UST system(s) for the review and approval of the State Fire Marshal (SFM). Once the SFM has reviewed and approved the proposed RAP, the owner and/or operator of the UST system(s) will be required to implement the proposed RAP.

A copy of the proposed RAP, as well as other documentation relating to this release and the UST system(s) involved, is maintained by the Bureau of Underground Storage Tank Regulations (BUSTR), and are available for inspection and copying by the public. Requests for copies or for inspection of the proposed RAP and other related documentation should be made through the use of the "Public Information Request on UST facilities" link located on BUSTR's Resource Page at [https://apps.com.ohio.gov/fire/otter/?tabid\\_2](https://apps.com.ohio.gov/fire/otter/?tabid_2) or by calling our office at (614) 752 7938.

The SFM will accept written comments on this RAP for a period of 21 days from the date of publication of this notice. You may submit any comments regarding this site and the RAP, in writing, BUSTR, P.O. Box 687, Reynoldsburg, Ohio 43068. For further information, please contact David Israel at (614) 752 7225. Please reference release #25000771 N00001 when making all inquiries or comments.



## VIRTUAL PUBLIC MEETING

Learn about the John Glenn Columbus International  
Airport Part 150 Noise Compatibility Study

**Wednesday, September 2, 2020  
5 to 7 PM**

Pre-registration required.

Register and send questions in advance at:

[www.airportprojects.net/cmh-part150/home/public-meetings/](http://www.airportprojects.net/cmh-part150/home/public-meetings/)

*If special accommodations, such as audio or visual assistance, are required to participate in the online meeting, or if internet access is not available, please contact the Project Team at 513.818.0626 by August 26.*

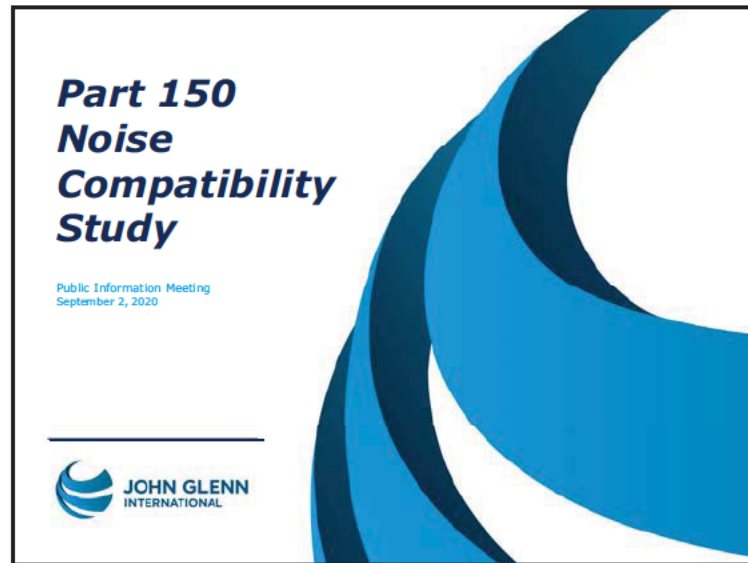


Learn more at [www.airportprojects.net/cmh-part150/](http://www.airportprojects.net/cmh-part150/)

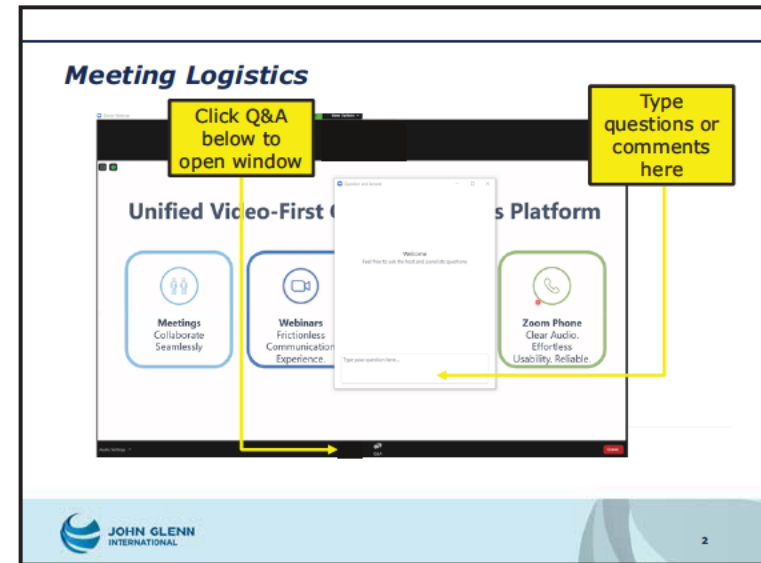
## Mobility Engineer

Franklin County Engineer Cornell Robertson is seeking a Mobility Engineer to manage the Mobility Department. Responsibilities include supervision of signing, signal, and route marking operations, plan review for proper traffic control, oversight of traffic and engineering studies, and departmental budget development and administration. Requires a Professional Engineering license. Successful candidates will bring a positive attitude and demonstrated experience. Interested applicants should submit a resume and application (available at [www.franklincountyengineer.org](http://www.franklincountyengineer.org)) to the following address no later than Friday, September 11, 2020.

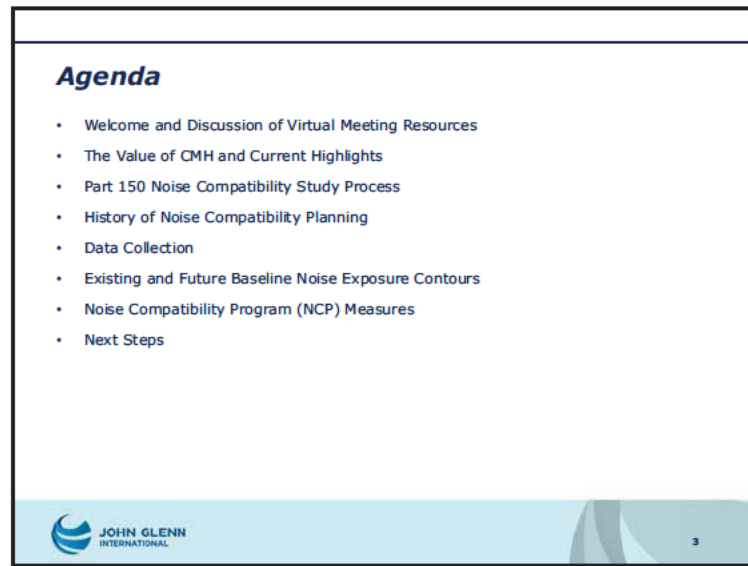
Franklin County Engineer  
Human Resources Department  
970 Dublin Road  
Columbus, Ohio 43215  
EOE



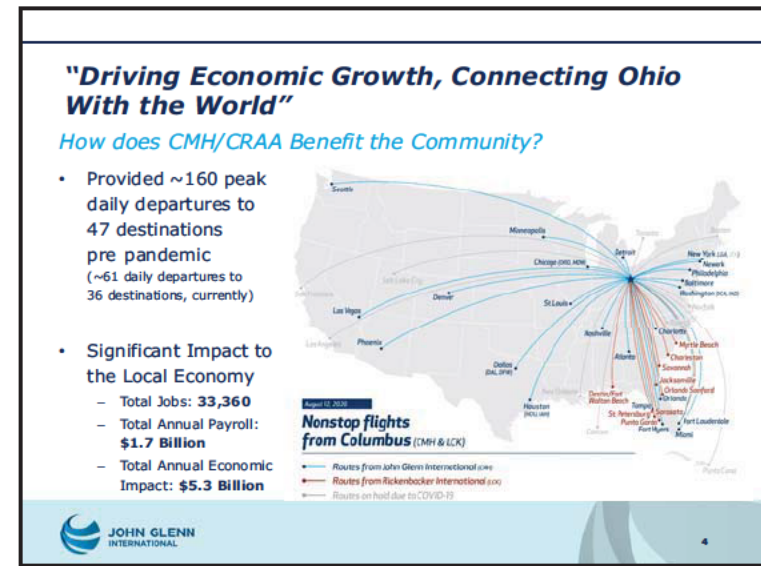
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4

## "Driving Economic Growth, Connecting Ohio With the World"

*Ongoing Development at CMH*

### Consolidated Rental Car Facility



- Open to public in 3<sup>rd</sup> Quarter, 2021
- 2,500 Storage Spaces
- \$140M Capital Investment (\$95M in construction resulting in 1,600 jobs)

### Residence Inn Hotel



- Opening Fall, 2020
- 122 Guest Suites on 4 Floors
- Meeting Space for up to 35 Guests



5

5

## "Driving Economic Growth, Connecting Ohio With the World"

*How Has CAA Managed the Pandemic?*



\*Complimentary Mask Station Installed\*

\*Social Distant Queuing and Seating\*



\*PPE Vending Machines\*

\*First Facility in Columbus to be Awarded the Global Biorisk Advisory Council (GBAC) Star Accreditation for Facility Safety and Cleanliness\*



6

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## Part 150 Noise Compatibility Study Process

*What is a Part 150 Study?*

- Part 150 studies are planning studies to identify airport noise and land use compatibility impacts
- Named for 14 CFR Part 150 of the Code of Federal Regulations
- Must follow Federal guidelines with regard to process and methodology
- Makes an airport eligible for funding for certain mitigation measures
- Funding is not guaranteed



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## Part 150 Noise Compatibility Study Process

*Essential Elements of a Part 150 Study*

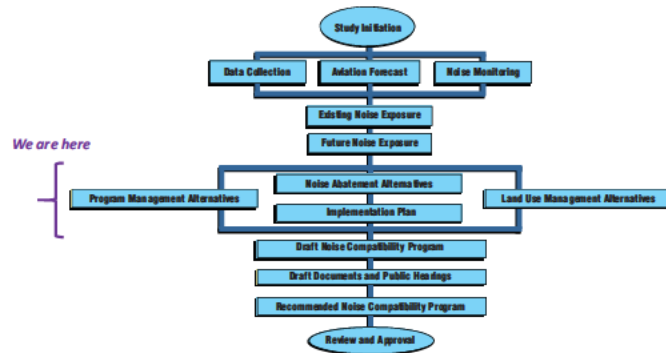
- Noise Exposure Maps (NEMs):
  - Description of the noise levels for existing and future (+5 years) conditions
- Noise Compatibility Program (NCP):
  - Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts
    - Noise Abatement
    - Land Use Mitigation
    - Program Management Measures
- Public Involvement



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## Part 150 Noise Compatibility Study Process



## History of Noise Compatibility Planning

### Previous Part 150 Studies Completed at CMH

- 1987 Part 150 Study (original)
- 1993 Part 150 Study Update
- 1999 Part 150 Study Update
- 2001 Noise Exposure Map Update
- 2007 Part 150 Study Update (FAA Record of Approval in 2008)
  - Conducted concurrently with the Environmental Impact Statement (EIS) for relocation of the south runway

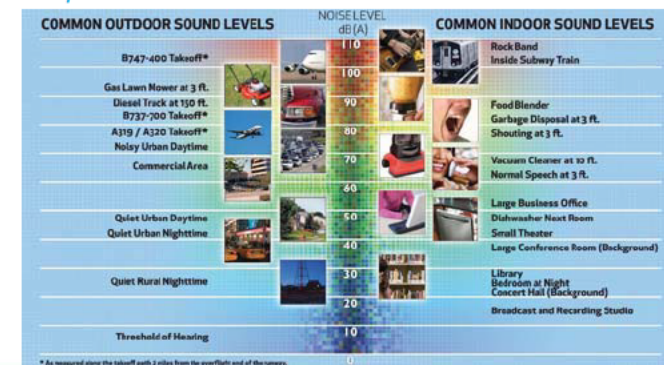
## History of Noise Compatibility Planning

### Mitigation Program Measures

- Residential Sound Insulation
  - CRAA has provided sound insulation to nearly 800 homes
- Acquisition Program
  - Acquisition of 35 homes impacted by relocation of the south runway
  - Provided relocation assistance to affected residents
- Tracking and Measuring Noise
  - Operates WebTrak System with 16 permanent noise monitors
  - Allows staff and the general public the ability to track flight activity and noise levels
- Noise Complaint & Inquiries
  - Dedicated staff to respond to complaints and inquiries about aircraft operations and noise
- Proactive planning
  - Adhere to both federal and local regulations
  - Maintain transparent communication
  - Provide information to land use planners, developers, and the general public

## Data Collection

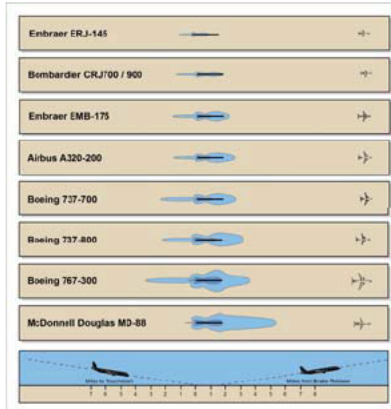
### Comparison of Noise Levels



## Data Collection

### Aircraft Noise Footprints

- Represent single event noise levels.
- Overhead view of noise from arrival landing from the left and departure to the right.
- Older and larger aircraft such as the 767-300 and MD-88 have been or are being phased out at CMH.
- Newer aircraft have a smaller noise footprint.

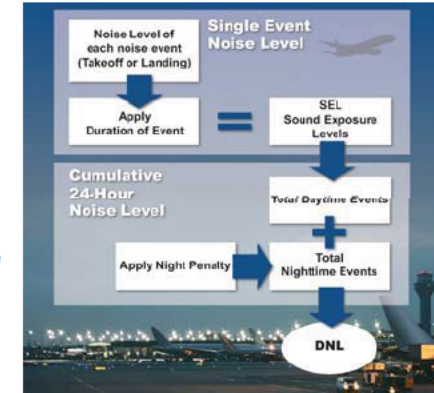


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## Data Collection

### What is DNL

- Day-Night Average Sound Level
- Represents the average noise level over a 24-hour period
- Applies a 10 decibel "penalty" to nighttime noise events (between 10:00pm and 6:59am)
- Required metric for Federal noise studies



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## Part 150 Noise Compatibility Study Process

### Land Use / Noise Sensitivity Matrix

		OUTDOOR NOISE LEVEL			OUTDOOR NOISE LEVEL				
		< 65 DNL	65-75 DNL	75+ DNL	< 65 DNL	65-75 DNL	75+ DNL		
Residential	1-2 Family							Institutional	Schools/Libraries
	Multi-Family								Place of Worship
	Mobile Homes								Hospitals
	Dorms, etc.								Nursing Homes
Recreational	Sports/Play							Commercial   Industrial   Agricultural*	Government
	Amphitheaters/ Music Shells								Farming/Livestock
	Camping								Office/Retail/ Wholesale
									Manufacturing/ Production

Per Part 150:  
 Compatible  
 Compatible with Sound Insulation  
 Incompatible

\*Appropriate noise level reduction must be incorporated into the design of areas where the public is required: office areas, residential use associated with farming, and other noise sensitive areas.

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## Data Collection

### Airport Environmental Design Tool (AEDT)

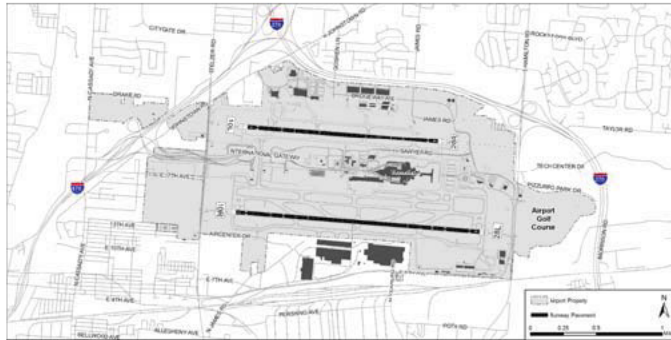


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## Data Collection

### Runway Layout



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## Data Collection

### Operating Levels

- Existing (2020) Operations
  - Actual based on FAA Air Traffic Control Tower records for September 2018 through August 2019
  - Reflects operating levels prior to decrease resulting from COVID 19 pandemic

Aircraft Category	2020 Existing Operations		
	Actual	Average Annual Day	Percent
Air Carrier & Commuter	113,961	312	84.4%
General Aviation	20,294	56	15.0%
Military	744	2	0.6%
<b>Total</b>	<b>134,999</b>	<b>370</b>	<b>100.0%</b>

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## Data Collection

### Operating Levels

- Future (2025) Operations
  - Based on aviation activity forecast prepared for this Part 150 Study
  - The forecast was prepared and approved by the FAA prior to COVID 19 outbreak. Although the current outlook may differ, the forecast provides a conservative projection of future noise conditions.

Aircraft Category	2025 Forecast Operations		
	Forecast	Average Annual Day	Percent
Air Carrier & Commuter	128,580	352	85.6%
General Aviation	20,930	57	13.9%
Military	630	2	0.4%
<b>Total</b>	<b>150,140</b>	<b>411</b>	<b>100.0%</b>

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## Existing Data Collection

### Runway Use – West Flow

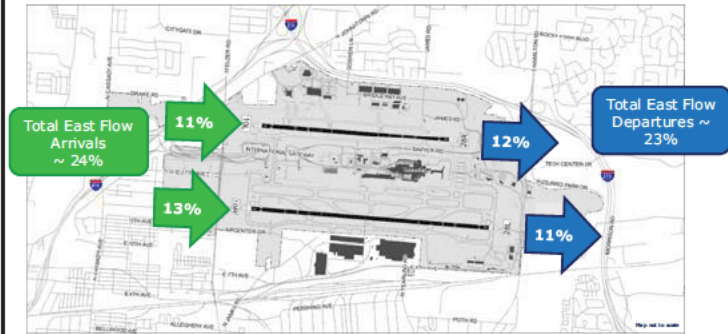


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### Existing Data Collection

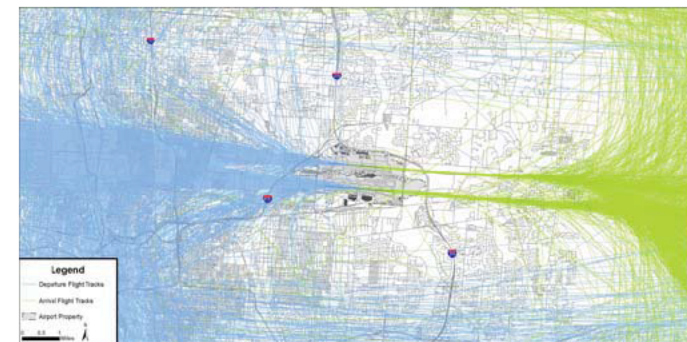
#### Runway Use – East Flow



21

### Existing Data Collection

#### West Flow Flight Tracks



22

### Existing Data Collection

#### East Flow Flight Tracks



23

### Existing Data Collection

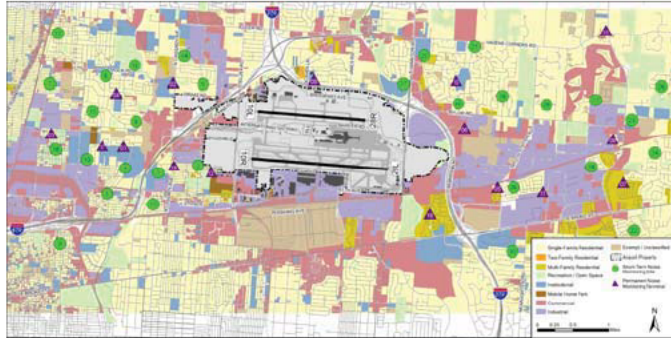
#### Noise Monitoring Program

- Validate/verify the input data in the AEDT (focus on departures)
- Obtain "real-life" noise measurements to assist in understanding the total noise environment
- Conducted the week of November 11, 2019
- Collected noise readings at 30 sites (approx. 1 hour at each site)

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## Existing Data Collection

### Noise Monitoring Program



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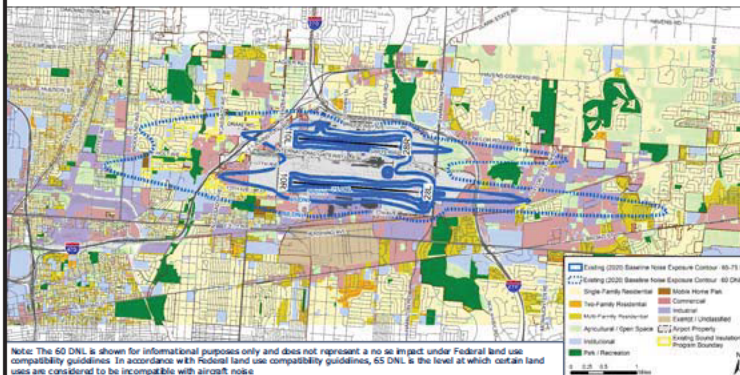
## Noise Monitoring Program

### Results

- Summary Results
  - Loudest aircraft recorded included, Boeing 737 800/900 and Embraer ERJ 175 aircraft
  - Average number of aircraft observed at each site was 11 to 12
  - Some aircraft noise events were combined with community noise sources such as intermittent car/truck traffic
  - Measured single event data was determined to be consistent with aircraft noise profiles modeled in AEDT

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## Existing (2020) Baseline Noise Exposure Contour



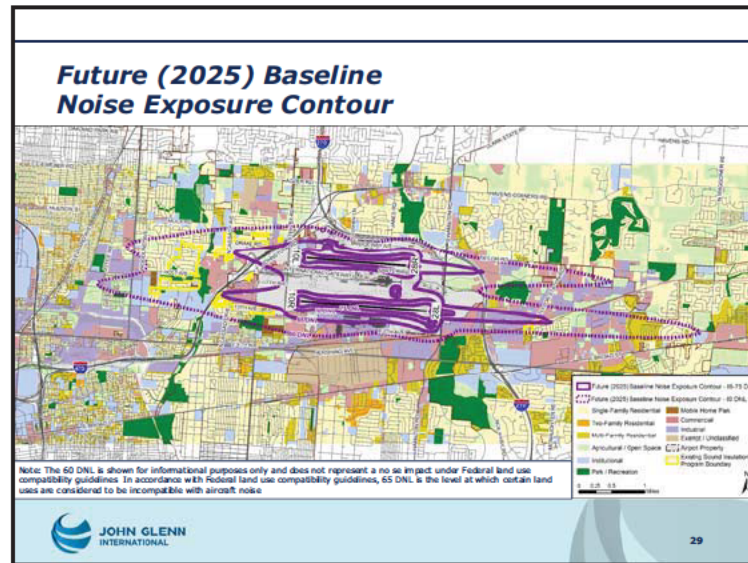
Note: The 60 DNL is shown for informational purposes only and does not represent a noise impact under Federal land use compatibility guidelines. In accordance with Federal land use compatibility guidelines, 65 DNL is the level at which certain land uses are considered to be incompatible with aircraft noise.

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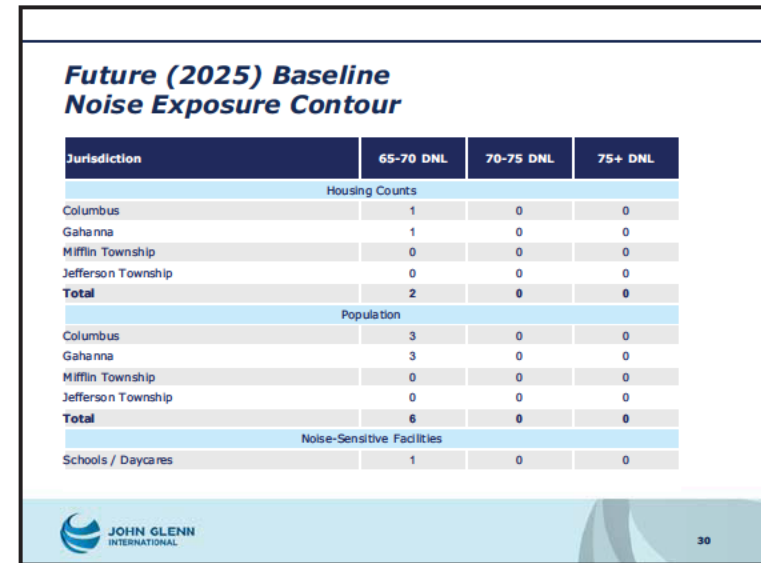
## Existing (2020) Baseline Noise Exposure Contour

Jurisdiction	65-70 DNL	70-75 DNL	75+ DNL
<b>Housing Counts</b>			
Columbus	0	0	0
Gahanna	0	0	0
Mifflin Township	0	0	0
Jefferson Township	0	0	0
Total	0	0	0
<b>Population</b>			
Columbus	0	0	0
Gahanna	0	0	0
Mifflin Township	0	0	0
Jefferson Township	0	0	0
Total	0	0	0
<b>Noise-Sensitive Facilities</b>			
Schools / Daycares	0	0	0

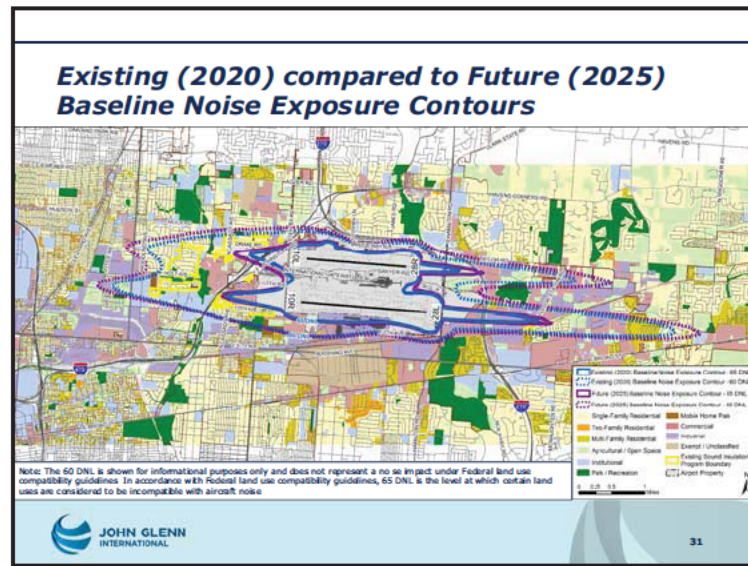
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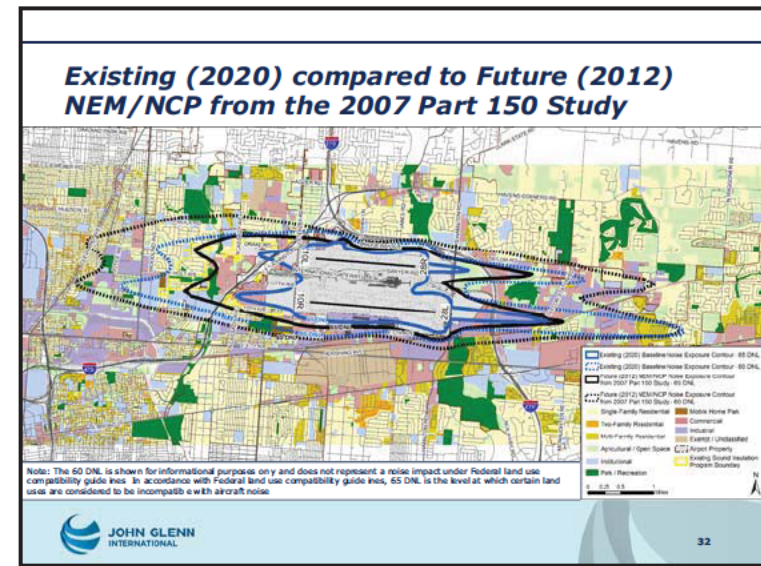
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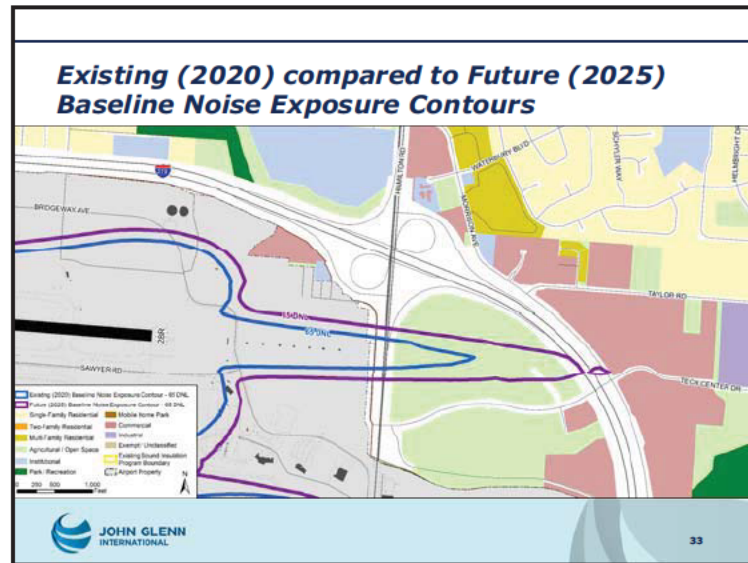


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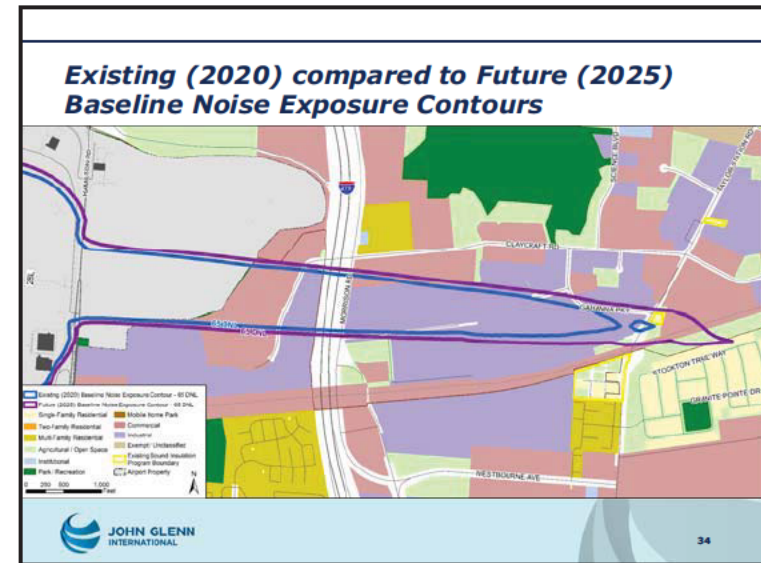


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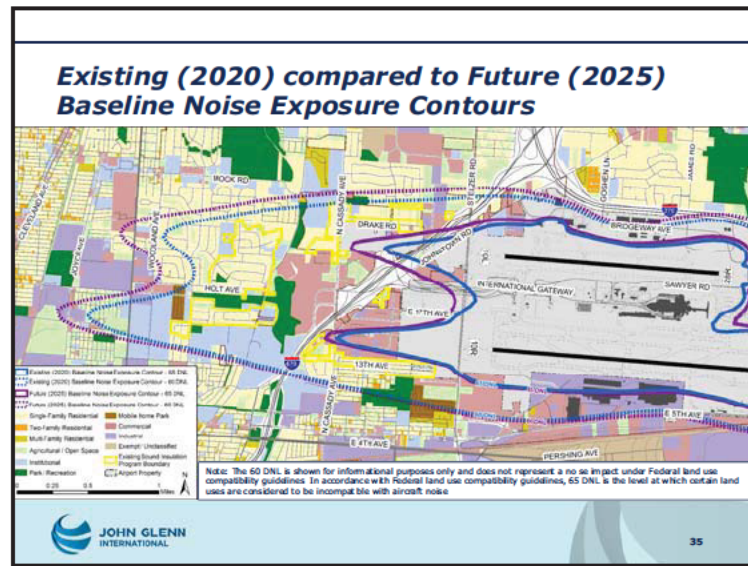




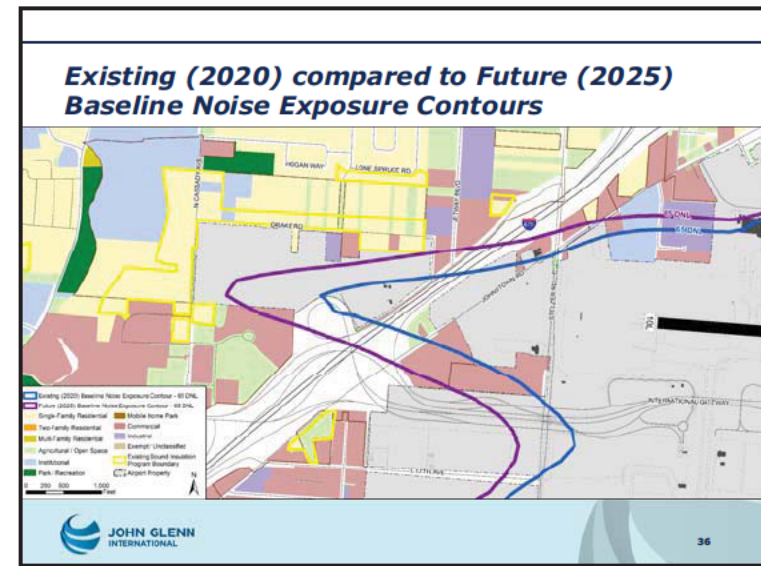
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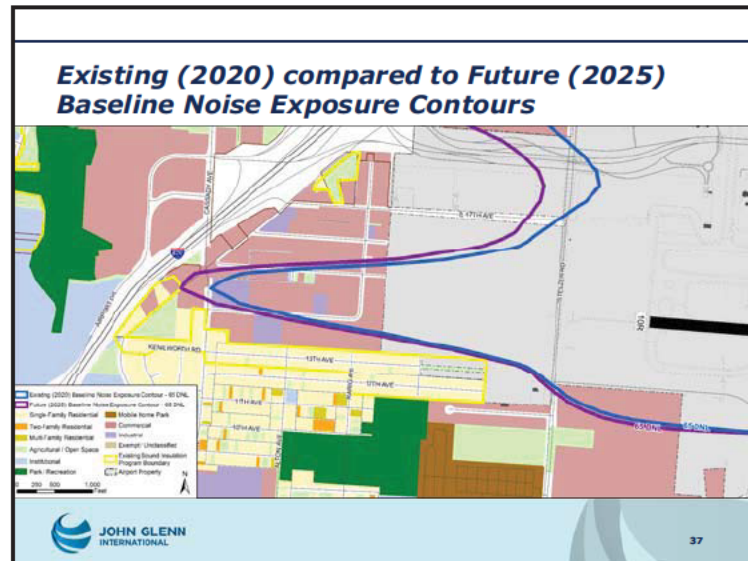
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**Noise Compatibility Program**

*Types of Program Measures*

- Noise Abatement Measures
  - Examples include preferential runway use, flight track adjustments, profile/thrust settings
- Corrective Land Use Measures
  - Examples include property acquisition and sound insulation
- Preventative Land Use Measures
  - 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

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**Next Steps**

Part 150 Process

- Review public comments
- Publish Draft Part 150 Noise Compatibility Program
- Public Hearing Winter 2020

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**How to submit questions or comments?**

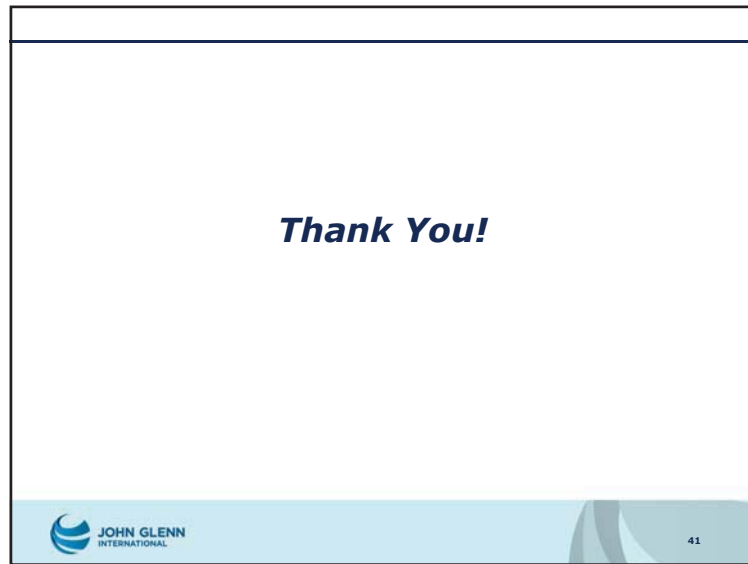
- Using the Q&A function during the meeting until 7pm
- Online: [www.airportprojects.net/cmh-part150/contact](http://www.airportprojects.net/cmh-part150/contact)
- Mail:
 

Landrum & Brown  
Attn: Chris Sandfoss  
4445 Lake Forest Drive, Suite 700  
Cincinnati, OH 45242
- Please submit comments by October 2, 2020
- Printed copies of the presentation are available at the CRAA office by request
- A recording of this presentation will be available online following this meeting

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# JOHN GLENN COLUMBUS INTERNATIONAL AIRPORT

## Part 150 Noise Compatibility Study

### Public Workshop #2

September 2, 2020 (held online)

### MEETING TRANSCRIPT

**Marie Keister:** Welcome, everyone. My name is Marie Keister and I'm with Engage Public Affairs and Murphy-Epson and I will be helping to moderate this evening. We're going to give a few more minutes for people to log in. But you are in the right place. If you want to hear about the Part 150 noise compatibility study for the John Glenn International Airport and the meeting will begin very soon.

So while you're waiting. I'm going to give you some logistics instructions in just a little bit. But while we wait for a couple more people to log in. I'll just note at the bottom of your screen that you have a Q and A box so while you are all muted today, you can write your question or your comments and then we'll be asking our panelists to respond. So I'll be watching those and we will be able to respond to those both in writing in and also verbally as well.

Okay, it's 5:02 so just introducing myself again. I am Marie Keister and I'm part of the Project Team and with me today is number of folks.

We have Justin Anderson, who is the Project Manager with Columbus Regional Airport Authority. We have Chris Sandfoss who you're going to hear from in just a little bit. He's the Project Manager for Landrum & Brown. He is also accompanied by Rob Adams with Landrum & Brown, and Gaby Elizondo. And so this is the group of folks, including Mark Kelby and Nick Hoffman, who are behind the scenes, who are here to support us and be able to answer any questions or comments you might have. So thank you so much for coming.

So you are here for the Part 150 Noise Compatibility Study and to kick us off, Justin Anderson will take it away.

**Justin Anderson:** Awesome, thanks. Marie and good evening, everybody.

Like Marie said, my name is Justin Anderson. I'm the Project Manager here at the Columbus Regional Airport Authority for the Part 150 Noise Compatibility Program Study

I really hope everyone is staying safe and healthy through these times. And before we begin, I truly just want to send out a big thank you for taking the time to join us tonight. I know we're all busy and I really want to thank you for hopping on and seeing what's happening at the Airport and what we're doing with our noise management service.

Typically these meetings would be held in a large room where the project team would be standing next to boards containing information from the project and the public would be able to walk around and ask questions about the project, face-to-face, but given our current restrictions, in an effort to mitigate the congregation of a large amount of people we opted to go virtual with this public information meeting.

Although we are in this virtual setting today. I do want the participants to feel free to ask questions and participate as much as possible through the Zoom's common functions which we will get into here shortly on how to do so.

So what are we doing here tonight. Well, this Project Team, which consists of the Columbus Regional Airport Authority, Landrum & Brown, which is an aviation planning consulting firm based out of Cincinnati, and also Murphy Epton in which is where Marie Keister is part of based here in Columbus, we are going to provide an update on the Part 150 Noise Compatibility Program study that is currently ongoing here at John Glenn Columbus International Airport.

Chris will be taking a deeper dive into what this study entails. But the goal for tonight is just to introduce the public to what this study is, provide the history of noise management at the Airport and discuss our current and future noise exposure here at John Glenn

Here at the Columbus Regional Airport Authority, one of our core values is to be a trusted community partner and we really want to be sure we live up to that during this project.

Again, I urge you to participate. If you have any questions or comments during this presentation, I hope you find tonight informational as you continue our efforts to determine the noise exposure at John Glenn

And all of today's material and a recording of the presentation can be found on the project's website starting sometime next week after we have time to review the transcript; although links to the project website will be found on the last page of this presentation. With that, I'll hand it back over to Marie to go over some media logistics.

**Marie Keister:** Thank you so much, Justin. And so you do have both a chat and a Q and A function on your screen.

We'd like to direct you to the Q and A function which is on the bottom.

And you open the window and you type your question in there. Rob Adams who you see on the screen is standing by to respond to those questions and so please use the Q and A function, not the chat function, however, I'll be monitoring both of those.

Just in case. And I already have a couple questions that have come in on the chat box those questions by the way, they're not as related to the noise study. So we'll hold those questions till the end and focus on the noise study first.

The other thing I want to make note of is that this is being recorded so as Justin said it will be posted later. But we wanted you to be aware of that.

Our timeframe is from five to seven tonight. But if we get done sooner then will still be standing by, even if the bulk of the presentation is over. So with that, I will turn it over to Chris

**Chris Sandfoss:** Thank you, Marie.

So just a quick overview of our Agenda for tonight ([see Slide #3](#)), we've covered the meeting resources and the method for submitting questions and comments to the Q and A function next Justin will discuss the value of the John Columbus international Airport or CMH going by the three digit airport code; and some of the current highlights and things happening at CMH.

And then I'll get into the discussion of the noise compatibility study process; and the history of noise compatibility planning at CMH; and some of the data collection; for this ongoing study, as well as the, the draft noise exposure contours for the existing and future five year outlook conditions that have been developed for this study and are under review at this point.

And then we'll talk a little bit about some of the program management measures that are already in place at CMH; and talk about the next steps going forward for updating that that plan and finalizing and re approving that plan going forward.



So with that, I'll turn things back over to Justin to talk about some of the activities and recent things happening at CMH.

**Justin Anderson:** Thanks, Chris. So where are currently? Before we dive into the Part 150, I do want to highlight some notable statistics at CMH ([see Slide #4](#)). 2019 was our busiest year ever handling over 8.6 million annual passengers, we were on a very similar trend. This year prior to the pandemic.

Pre pandemic, we were providing air service to about 247 destinations over an average of 160 daily departures.

These numbers here at CMH and across the nation have significantly dropped in the spring, and we are now serving around 36 destinations with an average of 61 daily departures. Although we are about 56% down in traffic from last year, averaging around 4,000 departing passengers a day.

We remain above the national average, which is about 71% down at other airports nationwide.

From an economic perspective CMH continues to be a major supporter to this local community based on our most recent economic impact study, we have generated roughly 33,360 jobs in the community; had about \$1.7 billion in annual payroll and \$5.3 billion in total economic impact. The Airport Authority has and always will strive to be a valuable asset to the community.

From a development standpoint, we are in the middle of two major construction currently in our midfield area projects ([see Slide #5](#)), one being the 2,500-space consolidated a rental car facility which will house all of our rental car companies and rental car storage. This project has resulted in close to 1,600 construction jobs and is expected to open to the public and the third quarter of 2021

Additionally, we have the Residence Inn that's being constructed in the midfield area which will provide an additional lounging option for guests traveling to or from the Airport. The 122-guest suite hotel will open this fall.

And then, of course, with the pandemic, we are doing the best we can here at CRAA to make passengers feel comfortable enough to not only travel but use our facility when doing so ([see Slide #6](#)).

We have been recently awarded the star accreditation for facility safety and cleanliness by GBAC, which is the Global Biorisk Advisory Council.

Due to our extensive extra efforts on keeping our facility clean and sanitized we have in the first facility which we are very proud of in Columbus, to receive this award. We're also taking the standard measures of social distancing through the terminal offering complimentary face masks and installing PPE vending machines. We really want to show that when you're ready to fly again we are ready to have you.

Now I'm going to turn it back to Chris. So we can start talking about noise and get into the Part 150 study

**Chris Sandfoss:** Okay, so the first thing I'm going to talk about is just what is a Part 150 study ([see Slide #7](#)) and why are we conducting a Part 150 Noise Compatibility Study. Now, some of you might remember the last time the Part 150 study was conducted at CMH was back in in 2007.

But I'll give a little bit more background for those of you that are less familiar with this process. So Part 150 refers to 14 CFR Part 150 of the Code of Federal Regulations, where the process and requirements for a noise compatibility study for an airport are laid out.

So we'll use that term Part 150 quite a bit. And so, you know, it comes from the Code of Federal Regulations.

A Part 150 Study is a process to identify airport noise and land use compatibility impacts through a planning process and it makes an airport eligible for certain funding for certain mitigation measures. Now the funding is not necessarily guaranteed. The funding is only contingent upon the availability of local match and federal grant access through the program.

Some of the elements of a Part 150 Study (see Slide #8) include the preparation of noise exposure maps or NEMs and these are the official maps, once approved become the official maps showing the noise patterns around the airport; and they're prepared for an existing condition and a future a condition that looks five years out based on a forecast of aviation activity.

One of the other components of a Part 150 study is a noise compatibility program or NCP which includes recommendations for reducing, minimizing, or mitigating aircraft noise impacts upon noise sensitive land uses.

An NCP is typically broken down into three main categories of measures noise abatement measures which address aircraft noise at the source, land use measures which address mitigating impacts upon the land uses or preventing introduction of new incompatible land uses in certain areas; and program management or implementation measures that assist with the operation and implementation and the day to day conduct of the actual measures.

And then one of the final elements is a public involvement process to gain public comment and input on the study; and this event tonight represents one of the steps in that public involvement process for this study.

Just a quick diagram that shows kind of the steps that we follow when conducting a Part 150 noise compatibility study (see Slide #9), and the steps are laid out for us in the regulations that that describe and guide us through the process that we must follow when conducting this study.

The study I should mention it is a voluntary study. Airports are not required to undertake a Part 150 study but airports like here at CMH have chosen to conduct the study and have a long history of conducting as such as this at CMH but again it is a voluntary process. The Airport Authority has decided to undertake and has continued to undertake for several decades.

So this current study we're right about in the middle of the study. We began this study late last fall with an initiation process that that included data collection and preparation of the forecast for the five year future noise contour. It included a noise monitoring program where we measured noise levels in the field. And then began to prepare the existing noise exposure contour and the future noise exposure contour. Now we're at the phase where we've reviewed the contours, the land use impacts and the current measures that were approved for the last study in 2007 and we're reviewing those measures and making recommendations for moving forward with existing measures and identifying potential new measures for inclusion in the study going forward.

So once that process is done. The measures that are recommended for inclusion after they go through this public review process and other stakeholder review will be packaged up into a draft Noise Compatibility Program that will be presented once again in an event, It'll likely be another online event like this, depending on whether or not we can have an in person meeting, that is yet to be seen if that will likely occur, towards the end of this year, where a draft study and document will be published for review and a public hearing will be held to take comment on the draft study prior to it being submitted to the Federal Aviation Administration with request for review and approval.

So I talked a little bit about the history of noise compatibility planning at CMH ([see Slide #10](#)). And as Justin mentioned, it is a core goal to be proactively planning for the noise compatibility around the airport. The original study under the Part 150 regulation was conducted at CMH in 1987 and since then the Airport Authority has periodically updated the study in 1993, 1999, 2001, and then most recently in 2007. That 2007 study was conducted concurrently with the Environmental Impact Statement or EIS that analyzed the potential impacts for relocating the south runway. Back in 2007 or prior to 2007 there were plans to relocate that south runway to provide additional space between the runways and additional efficiency on the airfield.

That runway relocation was finalized and opened in late 2013. That runway was relocated approximately 700 feet further south from its original location so that Part 150 study in 2007 and EIS looked at the noise and other impacts of relocating that runway.

Some of the other measures that have been implemented over the course of the Part 150 noise compatibility studies ([see Slide #11](#)), since it was first started in 1987 at CMH include the residential sound insulation program. The Airport Authority, since that program has been implemented provided sound insulation packages to nearly 800 homes around the Airport.

There were an additional 35 homes that were identified for acquisition because they were in an area that was impacted by the relocation of South runway; and those homes relocated and relocation assistance was provided to the residents.

The Airport Authority also operates their flight tracking and noise measurement system called their WebTrak system, which includes 16 permanent noise monitors that measure noise levels around the airport, 24 hours a day, 365 days a year.

And there is a web component to that system where anyone can log on to the system and view the noise levels and see aircraft in basically real time as they fly to and from the Airport and see what the noise levels are of those aircraft as they overfly those 16 permanent noise monitors.

The system also records the data and has the ability to correlate the noise data to radar data and that data can be researched if there's ever a question or complaint about particular aircraft activity. The staff at the Airport Authority can research that and provide a response as to what caused the noise event or other information about that activity and the Airport Authority has dedicated staff to do that.

And this is part of the Airport Authority's proactive effort to be a good neighbor and respond to community concerns about noise and land use issues and also provide relevant information for decision makers for land use planning and future development around the Airport.

So the next few slides will just provide a little bit of background information about aircraft noise; what it means, what the experience is for people that live around the airport. This chart shows an example of some common indoor and outdoor sound levels in comparison to typical aircraft departures ([see Slide #12](#)), and as you can see at the top of the chart, one of the loudest events is a Boeing 747 takeoff. And now, Boeing 747s rarely operate at CMH, there are a few that may still operate at Rickenbacker as cargo aircraft but passenger airlines in the US phased those out as the for newer aircraft that are more efficient from a fuel burn standpoint. Some of the more common aircraft that you see at CMH are the Airbus A320 and Boeing 737-700 that are a little bit quieter than, than the 747 and maybe about as loud as a lawn mower, or a large diesel truck, or heavy urban traffic, and even maybe as loud as a blender or a vacuum cleaner that would be in use in in someone's home. So this is just to give a little bit of perspective about just how loud aircraft are on departure, as measured just two miles from the end of a runway.

And this graphic shows a comparison of some of the typical and historic aircraft events or aircraft types that have operated at CMH. It shows an example of eight different aircraft types and the noise

footprint that would be modeled by the computer noise model that is used to predict noise levels around an airport (see Slide #13). The graphics of these aircraft include an Embraer 145, a CRJ-700 or 900, an Embraer 175, an Airbus A320, a Boeing 737-700 or 800 a Boeing 767, and an MD88. These all show the noise footprints from those aircraft types as if you're looking over top of the aircraft landing on the runway. So it would be an approach from the left-hand side of your screen and then a departure to the right-hand side of your screen. As you as you can see, for the most part, these aircraft get louder and louder is as you look down the list and some of the louder aircraft shown on this list are the Boeing 767-300 and the McDonnell Douglas MD-88. Those have been phased out of commercial fleets at CMH to no longer operate and they have been replaced with some of the quieter aircraft newer and quieter aircraft like the CRJ700 and the Embraer 175. And that's important when we get to looking at the noise exposure contours and comparing those back to noise exposure contours that were developed for previous studies will see that the reduction in noise from the phase out of some of these older louder aircraft has had an effect of reducing the size of the current contours at CMH.

So we'll talk a lot about the noise metrics and methodology for measuring and analyzing noise at the airport and one of the most important topics is the noise metric that is actually used for discussing noise impacts and generating the noise contours that will show here in a bit. And the metric that is used per federal requirement is called the Day-Night Average Sound Level or DNL (see Slide #14). So we'll talk about DNL that's an acronym that you'll probably hear a lot throughout this study, but basically the DNL metric is the average noise level over a 24-hour period. So it basically takes all the noise from aircraft events, you'll have all the all the peaks when the events occur and then all the valleys when there is no aircraft event and it's averaged out over a 24-hour period. And typically for a noise study such as this, the DNL will represent an average-annual day. So all the aircraft activity over a 12-month period divided by 365 to get an average-annual day.

Now with the DNL there is an additional 10 decibel penalty that's applied to aircraft events or noise events that occur at night or between the hours of 10:00pm, and 6:59 am. That is to account for the additional annoyance of noise levels at night when people are home and generally sleeping. So because the decibel scale is logarithmic a penalty of 10 decibels is like counting an aircraft event as if it occurred 10 times.

As I mentioned, the DNL is the required metric to use for federal noise studies and it is the metric that the Federal Aviation Administration requires as well as other Federal agencies that recognize it as the preferred metric for federal noise and environmental studies, including the EPA and the US Department of Housing and Urban Development.

So the graphic in this slide just shows kind of a simple view of how the DNL metric is calculated. So you take all the noise levels of all the aircraft events that occur during that 24-hour period. You apply the nighttime penalty to any nighttime events after 10:00pm up through 6:59am and it's mathematically averaged over that 24-hour period to determine the actual DNL level of for a location or for an area.

So noise compatibility study also looks at land use and determines whether or not certain land uses are compatible with different levels of aircraft noise and based on the regulations contained in 14 CFR Part 150. This graphic shows a rough summary of the land use compatibility for different land uses or different land use types within different noise levels now based on federal guidelines that are that are currently in place (see Slide #15). 65 DNL is the limit at which certain noise sensitive land uses are considered potentially incompatible without certain treatments or testing. All and uses under Part 150 guidelines are considered compatible with noise levels below 65 DNL. Certain residential uses would start to become incompatible with levels above 65 DNL without sound insulation. So a lot of residences can be sound insulated to reduce interior noise levels to below acceptable levels, per the federal guidelines; although mobile homes cannot be effectively sound

insulated so mobile homes are considered incompatible at levels above 65 DNL and then most other permanent residences would be considered incompatible at noise levels above 75 DNL.

Some other types of land uses also have noise compatibility guidelines under the Part 150 regulations. Most recreational uses are compatible up to 75 DNL. Although outdoor amphitheaters or music shells would be considered incompatible at levels above 65 DNL.

Some institutional uses or noise-sensitive public facilities such as schools, places of worship, other educational facilities, or medical facilities like hospitals and nursing homes would start to be considered incompatible levels at 65 DNL unless the construction of those facilities reduced interior noise levels to acceptable levels, which is generally around 45 decibels. And then, commercial and industrial and agriculture uses are typically compatible with noise levels above, up to and including 75 DNL with the exception that certain office uses where the public may congregate or public use would be considered or recommended to have some sound insulation or sound attenuation within those areas that the public are received; and then any residential uses associated with a farm like a farm house would fall under the residential use category and would also be recommended to be a sound attenuated at or above 65 DNL.

So next, I'll talk a little bit about the methodology and process for generating the noise exposure contours that we'll show here tonight.

And the contours are generated using the computer noise model that's approved by the federal government and it's the, the current computer model is the FAA Airport Environmental Design Tool or the AEDT ([see Slide #16](#)). There's a great deal of data and input that goes into the AEDT model to generate a set of computer generated noise contours for an airport and that's the process that we've been conducting for the past several months. When this study began with collecting that data and input it into the noise model to prepare the noise contours following the guidance and requirements for generating those contours that are set forth by the FAA. So we look at a lot of data sources and collect data from a lot of various sources for input into the computer model, including airport layout, radar data that shows the aircraft in flight and flight tracks and aircraft types.

We look at data from the Official Airline Guide that provides data on commercial airline schedules that gives a lot of information about flight activity and the scheduled aircraft operations at CMH, as well as data from the FAA airport traffic control tower or a ATCT that provides an account of aircraft operations by aircraft type, time of day and the runway end that was used to and from the airport. So all that data is input into the computer model and the computer model the AEDT includes a database of over 5000 aircraft and it includes a very robust database of the performance of those aircraft in flight upon departure and arrival to an airport. So the data is plugged into the model and the model basically simulates how those aircraft fly and the noise levels that would be audible along the flight path of those aircraft to and from the airport and it outputs the set of computer noise contours as well as other information, tabular reports, and other data that are useful in describing the noise conditions around the airport.

Some of the specific data collection for CMH which included the actual runway layout ([see Slide #17](#)), and this is a graphic that shows the runway layout and airfield at CMH. For those of you that aren't familiar with how the airport is laid out there two parallel runways that run in an east-west direction and they're labeled based on the compass heading, if you assume that 360 degrees is due north then 90 degrees would be due east, 180 degrees would be to South, and 270 degrees would be to the west.

So the runways are labeled in 10-degree increments. So the runways at CMH are labeled 10 and 28, meaning there are approximately 100 degrees and 280 degrees, so almost not quite exactly east to west. And then the two runways are designated with an L and R for left and right. So at CMH you have runway 10 left / 28 right, is the runway on the north side and then you have runway 10 / right



28 left on the south side with the terminal in the midfield area in the middle. So if you're traveling to CMH from I-670 you get off on International Gateway and drive toward the terminal, you'd be in the midfield area and the two runways would be to your left and right, and this is the area that that Justin mentioned some of the new development is ongoing, including the consolidated rental car facility and the residence in right there in the midfield. Just, just a little bit west of the existing terminal.

So some of the other data we collect includes a lot of data on aircraft operations. And this is just a very high level summary of the number of aircraft operations that occurred during our baseline data collection period that will represent the existing noise exposure contour for conditions based on actual operating levels between September 2018 through August 2019 (see Slide #18). And it's important to note that time period predates the slow down due to the COVID-19 pandemic so we thought it was important to continue using that data that was prior to the slowdown rather than using newer data that would show lower operating levels and thus lower noise levels. So this is a conservative approach to show noise conditions prior to the pandemic. So during that time period for our 2020 existing conditions, a total of 130,499 operations occurred at CMH. And for an average annual day when divided by 365 that results in approximately 370 average-annual day operations. So that would be the, the total input, the total number of operations that would be input into the computer model for the existing baseline noise exposure contour. And then we further break that down by the number of aircraft types by category and other factors like the time of day to apply the DNL penalty for aircraft operations that occur between 10:00pm and 6:59am; and other factors like runway use and flight tracks which I'll show some graphics that show those conditions as well.

So this is just a high level, but we break down the actual aircraft operations by actual aircraft types, the number 737-700, the number of A-320s, so it gets it gets very detailed and once the actual document is published later this year, there'll be plenty of tables that show the actual detailed inputs into the noise exposure contour.

A similar effort is undertaken for the future noise exposure contour, although it's based on a forecast of aviation activity that was prepared for this study and looks five years out into the future to the year 2025 (see Slide #19). And that forecast takes into account trends at the Airport, as well as economic conditions in the region and nationwide.

And similar to the existing contour the forecast was prepared for future conditions prior to the Outbreak. Therefore, it's, it's probably an over count of activity that may occur as we've seen aircraft activity has been reduced at CMH and around the country and it's likely to grow steadily, you know, once the outbreak is over but maybe a little bit lower conditions or operations may not reach the levels that we forecast, you know, five, five months ago to occur in 2025 but we decided to use this this forecast just to be conservative and overstate the noise, rather than understate the noise. Based on this forecast, it was expected that 150,140 total annual operations would occur in 2025 and when divided by 365 that equals approximately 411 average annual day operations. So, that that is the input number of operations that goes into the production of the future baseline noise exposure contour for 2025 conditions and then it's also broken down based on the forecast by aircraft type and other factors.

So we also looked at runway use which primarily comes from the radar data. And it's also based on radar data that shows actual flight operations and the runway that the aircraft landed to or took off from that baseline period of September 2018 through August 2019. And during that time period, the airport operated in one of two configurations either east flow or west flow. West Flow (see Slide #20), meaning the aircraft landed from the east denoted by the, the green arrows on this map and then departed to the west noted by the blue arrows on this map. The airport operated in that configuration approximately 76 to 77% of the time in the baseline period. And that's further broken down by the percent of time each individual runway was used. So, of that 77% of departures in West flow, 38% used the North runway or departed off of runway 28 right, and approximately 39% departed off of 28 left

You see a similar split of arrivals to runway 28 right and left 35% of aircraft landed on 28 right and 41% of aircraft landed on runway 28 left.

And conversely, when the airport is in East Flow ([see Slide #21](#)), meaning the aircraft are arriving from the west side of CMH and then departing to the west, which occurs approximately 23 to 24% of the time you'll see the breakdown or split of departures and arrivals to and from runways 10 left and 10 right.

And it's important to note that the direction of flow is primarily dictated by the wind patterns at CMH and in the Columbus region and the winds primarily come from the west and since aircraft need to take off into the wind to generate lift for departure, that's why the West flow configuration is used more often than the East flow configuration to maximize the benefits of the winds coming from the west so aircraft, get the most lift and get better efficiency upon departure.

So we also looked at actual flight tracks to see where aircraft were flying to and from upon approach and departure at CMH and this graphic shows a typical snapshot of aircraft flight tracks landing in West Flow ([see Slide #22](#)). So, the green lines on the map show arrivals landing to runways 28 right and 28 left and then the blue line show departures from runways 28 right and 28 left in West flow. And we review this radar data and then input data into the computer noise model to represent these flight tracks. So we have wide coverage around the area and can actually model aircraft as they fly to and from the airport according to the density along each of these flight tracks. You see the flight tracks are very dense in the straight out pattern from the two runways and then you have various aircraft that are turned sometimes a little bit early, but for the most part they aircraft primarily maintain a straight out course for several miles to and from the runway ends at CMH.

You see a similar pattern, albeit a little bit less dense pattern, in East Flow because East flow operations occur less often ([see Slide #23](#)). But you see the straight in approaches depicted by the green lines on the map from the west side heading eastward to land on runways 10 left and 10 right and then to departures into the East direction from runways 10 left and 10 right at CMH.

So we also conducted a noise monitoring or noise measurement program as part of this study and this this program was intended to verify the input data into the noise model to confirm that it was representing actual local conditions at CMH ([see Slide #24](#)). I mentioned that the AEDT or the Aviation Environmental Design Tool includes a database of aircraft performance and noise for thousands of aircraft that are in use around the country and the input data into the model was verified to confirm that the actual single event noise levels that are predicted by the model that are modeled in the AEDT were accurate and reflected true real life conditions at CMH. So this noise measurement program was conducted during the week of November 11th. So again, it was, it was prior to the slow down from the COVID-19 Pandemic. The program included conducting noise measurements at approximately 30 sites around CMH for about an hour at each site ([see Slide #25](#)). And this graphic shows the different locations, using the, the green dots on the map show the different locations from which aircraft noise measurements were taken around the airport on a short-term basis. And it also shows the location of the 16 permanent noise monitoring terminals around CMH depicted by the purple triangles. So as I mentioned, as part of the Airport's WebTrak system they maintain that system of 16 permanent noise monitors that record aircraft noise levels 365 days a year 24 hours a day continuously and provide that data that airport staff can review and research. And just a quick note if you count up the monitors or if you look at the numbers, they're numbered one through 12 and then 15 through 18, but noise monitors number 13 and 14 are at Rickenbacker International Airport. So there's 16 Noise monitors at CMH, but the numbering goes up to 18

**Justin Anderson:** Hey Chris, just real quick on this map. The short term noise monitors were placed strategically. We did also consider the location of where we were receiving a lot of noise complaints and we wanted to make sure that we captured those complaints by placing a monitor in or near that area. We also wanted to place these monitors next to land uses that are noise-sensitive, such as



residential, daycares, or schools. We wanted to place these monitors next to those facilities as well to see what type of noise exposure they were experiencing.

**Chris Sandfoss:** Yes, thank you, thank you, Justin. And as you see, we, we tried to map out a wide range of locations and get a wide dispersion of data collection and the, the land use is shown or generalized land uses shown as part of the base to this map and the light yellow color represents single family residential and you have multi family residential in the orange and kind of ochre colors and then other uses, industrial and commercial represented by the purple and red color so we definitely try to focus on some of the residential areas and some of the other noise sensitive uses. So why you don't see a lot of dots in the more heavily commercial and industrial areas.

So just a quick summary of results from that noise monitoring program ([see Slide #26](#)), some of the louder aircraft that were recorded at any of the sites included the Boeing 737-800 and 900 and the Embraer 175 which was expected because those are two of the most common aircraft at CMH,

And as mentioned before, a lot of the older louder aircraft have almost been completely phased out of commercial fleets at CMH. The average number of aircraft events that was recorded and observed at each site for the short-term noise measurement program. Staff were on site and operated the equipment, the entire time we were out there. So we were able to observe what was going on and match up what was being recorded by the field noise measurement equipment we could actually match that to what we were seeing in the field and then further match that to the radar data. So the average number of operations or overflights that was observed and recorded at each site was approximately 11 1/2 or somewhere between 11 and 12 events per site. And some events were combined with community noise events such as traffic and dogs barking or other community and non-aircraft events and those events were taken into consideration when comparing the recorded noise levels to the noise model's calculation of single events by aircraft type and the results of that comparison showed that the measure data that was collected by the 30 short term sites and the 16 permanent noise monitors around CMH was consistent with the aircraft noise profiles in the Aviation Environmental Design Tool Model that is used to predict or generate the noise contours and that was important to confirm that the noise model is actually accurately predicting or was consistent with actual noise levels around the Airport.

So the next couple of slides will show the results of the noise contour modeling and the existing and future baseline noise contours that are still draft contours at this at this phase that have been generated for this study and will be submitted to the FAA to request review for approval.

This exhibit shows the Existing 2020 Noise Exposure Contour based on the baseline period through late 2019 prior to the COVID-19 slow down ([see Slide #27](#)). The noise contour using the DNL metric is depicted by the solid and dotted blue lines on the map over top of the land use base map. The solid lines represent the 65, 70, and 70 DNL noise contours and remember 65 DNL is the level at which noise sensitive land uses are considered incompatible with aircraft noise. The 60 DNL is depicted using the dotted blue line, and it's shown here for planning purposes; although, below 65 DNL all uses are considered compatible. So the 60 DNL doesn't show that land uses are incompatible per Part 150 regulations, but it's just shown as a planning tool and for informational purposes, to show where the noise levels may be a marginal impact outside the 65 DNL, but does not show land uses that would be considered significantly impacted per Part 150 guidelines.

So we also do a count of the number of land uses that are noise sensitive within the (Existing 2020) Noise Contour within the different levels ([see Slide #28](#)). The 65 to 70, the 70 to 75, and 75 plus DNL noise contours and as you can see on this chart. There's zero noise sensitive land uses within the 65 DNL of the existing noise exposure contour and that does represent a reduction from the number of noise-sensitive land uses including residences and other noise sensitive facilities that were in the contour for the 2007 study due to the reduction in some of the older louder aircraft that used to operate at CMH back in the mid-2000s.

So this graphic shows the noise contour the Baseline Noise Contour for the Future 2025 Conditions using the purple line so similar to the existing contour (see Slide #29), this shows with the solid purple line, the, 65, 70, and 75 DNL for future 2025 conditions and then the dotted line shows the 60 DNL contour that shown for informational and planning purposes for future conditions overlaid over the same land use base map the contour also shows areas in the bright yellow outline that had been previously in sound insulated through the previous Airport Authority's residential sound insulation program. And as you can see that the sound insulation program boundary extended well beyond the 65 DNL contour for both existing and future conditions because as you'll see on one of the

next slides, the noise contours that that program was previously based on where a lot larger than they are for this study due to the phase out of older louder aircraft that have occurred at CMH.

So, similar to the existing baseline contour we prepared a chart of land use impacts within the Future 2025 Contour and there are a total of two housing units that would be located within the 65 DNL of the future contour (see Slide #30), both on the east side of the airport, one of which was previously offered sound insulation and the owner of that house didn't respond or declined the offer. And then the other home is a newer home that was built after the previous contour was published, and would be expected to already attenuate sound based on newer construction techniques and would be considered ineligible for future sound insulation. There's also one daycare facility that was identified within the future noise exposure contour.

So this graphic shows a comparison of the Existing and Future 2025 Baseline Noise Exposure Contours (see Slide #31). It shows the 60 DNL with the dotted blue and purple lines and the 65 DNL using the solid lines and as you can see and would expect the future noise exposure contour would grow slightly compared to the existing contour due to the forecasted increase in aircraft operations that were forecast to occur by the year 2025

And in comparison, this graphic shows the Existing (2020) Noise Exposure Contour compared to the Future (2012) Baseline Noise Exposure Contour that was prepared for the last Part 150 study in 2007 that was generated for a forecast condition expected to occur in 2012 (see Slide #32), and that's depicted using the dotted and solid black lines on the map. And as you can see the 65 DNL of that contour was much larger than the noise exposure contour for our existing conditions for this study, and again, that is primarily due to the phase out of older louder aircraft that used to operate at CMH since the airlines have replaced some of those aircraft with newer, quieter aircraft. In addition, there's been some upgauging of aircraft at CMH where an airline that may have flown three operations of 50 seat jet maybe that's been replaced by one operation of a 150 seat jet to accommodate the same number of passengers with less operations, which also has an effect of reducing noise levels.

**Justin Anderson:** On this slide it's important to note that the 2012 65 DNL noise contour encompassed 5.2 square miles while the 2020 65 DNL noise contour encompassed 2.7 square miles. So our noise contours are shrinking, almost by half, due to the reasons that Chris has stated.

**Marie Keister:** Yeah, and I wanted to jump in because there have been some comments and questions about how noise affects certain locations in certain neighborhoods and so forth and Rob has been responding to those questions. And so I'm not going to recap them all right here, except to say that this map is going to be available online. And so you can study it in more detail if you like after the public meeting. And later on, everybody. I will recap verbally what those questions have been so everybody can hear that. But I, I'll do that later.

**Chris Sandfoss:** Thank you. So the next couple of slides do zoom in to some of the areas to the east and west of the airport, just to show kind of a close up look of the noise contours extending out from each of the four runways. And so this this particular slide shows the noise contour the existing and future baseline noise exposure contours of 65 DNL to the northeast of Columbus or around the

area of the intersection of 270; and you can see the noise contour the future, 65 DNL, barely extends out beyond I-270 near where the Techcenter drive overpass is at I-270 (see Slide #33).

This map shows the southeast area of the contour a little bit south on I-270 (see Slide #34). The contour extends a little bit further than the interstate primarily over commercial and industrial areas, but this is the area where there are two residences that have been identified that would be within the future 65 DNL for the future 2025 conditions near the intersection, or just south of the intersection Taylor Station Road and Claycraft Road.

And then as we zoom in to the west side of the Airport (see Slide #35). This shows the northwest side near the area of Drake Road and Cassidy Avenue and as you can see the noise contour primarily remains over airport property depicted by the gray color on the map and just extends out over some of the commercial areas just west of the airport along the I-670 corridor (see Slide #36).

And then a little bit further south on the southwest side, you can see the contour extends almost to 670 to the west of runway 10 right / 28 left and just north of the neighborhood around 13th and 12th Avenue just east of Cassidy Avenue (see Slide #37).

So again, these maps will be online so that people can get a better look at them.

So now we'll talk a little bit about the next steps of the study and the process to update the noise compatibility program or NCP and now that we've generated the noise exposure maps and identified land use impacts or the lack of land use impacts within the 65, the next step is to identify the noise compatibility program measures that are recommended for carrying forward with through the study. The first step was to identify the existing measures that were developed for the previous studies and were approved or included in the, in the last NCP update in 2007, identify any measures that are recommended for continuation or any measures that have been completed and are no longer necessary and withdrawn, or any other modifications to the program.

So we talked a little bit about noise compatibility program measures and the different types of measures and measures basically fall into four main categories or three categories with a couple of subcategories (see Slide #38). So you have noise abatement measures which include measures that address aircraft noise at the source; either measures that that affect aircraft operations or effect airport facilities such as preferential runway use, adjustment to flight track, adjustments to departure profiles and a lot of these measures are already in place at CMH and so we reviewed the effectiveness of those measures to determine if there are any changes warranted to those measures.

The next types of measures are land use measures and those generally fallen in two subcategories: corrective land use measures, which are sometimes referred to as remedial measures, which fix or correct existing land use incompatibilities. Example of that include property acquisition or sound insulation and as, as mentioned the Airport Authority has previously sound insulated nearly 800 homes around the Airport since the their residential sound insulation program began and also approximately 35 homes were acquired and the residents were relocated based on federal guidelines due to the relocation of the South runway that was completed in 2013.

Other land use measures include preventative measures which do just that they their intended to prevent the development of new incompatible uses around the Airport in areas where noise levels are elevated and examples of those measures include compatible use zoning, noise attenuation standards for building codes so new uses already reduced interior sound levels to below acceptable levels so new uses aren't incompatible with the noise levels around the Airport. And then the other type of measure that can be included in an NCP are the program management or implementation measures that just provide assistance to the Airport Authority with the management and implementation and monitoring of the program and provide elements for public outreach coordination and assistance in responding to requests and complaints from the public about the noise program

and noise conditions at the airport. So those are our basic types of noise compatibility program measures that that are under review.

The final or not final, but the draft noise compatibility program that includes all the recommended measures from the previous study that are recommended for carrying forward in this study plus any new measures will be packaged up into a document that will be available for public review likely later this year. And we're accepting public comments on the measures, any, any recommendations that we should look at during this study at this meeting tonight and through the rest of the year until those measures are published for additional public review sometime later this year. So the next steps in this process as I mentioned, we're accepting public comments on the conduct of the study and any recommendations that this study should look at for inclusion in the draft NCP that will be presented for final review and approval later this year (see Slide #39).

We will likely have a public hearing to accept comments. Once that study is published likely early on in the winter or late in 2020

Depending on social distancing requirements, it's yet to be known if we'll be able to have an in-person meeting or if there'll be another online event like this where we can present information and gather public comments in a virtual online meeting and also accept comments by email and other means.

**Marie Keister:** So Chris, I want to, I want to give your voice a break a little bit and we've had a number of comments and questions so before we wrap up on additional information on how to submit and so forth, I'm going to read these questions that have been posted and ask them to share them I think they've been just great comments from the public who are listening in and we sure appreciate your participation.

So there's been a number of comments about people living in specific locations specific communities. And Dave asked questions about how do I register a noise complaint or is there a noise reducing strategy specific to my high level. Can you give some responses?

**Rob Adams:** So the Airport has a noise hotline that we can provide you that information. There's also the WebTrak system, which is a great tool that I posted the website address for that in the Q and A box to several requests. The WebTrak allows anyone to go online and review the flight tracks of specific aircraft, you can look at very specific time periods. You can see where you live in relationship to those aircraft, you can understand the altitude of the aircraft as well so you can you can get a lot of information. I think about what's happening through that, as well as the airports systems that they use for this for reporting noise and other information on their website and in terms of the programs that have been put in place.

This idea of Part 150 planning at the airport is not new, they've been conducting Part 150s for nearly 20 years, or maybe even over 20 years at this point and through that time there's been several different types of measures that have been put in place that Chris has gone through all of those are designed to help reduce noise or to help mitigate the impact of noise from aircraft.

So I know there was a lot of questions about what types of programs are being put in place and I think as we move through the study will be able to answer those questions a little more directly but know that there are several of those programs in place today and we're evaluating those as we speak, but we don't have any conclusions, we're just testing.

**Marie Keister:** Another question was about flight tracks potentially changing. In the last couple years there's one community that feels like they've seen more traffic over their homes in the last two years than they did before. Is there anything that is changed significantly in the operation the last two years that could account for that.



**Justin Anderson:** From an operational standpoint, our operations have gradually increased over the past couple of years. Operationally, the FAA dictates how the aircraft are going to arrive into and depart the Airport. As Chris mentioned earlier, the weather dictates the what direction aircraft will depart or arrive. Aircraft perform better taking off and landing into the wind. Once aircraft depart they are directed to designated corridors in the sky that are defined by the FAA. And then the same thing when arriving. They have corridors identified in the procedures that they will be flying into the Airport until they reach their assigned runway. Those haven't changed here at CMH in some time. We are working with the FAA Air Traffic Office right now on implementing what they call RNAV or RPN routes. Those routes are planned to be implemented in April 2021 and we went out to the public in the fall of 2017 to advise the public of these changes. A note on that though, those impacts won't be noticed from residences or businesses within a five to six nautical mile radius of the Airport.

**Marie Keister:** And then one last question and then Chris will continue.

Somebody wants to know what the status of the parking garages. So I'm not sure if Justin, you can answer that.

**Justin Anderson:** Yeah, I can. I can take care of that. So I'm assuming they're talking about the consolidated rental car facility which is currently under construction. We're looking to open in the third quarter of 2021. So it is well underway. We are excited about that. And we're going to be able to relocate the rental cars out to that new facility and we are going to be able to offer more parking space in our existing garage.

**Marie Keister:** Thanks, Justin. OK. Back to you, Chris.

**Chris Sandfoss:** Okay, so just wanted to go over the next steps and process to submit comments if you haven't submitted a comment tonight and think of something later on there's still time to get comments to us to be included as we consider updates to the Noise Compatibility Program. So if you are unable to submit a comment tonight. You can still go online to the website there and through there you can just submit a comment using the online form and that will be emailed directly to the Project Team ([see Slide #40](#)).

Or you can even send comments in through the mail to my office address listed there. We'll accept written comments through the mail or emailed comments. We ask that you submit any comments, based on the presentations tonight by October 2 just to keep our study on schedule. And so that we can include and address those comments and consider those comments when we publish the actual draft noise compatibility study document and draft noise compatibility program later this year.

I think Marie mentioned that copy of the presentation and recording will be available on the website. So if you go to the website at [airportprojects.net/CMH-part150](http://airportprojects.net/CMH-part150) there's a page for the public meetings and there's a copy of the web, the presentation there as well as there will be a link to the recording of this presentation once that recording is available. so please get any additional comments to us by the beginning of October. If you have any and then look for information about a future event that will likely coincide with the publication of the draft Part 150 study document and NCP that will likely occur towards the end of this year and that will coincide with a another public meeting and public hearing to accept official comments on that plan. Once it is published for public review and comment and then once that Draft Part 150 study is published, and comments are received and addressed a final Part 150 study would be submitted to the Federal Aviation Administration likely in early 2021 with a request for review and approval of the updated plan. And once that plan is reviewed and approved by the FAA, It is anticipated though they'll accept the noise exposure contours after their review and those noise exposure contours will be become the official noise exposure maps for the Airport.

So with that, unless we have any other questions we're willing to stick around to see if there's any other any other questions come through, but just want to thank everyone for listening in and participating and providing their input on our study.

**Marie Keister:** So there are just a couple more questions. So here's another opportunity to jump in on that.

Somebody asked: There used to be a restriction on night flights in Columbus and what happened to that if that was the case, this person really does not like overnight flight and would like to know.

What restrictions might have been in the past.

**Chris Sandfoss:** I can answer that.

There is no prohibition on nighttime flights and that's per federal policy, the Airport must remain open 24 hours a day. You may hear about restrictions at other airports, particularly there's few airports in California and possibly one on Long Island in New York that have restrictions on nighttime flights, they basically have a curfew and those were grandfathered in before the federal government passed the law restricting those kind of nighttime curfews and it was a it was a federal law that was enacted as a trade off that that law also implemented the phase out requirement of some of the, the very old, the very loudest aircraft it phased out are required hush kitting of some of the 727s and DC9s that used to fly in the mid-90s and early 2000s. So right now, there's no restrictions on nighttime flights at CMH the airlines are that's up to their scheduling preference and when people want to fly.

**Marie Keister:** Justin, did you want to make a comment on that as well, or do you want me to go on to the next question.

**Justin Anderson:** Chris, you did a great job answering that I was just going to add on, you know, we do have in our current Noise Compatibility Program. We do have some recommended measures that pertain to preferential runway use like Chris mentioned, but, you know, pilots they have the right to ask for operational need to use a runway and if it's going to improve the safety of the flight, usually the tower will give that preference to the pilot. So even if even if, if the measure is identified to use a certain runway, but a pilot needs to use the other one way for an operational need he'll be granted that right so that there may be some nights flights or some early departures in the morning that have occurred because of that operational need from pilots.

**Marie Keister:** Thanks, Justin.

**Chris Sandfoss:** And I'll mention that the DNL metric that's used for the study does apply that that penalty to nighttime flights because you know we're aware of that and the federal agencies that developed the methodology were aware that nighttime flights are more disruptive so that penalty it's applied to nighttime flights when we prepare the noise contour so that that is also taken into account.

**Justin Anderson:** Thank you.

**Marie Keister:** And then there's this question. Not as much about the noise wanting to know the status of short term and long-term parking. So Justin the question is a little vague, but can you figure out

**Justin Anderson:** I'm going to assume that you are talking about the status of our parking lots. Right now, given the pandemic, our passenger numbers have been down as, as you've probably seen in the news and that's across the nation at all airports. So we have also closed some of our parking lots due to the lower numbers. Our Red Lot remains open as a long-term lot but our Blue Lot that has closed, but our short-term parking garage is also open as well.

**Marie Keister:** So there are a couple more questions about the map and the noise contour. And so, you know, some people have some very specific questions based on where they live. What I would suggest is that well, Rob. I'm going to call on you. What would you suggest I think your responses obviously, we're going to relay every one of your comments to Justin and the Airport Team. We will be responding to these questions, not only through the transcript but the meeting summary will also address the questions as well. Rob, Do you want to add anything to that.

**Rob Adams:** No, I mean I think just for the audience listening there's several comments about the experience that people are having at their homes, and I'll just sort of paraphrase. There's flights that are disruptive there there's you know that increase that recently, though, you know, those kinds of comments and then questions about why they hear a lot of aircraft at their house, but they're not inside the 65 DNL level, Why is that? So I think we can generally respond to those Marie as you suggested, and we certainly take that information as we are finalizing the noise contours and making sure that we're looking at all of the areas that people live. So, you know, we really want to focus on those areas, in particular, so that we're not missing anything. So, we appreciate the comments and we will try to respond as best we can individually, but that would be in later summary.

**Marie Keister:** Thank you. So really the content portion of the presentation this evening is completed and so we are still here, we're willing to answer questions. So I'm going back to the open question box to see what we haven't tackled yet. And by the way, there are some of you who are providing personal private information. And so we're going to respond to you, independently, so that we don't transmit your private information to everybody. And so we will, we are capturing those comments. The other thing is in the chat box, we have listed those links where you'll be able to find the this presentation and also provide additional comment until October 2<sup>nd</sup>.

All right, let's see here. Here's a new question. I understand what the day-night level contour does, but is there a peak there have been times when military aircraft have completely crushed the volume.

**Justin Anderson:** Chris, I can take, I can take a stab at this one. So we do have times when we do have a non-standard operation that the airport, you know, some especially with military aircraft and they will come into they'll come into CMH to refuel or to drop troops off and they'll fly the C130s or C17s. We have fighter jets to especially when there's an air show up in Cleveland, sometimes the Blue Angels like to stop by and fuel up at our FBO and then go to Cleveland, and those are extremely loud.

**Justin Anderson:** We do get noise complaints for those, but we do identify those as non-standard or unusual operations. We also have back in June, we had the gypsy mosquito spray, an aircraft that goes around the State of Ohio and that generates a lot of noise complaints, because it also is an aircraft that flies low and it just goes through the city and in a pattern that may not be ordinary for the average person who looks up. So there are some times when we do have unusual operations at the airport, that's just that sometimes are louder than the normal aircraft.

Chris, you want to get into how does, how does, how does that impact the DNL?

**Chris Sandfoss:** Yes, so since the DNL is an average. It doesn't mean that if you're outside of 65 DNL, let's say you live at 64 DNL, it doesn't mean that aircraft events won't exceed 64 decibels on a peak reading.

The DNL is a combined function of the loudness of the events and the number of events. So if you, if you look at, consider like a line graph, you'll have peaks on the graph. And you'll have valleys on the graph, And then you'll draw a line across, you know, straight line across the average to get your average. So that's your average but you have peaks that are above the average and then you'll have low points that are below the average so there, there would be some levels above 65 dB outside the

65 DNL contour because the DNL is both a function of the loudness of each event and the number of events.

**Marie Keister:** I'm going to shift to a noise abatement question that Rob already answered online. But let's cover it again. Is there a noise abatement on takeoff.

**Rob Adams:** Yes. So Marie since I answered it online, I'll go ahead and answer it again there is as part of the Airport's and Noise Compatibility Program that they've developed over the years, there are a number of things that they have put in place to address aircraft noise, some of which are the noise abatement procedures. So there are flight procedures that dictate where aircraft will fly so that so they fly primarily runway heading, but then they have other options where they can fly.

And turn off of the end of the runway. But those locations had been selected to try to be as in the least populated areas as it can be.

There's also the runway use program that again, as was discussed; I think earlier during the early morning in particular and overnight trying to limit the use of the northern runway. There's also an east-west runway flow which is you know which direction they're departing, there are some preferences on that as well. So there are some things that are currently in the program to reduce noise that we would call noise abatement. There's some other on the ground facilities that help to reduce noise. There's barriers that that have been constructed for aircraft that are testing their engines while they're on the ground to help reduce the noise in the communities nearby. So there definitely are some things that have been done and you know we'll continue to look to see if those are still relevant. And if there needs to be additional ones through the study

**Marie Keister:** I think really we've covered the bulk of the questions and we had received some emails in advance, but they are very close to what we've already heard one comment we got was have the flight paths then relaxed over the last year and I think you already covered this Justin that you're working with the FAA on some of these things, but it goes on to say commercial jets have been cutting the path short mostly upon take off but also over our subdivision. So again, I think it comes back to what kind of changing patterns, you're seeing. And if you would just respond to that question again.

**Justin Anderson:** Yeah, so it's a pattern. A lot of the procedures that aircraft and pilots have to fly are dictated by the FAA and air traffic control. It is our job as the Airport to help make those procedures as safe as possible. And that's at the Airport as well as in the community too. So as part of this planning and as part of our overall effort of being a good neighbor. We work with our local cities and counties to help with development efforts to ensure land use is as compatible as possible to minimize noise impacting the surrounding community. From an operational standpoint, our procedures haven't changed in some time. Air traffic control may vector aircraft in times of convective weather or if pilots request to improve the safety or operation of the flight. In this case we don't have too much flexibility on revising these procedures.

**Marie Keister:** Great. Well, I don't see any new questions that we haven't already tackled either verbally or online and we've recap the themes that have come to us through the Q and A box; although a new question just popped up. So let me just look at that.

**Marie Keister:** Looking at the 2012 report, was any work done or picking up and starting again. So I'm not sure I entirely understand that question.

Maybe you do Rob or Justin.



**Justin Anderson:** Yeah, I can. So if we're talking about construction, since we did the last noise study and we did the environmental impact study for the relocation of runway when 10 right to 28 left was relocated the FAA put in our Record of Decision for that Environmental Impact Study that we would conduct a Part 150 noise study. So before we did that, before we did the Part 150 noise study, we decided to also rehabilitate the pavement our North runway, 10 left / 28 right, the one that sits near Gahanna.

So the FAA allowed us to wait until both runways were done with all the construction work before we did this Part 150 noise study. And that's where we are today. So we did the runway rehabilitation for runway 10 / left 28 right which finished up in 2016, so both of our runways are in good shape. so now we are studying the noise from our new our new layout. . We have done taxiways and we've redone payment on taxiways and aprons and those are projects that really aren't obvious to the average passengers, but we have done a lot of construction on pavement. So I'm hoping that answers that question. There was a reason why there was a gap between the 2007 study and this study.

**Marie Keister:** Great.

**Justin Anderson:** Great looks like that answer the question.

**Marie Keister:** Yeah, thank you.

Melanie who's asking great questions. We appreciate all these questions. Well, you know, I just watching that Q and A box to see if any other questions pop up.

If you have had your questions answered by all means, you know you're welcome to stick around till seven but you're also welcome to adjourn too. Either one is fine with us. Alright, let me look at another question. I think I think Melanie can keep us hopping with more questions so far away, Melanie, you got us till seven o'clock. So go for it. Now we'll just challenge her to see how quickly she can type

And maybe just to read it reiterate, you know, Justin's your guy, everybody. He is going to be doing a lot of the follow up on some of the specific questions that have come up and the website that posted on this slide that you see right now if you have, if you won't have any comment or if you want to set up a phone call.

**Justin Anderson:** Feel free to make a comment. We do have a comment section on this project website and those emails come straight to Chris and myself, and we will set something up with you to discuss, you know, if you want to discuss your property. Specifically, or if you want to discuss an overall scenario, the Airport or operational procedure. We'd be happy to do so. So if you if you think it'd be easier to do that. So there's one means of getting a hold of us through that project website. Another one is from the FlyColumbus.com on our website. Our noise hotline is on that website and we monitor that all the time. So feel free to submit a noise complaint through that and then we can get in touch with you.

**Marie Keister:** Chris, how are you doing? we've given you a little bit of a break on your voice. Now, but do you have anything to add, based on some of the questions.

**Chris Sandfoss:** I Don't have anything else to add, it looks like we've got another comment about a specific location.

**Justin Anderson:** Yeah, it looks like Hey Chris, can you know, can you go back to the slide where that's by Ohio Dominican University out on the northwest.

**Chris Sandfoss:** This slide shows Ohio Dominican ([see Slide #37](#)). I think that's their property in the blue color just west of Airport Drive anything blue on the map is institutional. I think that's the eastern-most part of their campus. The contour in that direction the 65 DNL doesn't extend beyond Airport Drive. I can show the 60 DNL not zoomed in but so, so basically the Ohio Dominican campus is just above the I-670 highway shield on this map ([see Slide #35](#)). So it would be, it would likely be within the or is within the 60 DNL, but outside the 65 DNL.

**Marie Keister:** And how far or close to Sunbury and Airport Drive. Answer that question.

**Justin Anderson:** Sunbury and Airport Drive those, those roads aren't located on the map. So I'm looking on Google Earth right now and seeing if I can give you a better answer.

**Chris Sandfoss:** I think this is Sunbury if you can see the blue annotations and then this I think is Airport Drive. So this is the area that I think the commenter is asking about approximately, but we'll have these maps will be on online and with some better, when the when the study is produced will have a lot more road labels. And people will have the ability to zoom in closer. We're kind of limited on how many labels we can show on this and still be able to see what's underneath.

**Justin Anderson:** Yeah, and that's why if we were if we were in face to face right now we would have a board that we had planned it didn't show a lot of the road label so we hope, hopefully we can get that that opportunity to do a face-to-face. At one point in our public hearing. But yeah, Chris. These will be online to help out and you can zoom in to your preference.

**Marie Keister:** Rob are there any other question I haven't reiterated

**Rob Adams:** No, I think you I think you've pulled out the ones that seem to be representative

**Justin Anderson:** All right, for those of you who are still on. We thank you for joining us tonight. Like, we're going to be here until 7:00 but we thank you we look forward to working with you guys as we continue as we proceed with this study.

**Chris Sandfoss:** I did see one question that we got by email. A couple days ago, I don't see the person that sent the email but it was asking about minimum altitude. And so I'll answer. Similar to the flight procedures and location of flight. The, the altitudes are part of the procedures and they're designed by FAA to maintain clearance from the ground as well as separation from other aircraft in flight. So yeah, those, those altitudes are going to vary by location distance from the airport in and slightly vary by, particularly on departure. They vary depending on the climb rate of the aircraft some aircraft can climb slightly quicker rate, but depending on the procedure, they're flying there's basically a window that they're trying to hit so they maintain the correct a vertical spacing depending on the procedure that they're flying.

**Marie Keister:** We received a nice comment thanking us for the meeting. I won't necessarily help their specific noise issue, but they appreciate understanding the research that goes in behind us. So thank you for that comment.

**Marie Keister:** And if you have any other observations about this webinar virtual meeting. We'd love to hear it. You know, I think we're all learning virtual meetings and so forth. So would love to just get your impressions of that as well.

**Marie Keister:** So we still have some people hanging in there and we appreciate the thank you's. By the way, and if any of those who are still on with us or can think of a question or a comment. We'd love to see it.

Think I just got another one.

Oh thank you no technical issues, noticed with zoom during the meeting. Appreciate that. We all triple checked our sound before we got on board this evening.

**Justin Anderson:** So I see here that if you guys are on, any questions that we can answer please feel free to comment.

**Marie Keister:** Comment. So years ago there was a study done in the Brentnell area and Teakwood residents got doors and windows. I've been looking at where they're supposed to be equipment to test the levels. I think noise levels and have not found one very close to me as indicated, who can show me where this equipment is as it may have been there, years ago, but today it is not.

**Marie Keister:** So I think the question is where are the locations of those noise monitors and is there one in the Brentnell Teakwood area.

**Justin Anderson:** Chris, would you be able to go back to that map that you had on the monitoring locations ([see Slide #25](#)).

**Chris Sandfoss:** Yeah, I'm wondering if they're talking about the permanent monitors or the actual testing equipment that's used to test the interior levels to see if it meets the interior sound attenuation requirements, because that's pretty specific equipment. That was a pretty extensive eligibility testing that would have been done prior to the program implementation.

**Justin Anderson:** So looks like I'm looking at remember up by number four of the permanent monitors.

And looks like that's something the Brentnell Avenue area. That would probably be your closest one. And then we also had some short-term monitors as well. Number six, and 13 looks like those are up there for a couple of days as well. But yeah, if you're referring to what Chris was describing then I imagine I'm not sure.

**Chris Sandfoss:** There's a two-step process for determining eligibility and the first step is the land use within the 65 DNL But then there's, there's the additional into your testing and the prior programming implementation. Usually I a sample of residences are tested to see if they already reduce noise below that the 45 DNL interior level, and if not, where should the treatments be applied to the home to improve the performance of the attenuation of that the home for that they use similar equipment to what we use for the field noise monitoring program, but we actually will set up a speaker that will blast pink noise at the house or the residence and you'll test outside and inside to see what the difference is before the sound insulation and then after the sound insulation to see if it achieved what it was intended to achieve.

**Marie Keister:** Actually she's located very close to 17th and Joyce Avenue, so I think your answers have been helpful, but she may want to know, you know, if somebody could direct her, specifically, you know, and show her about equipment that might be helpful.

**Justin Anderson:** Yeah, we can we can give you the exact location of that permanent terminal.

**Marie Keister:** Right now there's a chance there's somebody that just joined us. And if that's the case, I just wanted to let you know that we've actually completed the full-blown presentation, which is also available online. And now we're answering questions and if you go to the Q and A box please, we encourage you to write your question or your comment down so we can really get to what issue is of concern to you. And then also, if you look at the answered questions, you'll see the other questions that have been asked this evening. All of this information will be transcribed and posted online. It may be a few days before we can make sure you know and the transcript is done

automatically through the technology, you have to go and clean it up because sometimes the technology misinterprets words. So we have to get that done. But then everything will be available online. The presentation is actually online now.

**Marie Keister:** Just another comment that the planes do seem to be too close. So we appreciate your comment.

So we have about seven minutes left, so please let us know if you have any other questions and comments.

**Chris Sandfoss:** And I'll go back to the slide that shows how you can submit comments ([see Slide #40](#)) after tonight.

**Marie Keister:** Perfect.

**Marie Keister:** Yeah, so this is now your last chance you have until October 2 so if you're the type of person that really wants to study the slides and see what additional questions or comments you might have. We encourage you to do that. We encourage you to share this information with your friends. They are welcome to go online as well. And I think by next week we'll have the recorded version on there as well.

**Marie Keister:** So we just have maybe another 60 seconds if you want to post a question; we might have time to just answer. One last one.

Alright, so not seeing any final questions. I think I just want to thank all of our panelists, Justin. Thank you, too, for giving direct instructions on how to get ahold of you as well. And Chris and Rob and Mark and Nick behind the scenes and Gaby. So thank you very much, everybody. Have a great evening.

**Justin Anderson:** Thank you guys very much.



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## **Public Information Meeting #3 / Public Hearing July 29 , 2021**

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**To be provided in the Final Document:** Newspaper Notices

Online Presentation

Meeting Transcript

Public Comments

Responses to Comments

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## **Technical Advisory Committee (TAC) Meeting #1 December 11, 2019**

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Invitation Letters

Meeting Registration

Presentation

Meeting Summary



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**RE: John Glenn Columbus International Airport Part 150 Noise Compatibility Update Study  
Technical Advisory Committee Meeting**

Dear Stakeholder,

This letter is to inform you that the Columbus Regional Airport Authority (CRAA) is updating the Part 150 Noise Compatibility Study for the John Glenn Columbus International Airport (CMH). The purpose of a Part 150 Study is to identify aircraft noise impacts through the creation of Noise Exposure Maps (NEMs); and, if necessary, to develop mitigation measures to help minimize noise impacts on the surrounding community. In support of the Part 150 Study update, a Technical Advisory Committee (TAC) is being formed to provide input and comments throughout the study process. On behalf of the CRAA, I would like to invite you to participate as a member of the TAC to provide input into the Part 150 Study. The first TAC meeting is scheduled for the following time and location:

Date: Wednesday, December 11, 2019  
Time: 2:00 p.m. to 4:00 p.m.  
Location: John Glenn Columbus International Airport Emergency Operations Center

The Emergency Operations Center can be accessed by an elevator located adjacent to the food court on the ticketing level of the passenger terminal. There will be signage near this elevator directing you to the meeting location. Please park in the Short-Term Parking Garage and bring your parking ticket to the meeting with you for validation. If the short term garage is full, additional parking is available in the Blue Lot or the Walking Lot.

At this meeting we will discuss the Part 150 Noise Compatibility Process and the role of the TAC. A copy of the meeting agenda is enclosed.

Your participation in this study would be greatly appreciated. Please let us know if you are able to attend the December 11th meeting by responding to Ms. Marie Keister at (614) 565-2819 or [mkeister@engagepublicaffairs.com](mailto:mkeister@engagepublicaffairs.com) by December 2nd. If you have any questions about this study, please do not hesitate to contact Mr. David Wall at (614) 239-4063 or [dwall@columbusairports.com](mailto:dwall@columbusairports.com).

Sincerely,

Tom McCarthy  
Chief Planning & Engineering Officer  
Columbus Regional Airport Authority

Technical Advisory Committee Invite List - December 11, 2019

Name	Title	Organization
Voda Layne	Airline Station Manager	Air Canada Express
Andrew Cooper	Representative	Airline Pilots Association
Paul McGraw	Vice President, Operations and Safety	Airlines for America
Laura Rinaldi McKee	Vice President, Airport Affairs	Airlines for America
Sherriale Fleming	Airline Station Manager	Alaska Airlines
Robert Walters	Airline Station Manager	American Airlines
Mike Filucci	Vice President, Pilot Information Center, Flight Operations, and Member Services	AOPA - Airports Division
Shelia Tillman	Member	Brittany Hills Civic Association
Ben Kessler	Mayor & Director of Development	City of Bexley
Mark Dravillas	Planning Administrator	City of Columbus
Talisa Dixon	Superintendent	City of Columbus Schools
Anthony Jones	Director of Planning & Development	City of Gahanna
Andrew Bowsher	Development Director	City of Reynoldsburg
Zach Woodruff	Director of Economic Development & Public Service	City of Whitehall Planning Commission
Mark Kelby	Airport Planner	Columbus Regional Airport Authority
Justin Anderson	Deputy Project Manager	Columbus Regional Airport Authority
Tom McCarthy	Chief of Planning and Engineering	Columbus Regional Airport Authority
Luke Curtis	Operations Supervisor	Columbus Regional Airport Authority
Todd Carter	Sr. Manager, Business Development & Customer Experience	Columbus Regional Airport Authority
Kristen Easterday	Director of Communications and Public Affairs	Columbus Regional Airport Authority
Casey Denny	Chief Operations Officer	Columbus Regional Airport Authority
Karen Richardson-Rogers	President	Cumberland Ridge Civic Association
Faiz Syed	Airline Station Manager	Delta Airlines
Michael Johnson	President	East Columbus Civic Association
Barry Payne	Manager	FAA CMH ATCT
Dave Neff	Manager	FAA CMH ATCT
Katherine Delaney	Community Planner	Federal Aviation Administration - Detroit Airports District Office
James Schimmer	Director Economic Development & Planning	Franklin County
Matt Brown	Planning Administrator	Franklin County
Kevin White	Airline Station Manager	Frontier Airlines
Jeff Palm	Township Administrator	Jefferson Twp.
Robert Adams	Principal	Landrum and Brown
Chris Sandfoss	Environmental Project Manager	Landrum and Brown
Eric Bylaw	Director of Flight Operations	Lane Aviation Corporation
Mike Wilkinson	Director of Flight Operations	Limited Brands
Thea Walsh	Director of Transportation	Mid-Ohio Regional Planning Commission
Dan Wolfe	Manager	Nationwide Insurance Company
Alan Bobo	EVP, Flight Operations	NetJets
Tiffany White	Chair	North Central Area Commission
Elwood Rayford	Chair	Northeast Area Commission
James Bryant	Aviation Administrator	Ohio Office of Aviation
Jeff Lischak	Airline Station Manager	Republic Airways
Jeff Talbert	General Manager	Signature Flight Support
Tim Cavanagh	Airline Station Manager	Southwest Airlines
Andrew Brasil	Airline Station Manager	Spirit Airlines
Ken Waite	Facility Manager	The Columbus International Air Center
Stephanie Morgan	Executive Director	The Ohio State University Air Transportation and Aerospace Campus
LaThya Washington	Airline Station Manager	United Airlines
Brian Kennedy	Airline Station Manager	United Airlines



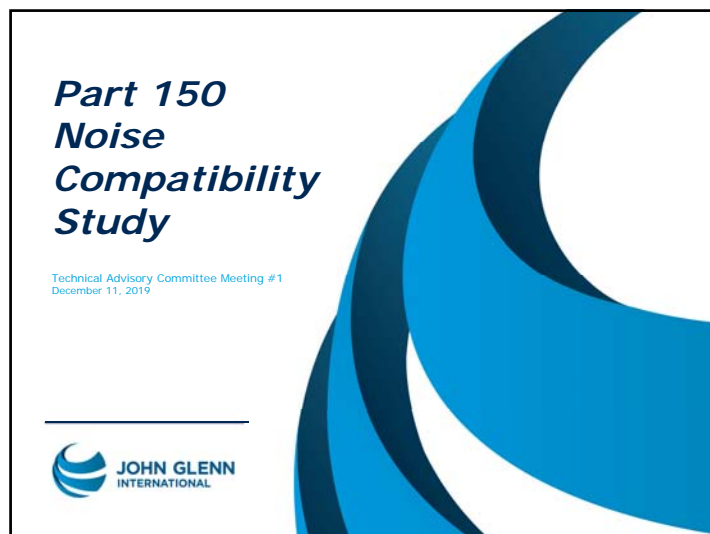
**SIGN-IN SHEET | PLEASE PRINT**

	NAME	ORGANIZATION
1	STEPHANIE MORGAN	"THE" OHIO STATE
2	Kyle Lewis	AOPA
3	Eric Lange	Nest Jets
4	Aotie Clark	Nest Jets
5	LS Brown	ODOT
6	GIB HARRIS	NATIONWIDE
7	Like Curtis	CRAA
8	Benjamin Kirkley	CRAA
9	CASEY DENNY	CRAA
10	MARK KELBY	CRAA
11	WALLACE O McLEAN	NCAC
12	CHRIS LOTTRIDGE	Lbrands
13	Duffy Cooper	ALPA
14	Dilli Dhital	American Airlines.
15	Connie Tracy	CRAA
16	Michael Blackford	Gahanna

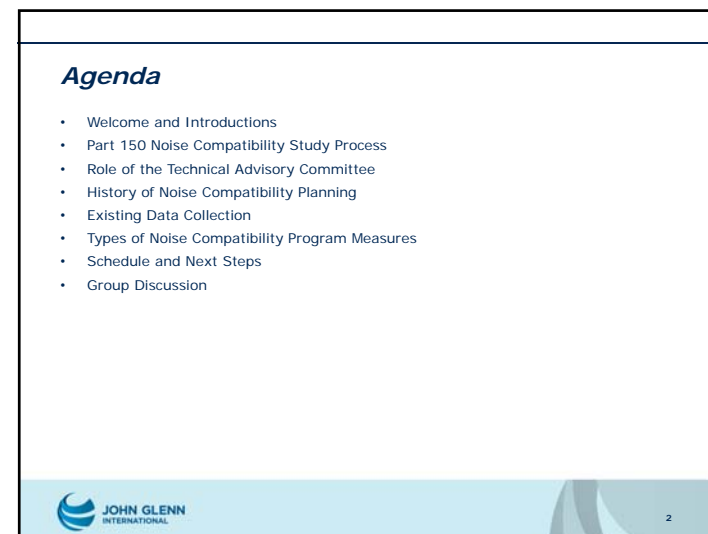


## SIGN-IN SHEET | PLEASE PRINT

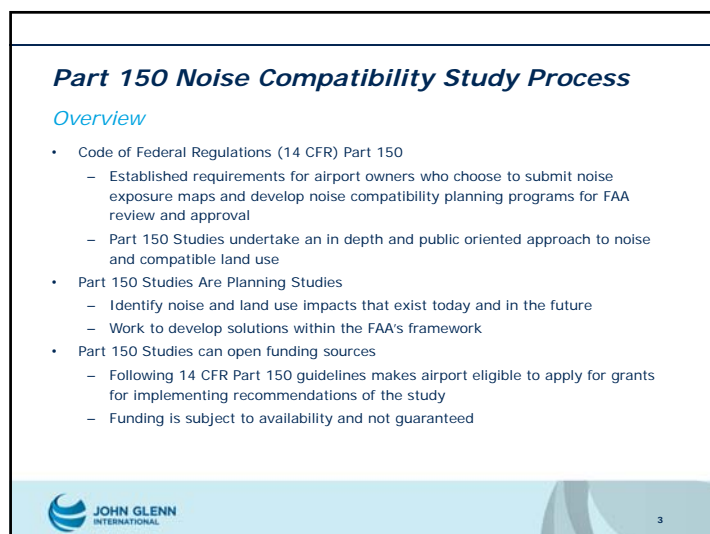
	NAME	ORGANIZATION
17	Betsy Taylor	CRAA
18	Thomas Graham	MORPC
19	Kevin White	Trejo-Dugan
20	Tim Cavanah	SWA
21	Ben Kessler	Bexley
22	Tom McCarthy	CRAA
23	Kristen Easterday	CRAA
24	Kenneth VanBelt	NE Commission
25	Barry Payne	FAA CMH ATCT
26	Tony Celebrezze	City Columbus
27		
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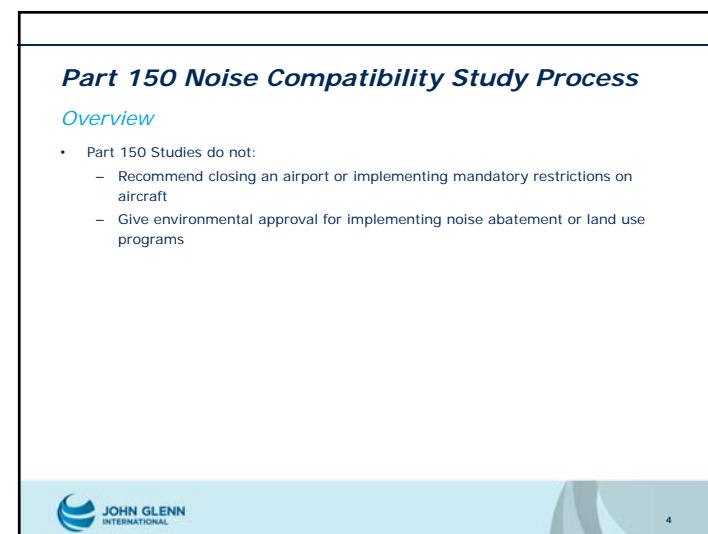
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## Part 150 Noise Compatibility Study Process

### Essential Elements of a Part 150 Study

- Noise Exposure Maps:
  - Description of the noise levels for existing and future (+5 years) conditions
  - Future condition should take into account any changes (physical or operational) that may have an effect on the noise levels around the airport
    - Examples of physical changes may include: runway threshold relocation, changes in terminal/gate layout, new aircraft parking facilities
    - Examples of operational changes may include: changes in aircraft operating levels, and fleet mix, new flight tracks, new destinations
- Noise Compatibility Program:
  - Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts
    - Noise Abatement
    - Land Use Mitigation
    - Implementation Measures

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## Part 150 Noise Compatibility Study Process

### Essential Elements of a Part 150 Study

- Public Involvement:
  - Technical Advisory Committee – Group of stakeholders affected by, or having oversight responsibilities for, issues covered by the Part 150 Study Update
    - Airport Authority officials
    - Aircraft operators
    - Government Officials / Land Use Planners
    - Community Groups
    - Air Traffic Controllers
  - Public Workshops - Open house, informational meetings to discuss and gather comments on potential aviation noise, land use, and other mitigation measures
  - Public Hearings - to receive comments (either oral or written) from the public on the Draft Part 150 Study Update document
  - Project Website / Social Media
    - Project website and social media will be updated with study information, including images and documents pertinent to the study
    - Posting of all meeting notices
    - Posting of study process and draft findings

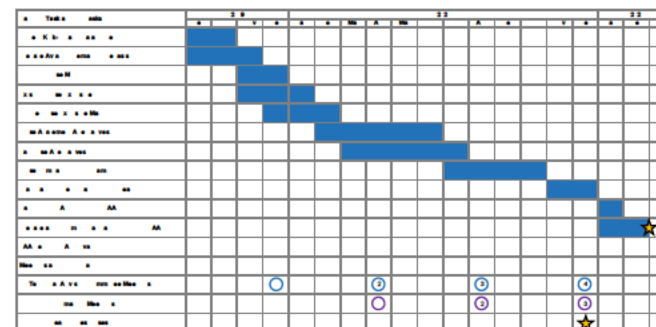
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## Part 150 Noise Compatibility Study Process



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## Part 150 Noise Compatibility Study Process



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## Technical Advisory Committee

- Role of the Technical Advisory Committee (TAC)
  - Sounding Board
  - Link to the Community
  - Technical Review
  - Aid to Implementation
- TAC Meeting Schedule
  - Meeting #1 – December 2019
  - Meeting #2 – Spring 2020
    - Review preliminary noise exposure maps, forecast, and results of noise measurement program
  - Meeting #3 – Summer/Fall 2020
    - Analysis of noise abatement measures
  - Meeting #4 – Winter 2020
    - Review Draft Noise Compatibility Program



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## History of Noise Compatibility Planning

### Federal Regulations and Guidelines

- Jet Age + Rapid Expansion of Airports + Continued Suburban Development/Sprawl = Adverse Noise Impacts
- Aviation Noise Abatement Policy of 1976
- Aviation Safety and Noise Abatement Act of 1979
  - 14 CFR Part 150 (1981) established requirements for airport owners who choose to submit noise exposure maps and develop noise compatibility planning programs to the FAA for review and approval.
  - Typically voluntary on the part of the sponsor and is not an automatic requirement of the Federal government.
- Airport Noise and Capacity Act of 1990
  - Established phase-out timeline of Stage 2 aircraft (Commercial aircraft >75,000 lbs.)
  - Restricted airports from imposing locally based, non-voluntary restrictions without first completing a Part 161 Study. (To date no Part 161 restrictions request has been submitted and fully approved by the FAA)
- FAA Final Policy on Part 150 Noise Mitigation Measures (Oct 1, 1998)
  - New homes constructed within an FAA-approved and published noise exposure contour are NOT eligible for remedial noise mitigation.



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## History of Noise Compatibility Planning

### Previous Part 150 Studies Completed at CMH

- 1987 Part 150 Study (original)
- 1993 Part 150 Study Update
- 1999 Part 150 Study Update
  - 5 Noise Abatement Measure Recommendations
  - 11 Land Use Management Recommendations
  - 6 Implementation Management Recommendations
- 2001 Noise Exposure Map Update
  - Updated Noise Contours to 2001/2006 conditions
  - Extended the Sound Insulation Program boundary
- 2007 Part 150 Study Update (FAA Record of Approval in 2008)
  - Concurrent with EIS for relocation of the south runway
  - Extended the Sound Insulation Program boundary and reviewed other noise abatement measures
  - Proposed the "Airport Land Use Management District" fixed boundary for land use compatibility planning



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## History of Noise Compatibility Planning

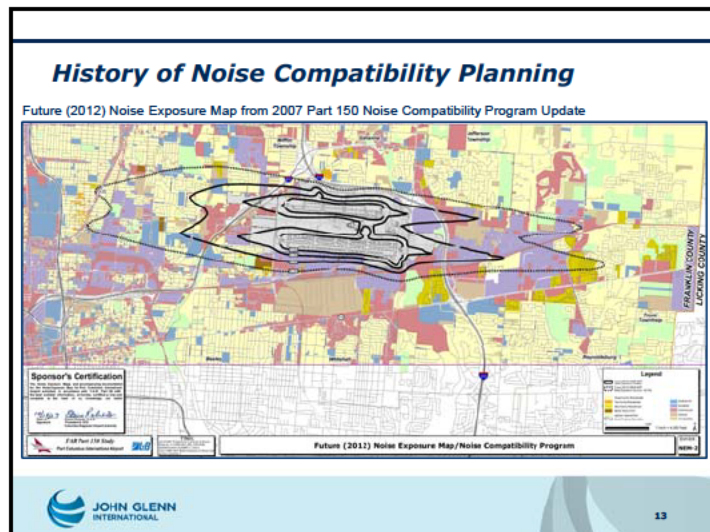
### Current Part 150 Study Update

- Continuation of CRAA's commitment to proactive noise compatibility planning and goal to be a "Good Neighbor" to the surrounding community
- Commitment of the 2009 Environmental Impact Statement and Record of Decision for the relocation of the south runway at CMH
  - Relocated runway opened in August 2013
  - Delayed start of Part 150 while north runway underwent rehabilitation in 2016



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### History of Noise Compatibility Planning

#### Current Part 150 Study Update

- Residential Sound Insulation
  - CRAA has provided sound insulation to nearly 800 homes
- Acquisition Program
  - Acquisition of 35 homes impacted by relocation of the south runway
  - Provided relocation assistance to affected residents
- Tracking and Measuring Noise
  - Operates WebTrack System with 16 permanent noise monitors
  - Allows staff and the general public the ability to track flight activity and noise levels
- Noise Complaint & Inquiries
  - Dedicated staff to respond to complaints and inquiries about aircraft operations and noise
- Proactive planning
  - Adhere to both federal and local regulations
  - Maintain transparent communication
  - Provide information to land use planners, developers, and the general public

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### Existing Data Collection

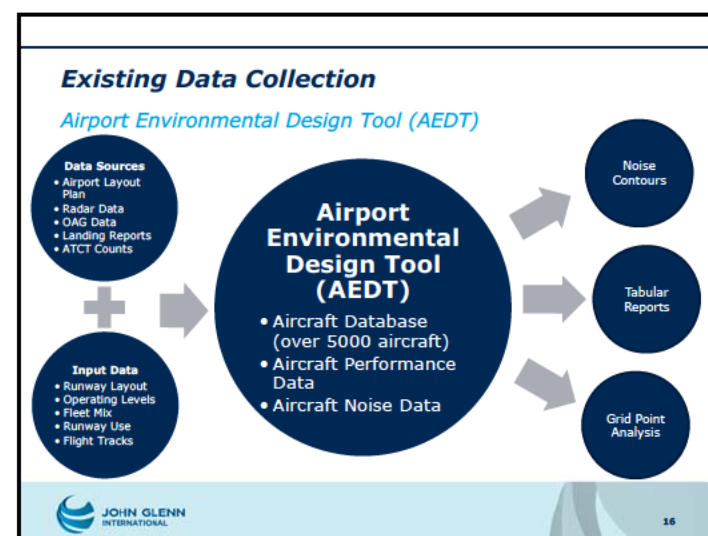
#### Technical Requirements

- Represents an annual-average day (1 year of operations/365 days).
- Described with a set of continuous lines that represent equal levels of noise.
- Prepared using the FAA's Airport Environmental Design Tool (AEDT) Version 3b
- Must use specific noise metric: Day-Night Average Sound Level (DNL)
  - DNL represents 24-hour average noise level
  - Penalty for nighttime (10:00 p.m. - 6:59 a.m.) flights (x 10)
  - National standard for all Federal agencies
  - 65 DNL identified as threshold for impact to noise sensitive land uses

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## Existing Data Collection

### Runway Layout



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## Existing Data Collection

### Operating Levels

- Existing 2018/19 Operations
  - Actual based on FAA Air Traffic Control Tower records for September 2018 through August 2019

Aircraft Category	2018 Existing Operations		
	Actual	Average Annual Day	Percent
Air Carrier & Commuter	113,961	312	84.4%
General Aviation	20,294	56	15.0%
Military	744	2	0.6%
<b>Total</b>	<b>134,999</b>	<b>370</b>	<b>100.0%</b>

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## Existing Data Collection

### Operating Levels

- Forecasted 2025 Operations
  - Based on aviation activity forecast prepared for this Part 150 Study

Aircraft Category	2025 Forecast Operations		
	Forecast	Average Annual Day	Percent
Air Carrier & Commuter	128,580	352	85.6%
General Aviation	20,930	57	13.9%
Military	630	2	0.4%
<b>Total</b>	<b>150,140</b>	<b>411</b>	<b>100.0%</b>

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## Existing Data Collection

### Fleet Mix

- Types of aircraft that operate at the airport
- Input Data Based on most recent 12 months of data from the following sources:
  - Airport Landing Reports
  - Official Airline Guide
  - Radar Data
- Air Carrier operations primarily made of:
  - Airbus 319 / 320 / 321
  - Boeing 737-700 / 737-800
  - Embraer E170 / 175
  - Bombardier CRJ-700 and CRJ-900
- Air Taxi/General Aviation operations include business jets, turboprops, and piston engine propeller aircraft

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## Existing Data Collection

### Runway Use

- West Flow (arrive and depart Runways 28L and 28R)
  - Historically: approximately 75% of the operations
- East Flow (arrive and depart Runways 10L and 10R)
  - Historically: approximately 25% of the operations
- Runway Direction is dictated by wind, weather, and other operational factors
- South runway (10R/28L) is longer and used slightly more often
- Input data based on the most recent 12 months of available flight tracking data

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## Existing Data Collection

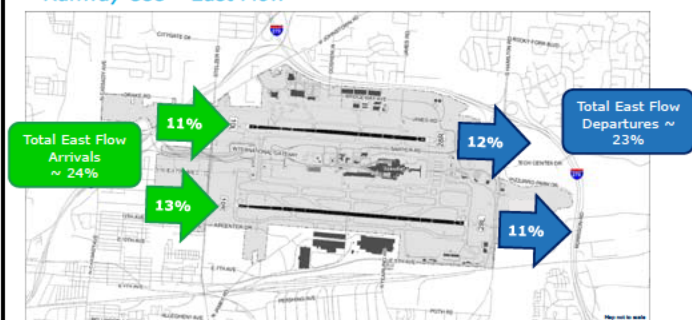
### Runway Use – West Flow



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## Existing Data Collection

### Runway Use – East Flow



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## Existing Data Collection

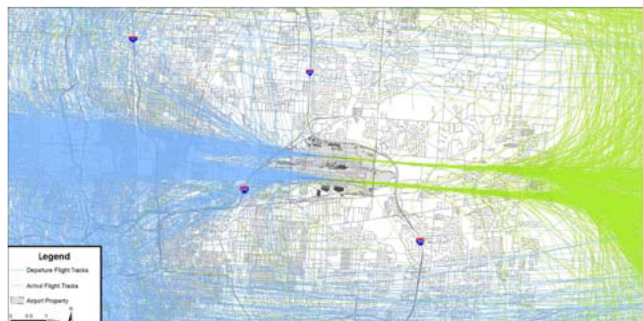
### Flight Tracks

- Flight tracks are lines that represent the ground path of an aircraft as it arrives or departs the airport
- AEDT applies a 3-dimensional profile to each track that includes altitude, speed, thrust, and flap settings to calculate aircraft noise along each flight route
- Radar data was collected from the Airport's Flight Tracking System representing each season
- Representative tracks were created in the AEDT to model operations

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## Existing Data Collection

### West Flow Flight Tracks



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## Existing Data Collection

### East Flow Flight Tracks



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## Existing Data Collection

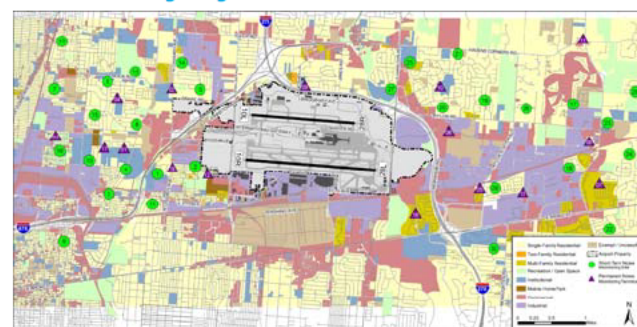
### Noise Monitoring Program

- Purpose
  - Validate/verify the input data in the AEDT (focus on departures)
  - Obtain "real-life" noise measurements to assist in understanding the total noise environment
- Conducted the week of November 11, 2019
- Collected noise readings at 30 sites (approx. 1 hour at each site)
  - Sites selected to provide wide coverage within residential areas and areas of noise complaints
  - Three person team
  - Used ANSI Type 1 Sound Level Meters
- Preliminary Results
  - Loudest aircraft recorded was an Embraer ERJ-175
  - Average number of aircraft observed at each site was 11 to 12
- Next Steps
  - Further analysis to be completed
  - Incorporate data from permanent noise monitors
  - Compare to AEDT noise database
  - Final results to be presented at next TAC meeting

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## Existing Data Collection

### Noise Monitoring Program



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## **Types of Noise Compatibility Measures**

### *Noise Abatement Measures*

- Measures to control noise at the source (i.e. aircraft)
- Examples
  - Flight location (e.g., departure flight corridors)
  - Runway use program (e.g., how often runway ends are used)
  - Ground activity restrictions (e.g., run-up locations/time)
  - Facility modifications (e.g., runway extensions, berms)
  - Flight management (e.g., mandatory curfews / restrictions -- would require Part 161 Study)

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## **Types of Noise Compatibility Measures**

### *Land Use Measures*

- Preventive strategies
  - Prevent the introduction of additional noise-sensitive land uses within existing and future noise exposure contours
  - May also be applicable outside of the 65 DNL noise contour
  - Examples:
    - Zoning Codes
    - Subdivision Regulations
    - Airport Environs Overlay Zone
- Corrective strategies
  - Mitigate existing and projected future unavoidable noise impacts in areas of existing incompatible land use
  - Applicable to 65+ DNL noise contour
  - Examples
    - Property acquisition
    - Sound Insulation
    - Avigation Easements

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## **Types of Noise Compatibility Measures**

### *Implementation Measures*

- Measures designed to assist with the implementation and management of the Noise Compatibility Program (NCP)
  - Examples:
    - Noise Program Office and Staff Support
    - Flight tracking / Noise Monitoring System
    - Focus Groups / Roundtables
    - Periodic Review / Update to the Program

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## **Next Steps**

- Complete review of Noise Measurement Data
- Submit Aviation Activity Forecast to FAA for Review & Approval
- Prepare the Existing and Future Noise Exposure Contours
- Identify Preliminary Noise Abatement, Land Use Management, and Implementation Alternatives
  - Analysis and discussion of potential alternatives
- Next TAC Meeting – Spring 2020

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**Group Discussion***Question #1:*

- What issues / concerns do you have related to airport noise compatibility?

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**Group Discussion***Question #2:*

The TAC includes representatives from airport users, planning and zoning officials, and area neighborhoods. Is there anyone else you would recommend be included? If so, who?

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**Group Discussion***Question #3:*

Does your organization have any data that might be helpful to this study – e.g. growth projections, proposed developments in the area? If so, what?

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**Group Discussion***Question #4:*

How can you help get the word out when we are ready to promote public meetings?

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***Group Discussion***

Other Questions or Comments to aid this process



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## **John Glenn Columbus International Airport Part 150 Noise Compatibility Update Study**

### *Technical Advisory Committee Meeting 1*

**Date:** Wednesday, December 11, 2019

**Time:** 2:00-4:00 P.M.

**Location:** John Glenn Columbus International Airport  
Emergency Operations Center  
4600 International Gateway, Columbus, OH 43219

## **Meeting Summary**

### **Meeting Purpose**

- To review:
  - The Part 150 Noise Compatibility Study process
  - Role of the Technical Advisory Committee
  - History of noise planning at the airport
  - Existing data, alternative, schedule and next steps
- To gather input and ask questions about the study

### **Welcome and Introductions**

Justin Anderson, Columbus Regional Airport Authority (CRAA) Project Manager, welcomed everyone to the Technical Advisory Committee (TAC) meeting and thanked them for participating. He mentioned that one of CRAA's goals is to be a great neighbor to the Airport's surrounding communities, residents and businesses. He hopes that by holding these TAC meetings, this goal is further fulfilled, through being open and honest with the Airport's neighbors and partners with the information and process of the noise study.

Rob Adams, L&B Principal-in-Charge, introduced himself and then asked for everyone in the room to introduce themselves. Rob acknowledged the diverse perspectives and different voices in the room, stating this is how we'll work together to uncover and solve any issues that may arise during the Part 150 Noise Compatibility Study.

### **Part 150 Noise Compatibility Study**

Rob gave an overview of federal regulations, requirements and process of the Part 150 Noise Compatibility Study – discussing what a Part 150 Study is and is not. A Part 150 is similar to a master planning process in that it starts with looking at existing conditions, forecasts for the future, and then planning for the future. In this case, we are focused specifically on noise compatibility. By following federal guidelines, airports are able to apply for grants to implement study recommendations. Part 150 studies do not recommend closing an airport or implementing mandatory restrictions on aircraft or give environmental approval for implementing noise abatement or land use programs. The three main elements of a Part 150 Study include:

1. **Noise Exposure Maps** – represents noise levels around the airport and includes an existing conditions map and a map forecasting future noise contours five years in the future. There are very specific Federal Aviation Administration (FAA) criteria the study must follow.
2. **Noise Compatibility Program** – this is a group of recommendations, which can include noise abatement measures (what can be done at the source), land use measures (e.g. sound insulation) and implementation measures (designed to assist the program implementation – e.g. noise monitoring systems, noise complaint system, etc.). These might be eligible for FAA funding.
3. **Public Involvement** – Includes TAC meetings, public meetings with open house format, public hearings, project website and social media (outreach campaign).

Rob then provided an overview of the study process and schedule, discussing the steps from study initiation to review and approval. He also noted the schedule includes four TAC meetings, two public information meetings and one public information meeting/public hearing.

### Role of the Technical Advisory Committee

Rob briefly discussed the role of the TAC and during this discussion he reiterated that the project team would like the TAC to serve as a sounding board. The TAC is a link to the community, which provides technical input and review and helps implement the program. Four TAC meetings will be held over the course of the study.

### History of Noise Compatibility Planning

Chris Sandfoss, L&B Project Manager, provided a history of noise compatibility planning nationally and locally at CMH. The first Part 150 study at the Airport was in 1987, while the most recent was completed in 2007 concurrently with an Environmental Impact Statement for relocating the south runway. The 2007 study recommended expanding the sound insulation program boundary and proposed an Airport Land Use Management District for noise compatibility planning. The south runway was relocated and opened in August 2013. The north runway was rehabilitated in 2016. FAA asked CRAA not to conduct another Part 150 study until those two projects were completed.

This study is a continuation of CRAA's commitment to be a good neighbor and proactively plan for the future. While the last Part 150 was completed in 2007, it included a Future 2012 Noise Exposure Map, which Chris shared.

Chris explained that DNL stands for average Day-Night Average Noise Level. This metric reflects the average level of noise over 24-hours. Nighttime events (between 10:00 pm and 6:59 a.m.) have a penalty applied of 10 decibels. The noise model mathematically averages out the noise over 24 hours. In addition to the DNL metric, we are able to display maps that shows maximum levels and time above levels (such as how many hours a day an area has above 65 decibels over 24-hours), which is a little easier for some people to understand.

Over the years, CRAA has provided sound insulation to nearly 800 homes through Part 150 programs and acquired 35 homes impacted by the south runway relocation. CRAA operates a WebTrack System with 16 permanent noise monitors, allowing staff and the public the ability to track flight activity and noise levels. CMH has staff to respond to complaints and inquiries about aircraft operations and noise. A noise hotline is utilized to collect noise complaints.

### Existing Data Collection

Chris reviewed the data collection to date, stated the technical requirements for the study and discussed the Airport Environmental Design Tool (AEDT). The AEDT is a computer model which lets the team input a plethora of data and data sources into a model that provides future noise contours, tabular data and analysis. He also explained the type of data that this study will collect, which includes flight operations, fleet mix, and runway use. The FAA Air Traffic Control Tower provides the team additional information on existing operations.

During this discussion several TAC members had questions relating to the data being collected for the study:

*Tony Celebreeze (City of Columbus) asked if other factors than weather affect flight operations and direction of land use? Chris Sandfoss (L&B) and Barry Payne (FAA): Runway direction is dictated primarily by weather – mostly wind.*

*Barry Payne (FAA) asked if the Part 150 accounts for magnetic variation. Will you allow for that? Five years from now the magnetic headings will change slightly. Will your noise study account for that? Chris Sandfoss (L&B): if there is a change in flight path or waypoints. Rob Adams (L&B): a couple of years ago here at CMH, we looked at that to see what the change was. There wasn't a real notable change, but we have seen that at other airports, particularly to the south. At Ft. Lauderdale it was a full five-degree difference, which also affected runway naming. Chris noted there is a difference between magnetic north and true north. It's less of an issue in the Midwest. Usually less than three or four degrees off from true north. It's more pronounced on the coasts. The magnetic field does change over time. It's not as big of an issue here.*

*Duffy Cooper (ALPA) asked if one end of the airport is more sensitive to noise concerns over the other? Chris Sandfoss (L&B): more residential properties are to the west, so that area is more sensitive than to the east of the airport. The east and west ends get the bulk of the noise because arrivals and departures come from east and west.*

*Barry Payne (FAA): Looking at the noise contour, how can I differentiate the penalty for nighttime? Is there any difference in the noise contour at all? Chris Sandfoss (L&B): without the penalty for nighttime operations that we've already account for here, the contour would be smaller. We don't have a map that shows that. We'd have to look at night operations to determine that. We could demonstrate what that increase would be.*

*Jim Bryant (ODOT): do you collect any data that shows the when the/where the maximum exposure is? Chris Sandfoss (L&B): yes, we published that in the 2007 document. We had a map and table that showed what the noise levels were – from maximum and actual DNL level, including the time above the 65 and 85 Decibels. Jim asked if you can show the impacts of the maximum DBL. Rob Adams (L&B): we have compared OSHA standards to the noise exposures. We look at the noise exposure levels and during certain times. None of those would extend off the airport area.*

*Kyle Lewis (AOPA): Regarding fleet mix, what is the largest aircraft? Justin Anderson (CRAA) said we've had 757s, 767s are the largest and MD80s and MD90's are the loudest, but industry is retiring them. Even larger aircraft are quieter now. Tom McCarthy (CRAA) noted they are usually not as loud as military jets. Kyle: is there a difference between jet noise, piston engine and turbo prop noise considered? Chris Sandfoss (L&B): yes, the noise model has the noise generated by the various types of aircraft. The model has the ability to account for those different engine types.*



*Casey Denny (CRAA): On the fleet mix, you collect how many aircraft operate here with those types of engines, and then your model pulls the specific info on what noise is generated. Will we get to see that? Chris Sandfoss (L&B): Yes. The 2007 Part 150 goes into detail on this methodology and is available on the website if you are interested and the same level of detail will be provided for this Study.*

Chris also discussed how flight tracks are modeled for noise impacts too. The maps showed how most of the operations operate to the west (about 75 percent of all operations). Chris then explained noise monitoring was also conducted via portable noise monitors in 30 locations for approximately one hour at each location. While the model has a database of aircraft, the team will compare the real data collected onsite to the modeled data as a way to validate the model input. This was conducted during the week of November 11, 2019. The loudest aircraft recorded happened to be an Embraer ERJ-175. We observed around 11 or 12 operations per site, per hour. Final results will be presented to the TAC at an upcoming meeting.

### Types of Noise Compatibility Program Measures

Chris then discussed noise abatement measures and shared that one goal for the study was to identify measures that should be retained or introduced to CMH. Land use measures, both preventive and corrective, could also be implemented. This is where local planners and zoning officials could provide information to inform this discussion. He noted the City of Columbus has an Overlay Zone which requires the city to notify future buyers of properties within the zone.

### Next Steps

Chris then reviewed the next steps (shown below) before ending the meeting with a group discussion.

- Complete review of Noise Measurement Data
- Submit Aviation Activity Forecast to FAA for Review & Approval
- Prepare the Existing and Future Noise Exposure Contours
- Identify Preliminary Noise Abatement, Land Use Management, and Implementation Alternatives
- Analysis and discussion of potential alternatives
- Next TAC Meeting – Spring 2020

*During this review of action items, TAC member Kyle Lewis (AOPA) asked: how many noise complaints do you receive a year? Luke Curtis (CRAA) said they've received approximately 150 complaints a year (including Rickenbacker and Bolton Field) with about 80 of them coming from one caller in 2019.*

*Kenneth Van Pelt (Northeast Area Commission) then asked for electronic copies of the presentation to share with others from their organization. Marie Keister (MurphyEpson) replied that we would send a PDF out to all members of the TAC.*

### Group Discussion

Marie Keister, Murphy Epson engagement lead, then facilitated an interactive discussion with TAC participants asking them to write down on Post-it Notes what issues or concerns they or

their constituents may have regarding noise compatibility. A list of themes which emerged from the discussion is listed below.

- Potential federal changes to DNL standards and guidance and impacts for nearby communities
- Impacts of noise to residential and non-residential uses
- Confusion between a Part 150 Study and a noise insulation program
- Will future forecasting of operations (additional carriers) be taken into consideration?
- Effects to airline operation disruptions over potential noise curfews and maintaining 24-hr access
- Impacts to pilots/aircraft safety if traffic patterns are changed
- New modes of air mobility (i.e. drone delivery, 'Uber' air buses etc.)
- Changes in nearby land use policies or zoning
- Is any specific data needed for a successful Part 150 plan? (i.e. land use or from airline operators)

These themes will assist the project team while they develop and implement the Part 150 Noise Compatibility Study.

## Conclusion

As the end of the meeting drew near a few more questions and comments were given by TAC members and project team staff.

*A discussion was held discussing a potential federal change to decibel level requirements from 65 to 60 DNL. A TAC member asked if a 60 DNL boundary would be shown on mapping for this study and the project team confirmed. This led to a conversation on the evaluation of noise contours and how additional a noise insulation study isn't guaranteed as an outcome of this study. A CRAA representative mentioned that most of the affected homes and residences have been fitted with noise cancelling doors and windows inside the required areas. In fact, 30-plus homes within the 65 DNL boundary were purchased during the last planning study and CMH.*

*A TAC member asked the team for the distance of the study area and a Chris replied the study area is approximately 4.5 miles east and west of the CMH and 1 mile north and south. The current 65 DNL is located within this study area.*

*Concerns were raised if recommendation were made that changed airspace take-off and landings which resulted in possible safety concerns for pilots? This could also affect noise levels for residences around CMH. Chris replied that the AEDT model would be able to take all this information and data into consideration as well as the ability to forecast five years into the future. It was mentioned that future FAA route changes would be published in September 2020. A TAC member asked if Future modes, like Uber Air, were being considered. Chris mentioned that they are not being considered because they currently don't exist and aren't included as an aircraft in the model. Though once they do exist their data, or a similar substitute aircraft would be added to the model.*

Marie Keister asked if there were any planning or zoning representatives were in the room and two TAC members raised their hands. She asked Chris and Rob, if the team still needed any additional land use data or modeling. Chris replied no, but their expertise would be needed in reviewing the results and data collected for the study.

Justin Anderson closed the meeting and thanked everyone for attending. He also mentioned that the next TAC meeting would occur in April 2020 in which the group would be discussing forecasts and baseline data. He also asked if there were any other groups or organization not at the meeting that should be invited in the future as part of the TAC. None of the current TAC members raised any concern and the meeting was adjourned.

### Meeting Participants

The following participants were in attendance at the meeting:

Duffy Cooper	Airline Pilots Association (ALPA)
Dilli Dhital	American Airlines
Kyle Lewis	Aircraft Owners and Pilots Association (AOPA)
Ben Kessler	City of Bexley
Tony Celebrezze	City of Columbus
Michael Blackford	City of Gahanna
Justin Anderson	Columbus Regional Airport Authority
Luke Curtis	Columbus Regional Airport Authority
Casey Denny	Columbus Regional Airport Authority
Kristen Easterday	Columbus Regional Airport Authority
Mark Kelby	Columbus Regional Airport Authority
Benjamin Kirtley	Columbus Regional Airport Authority
Tom McCarthy	Columbus Regional Airport Authority
Betsy Taylor	Columbus Regional Airport Authority
Connie Tracy	Columbus Regional Airport Authority
Barry Payne	FAA CMH ATCT
Kevin White	Frontier Airlines
Robert Adams	Landrum and Brown
Chris Sandfoss	Landrum and Brown
Chris Lottridge	Limited Brands
Thomas Graham	Mid-Ohio Regional Planning Commission
Gib Harris	Nationwide Insurance
Artie Clark	NetJets
Eric Lange	NetJets
Wallace McLean	North Central Area Commission
Kenneth Van Pelt	Northeast Area Commission
James Bryant	ODOT Office of Aviation
Tim Cavanagh	Southwest Airlines
Stephanie Morgan	The Ohio State University Air Transportation/Aerospace Campus
Marie Keister	Engage Public Affairs
Nick Hoffman	MurphyEpson Inc.

## **Technical Advisory Committee (TAC) Meeting #2**

### **April 8, 2020**

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Invitation Letters

Presentation

Meeting Summary

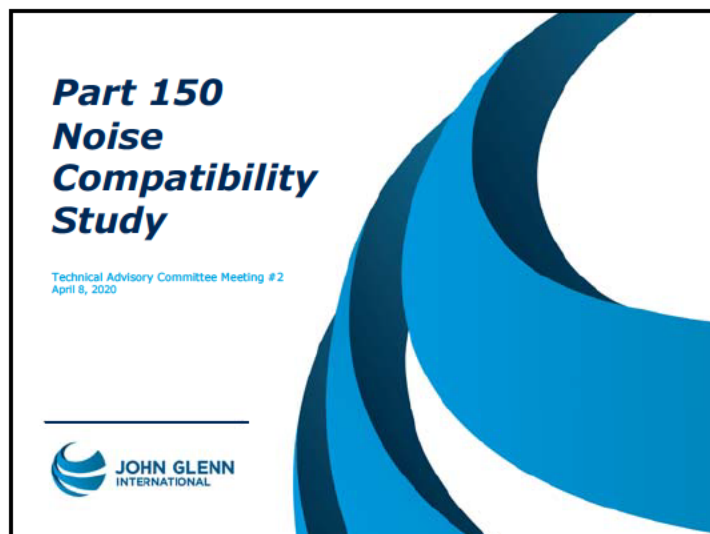
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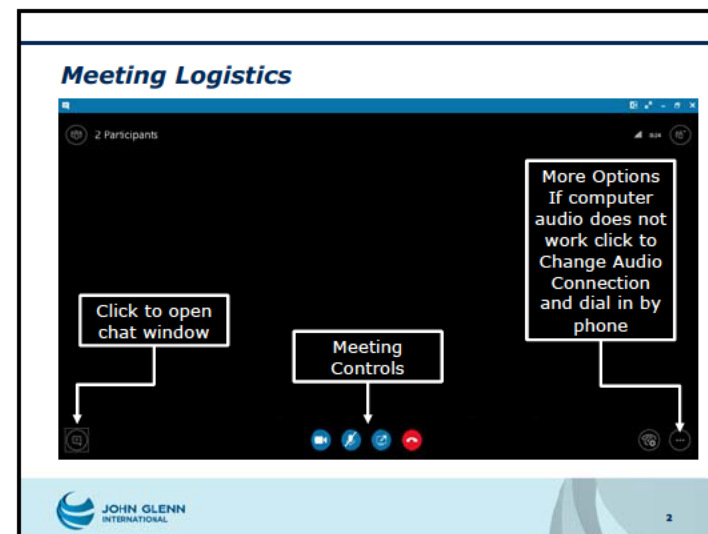
Technical Advisory Committee Invite List - April 8, 2020

Name	Title	Organization
Voda Layne	Airline Station Manager	Air Canada Express
Kyle Lewis	Regional Manager, Government Affairs & Airport Advocacy, Great Lakes	Aircraft Owners and Pilots Association (AOPA)
Andrew Cooper	Representative	Airline Pilots Association
Sheriale Fleming	Airline Station Manager	Alaska Airlines
Christiane Thinnies	Airline Station Manager	Alaska Airlines
Dilli Dhital	Airline Station Manager	American Airlines
Robert Walters	Airline Station Manager	American Airlines
Ben Kessler	Mayor & Director of Development	City of Bexley
Tony Celebrezze	Assistant Director, Building and Zoning Services	City of Columbus
Todd Dieffenderfer	Deputy Director, Department of Neighborhoods	City of Columbus
Carla Williams-Scott	Director, Department of Neighborhoods	City of Columbus
Rory McGuinness	Deputy Director of Administration	City of Columbus Department of Development
Michael Blackford	Planning and Zoning Administrator	City of Gahanna
Andrew Bowsher	Development Director	City of Reynoldsburg
Zach Woodruff	Director of Economic Development & Public Service	City of Whitehall Planning Commission
Talisa Dixon	Superintendent	Columbus City Schools
Scott Varner	Executive Director of Strategic Partnerships	Columbus City Schools
Justin Anderson	Deputy Project Manager	Columbus Regional Airport Authority
Todd Carter	Sr. Manager, Business Development & Customer Experience	Columbus Regional Airport Authority
Luke Curtis	Supervisor, Airport Operations	Columbus Regional Airport Authority
Casey Denny	Chief Operations Officer	Columbus Regional Airport Authority
Kristen Easterday	Director of Communications and Public Affairs	Columbus Regional Airport Authority
Mark Kelby	Airport Planner	Columbus Regional Airport Authority
Ben Kirtley	Operations Coordinator	Columbus Regional Airport Authority
Tom McCarthy	Chief of Planning and Engineering	Columbus Regional Airport Authority
Betsy Taylor	Airline Business Development	Columbus Regional Airport Authority
Connie Tracy	Senior Communications Specialist	Columbus Regional Airport Authority
Sarah McQuaide	Manager, Communications & Media Relations	Columbus Regional Airport Authority
Christina White	Airline Station Manager	Delta Airlines
Michael Johnson	President	East Columbus Civic Association
Katherine Delaney	Community Planner	FAA - Detroit Airports District Office
Dave Neef	Manager	FAA CMH ATCT
Matt Brown	Planning Administrator	Franklin County
James Schimmer	Director Economic Development & Planning	Franklin County
Kevin White	Airline Station Manager	Frontier Airlines
Mike Anderson	Development Director	Jefferson Township
Eric Bylaw	Director of Flight Operations	Lane Aviation Corporation
Chris Lottridge	Chief Pilot	Limited Brands
Mike Wilkinson	Director of Flight Operations	Limited Brands
Dina Lopez	Strategic Projects Manager	Mid-Ohio Regional Planning Commission
Thea Walsh	Director of Transportation	Mid-Ohio Regional Planning Commission
Paige Kroner	Northeast Regional Representative	National Business Aviation Association
Gib Harris	Chief of Maintenance	Nationwide Insurance Company
Dan Wolfe	Manager	Nationwide Insurance Company
Artie Clark	Flight Operations Compliance Manager	NetJets
Eric Lange	Manager	NetJets
Wallace McLean	Member	North Central Area Commission
Tiffany White	Chair	North Central Area Commission
Elwood Rayford	Chair	Northeast Area Commission
Kenneth Van Pelt	Community Relations Officer	Northeast Area Commission
James Bryant	Aviation Administrator	Ohio Office of Aviation
Jeff Lischak	Airline Station Manager	Republic Airways
Jeff Talbert	General Manager	Signature Flight Support
Tim Cavanagh	Airline Station Manager	Southwest Airlines
Stephanie Morgan	Executive Director	The Ohio State University Air Transportation and Aerospace Campus
Brian Kennedy	Airline Station Manager	United Airlines
LaThya Washington	Airline Station Manager	United Airlines

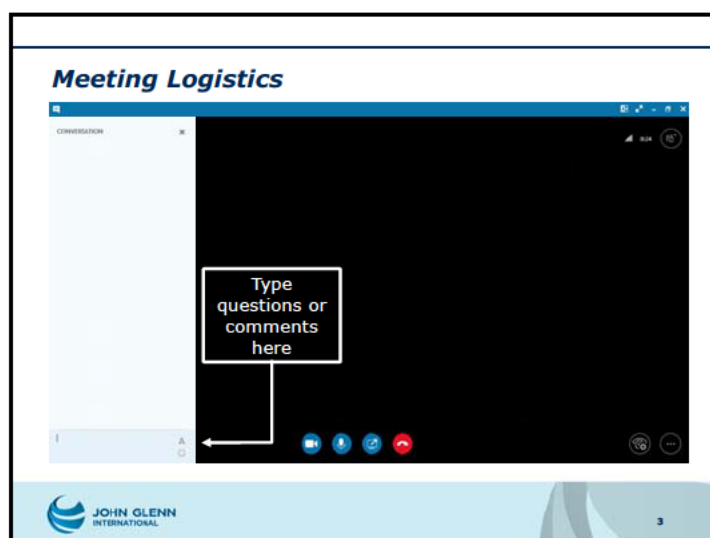
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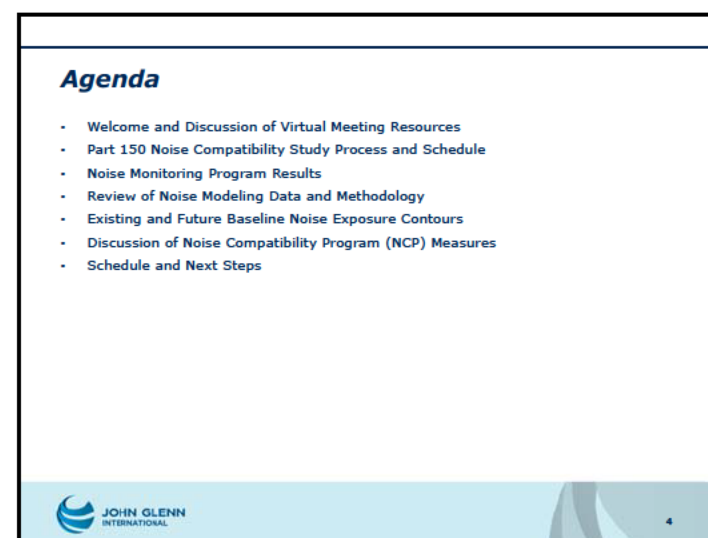
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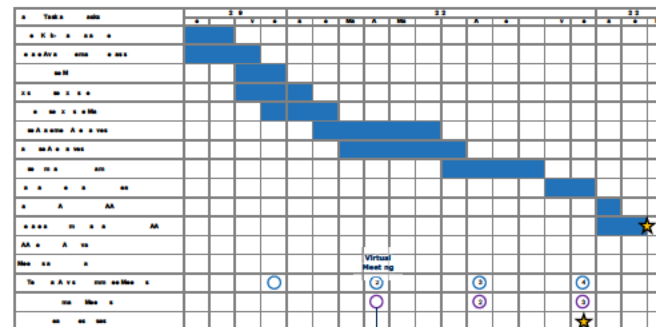


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## Part 150 Noise Compatibility Study Process



## Part 150 Noise Compatibility Study Schedule



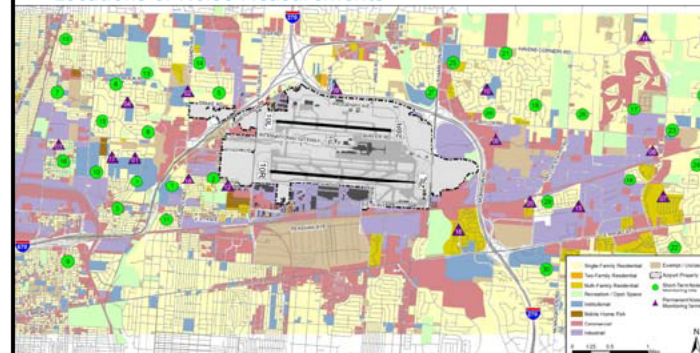
## Noise Monitoring Program

### Process and Description

- Purpose
  - Validate/verify the input data in the Aviation Environmental Design Tool (AEDT) with a focus on departures
  - Obtain "real-life" noise measurements to assist in understanding the total noise environment
- Conducted the week of November 11, 2019
- Collected noise readings at 30 sites (for approximately 1 hour at each site)
  - Sites selected to provide wide coverage within residential areas and areas of noise complaints
  - Three person team
  - Used Type 1 Sound Level Meters based on American National Standards Institute (ANSI) standards

## Noise Monitoring Program

### Locations of Noise Measurements



## Noise Monitoring Program

### Monitoring Results

#### Summary Results

- Loudest aircraft recorded included, Boeing 737-800/900 and Embraer ERJ-175 aircraft
- Average number of aircraft observed at each site was 11 to 12
- Some aircraft noise events were combined with community noise sources such as intermittent car/truck traffic

#### Next Steps

- Further analysis to be completed
- Incorporate data from permanent noise monitors
- Compare to AEDT noise database



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## Existing Data Collection

### Noise Monitoring Program Summary (1 of 2)

Site #	Location	Aircraft Noise Level (dB)	Date Monitored	Time Monitored	Type of Events	Number of Events	Aircraft Noise Level (dB)	Line Number	Loudest Aircraft
1	North Cassidy Ave. & Sunnyside Ave.	47.6	11/12/2019	9:10am-10:10am	Deep to see	21	68.0-87.2	79.1	Boeing 737-900
2	13th Ave & B. g Avenue	47.9	11/12/2019	10:10am-11:10am	Deep to see	8	76.0-91.2	83.0	Boeing 737-900
3	5th Avenue & Sunnyside Road	57.1	11/11/2019	12:10pm-1:10pm	A. vein & Deep to see	11	71.9-86.1	84.2	Embraer E-175 LR
4	10th Sunnyside Road	47.2	11/12/2019	12:10pm-1:10pm	Deep to see	10	69.3-88.4	79.1	Boeing 737-900
5	Lane Sp. use Rd & Mountain View Rd.	44.1	11/12/2019	9:00am-10:00am	A. vein & Deep to see	21	63.9-86.6	80.0	Boeing 737-900
6	Delaware St. & Central Ave.	59.6	11/12/2019	12:30pm-1:30pm	A. vein & Deep to see	10	73.0-87.7	82.2	Embraer E-175 LR
7	Joyce Avenue & Maynard Avenue	51.7	11/13/2019	11:40am-12:40pm	A. vein & Deep to see	10	71.1-86.6	77.2	Boeing 737-900
8	Thames Dr. & North of A. gale St. Rd.	56.6	11/12/2019	10:30am-11:30am	A. vein & Deep to see	12	63.9-90.1	80.5	Boeing 737-900
9	Pe. Vested Ave & Fennel Ave	48.8	11/11/2019	12:50pm-1:50pm	A. vein & Deep to see	7	54.5-79.1	75.7	Embraer E-175 LR
10	Eastman Center & y	48.4	11/11/2019	10:50am-11:50am	Deep to see	11	64.3-86.1	80.7	Boeing 737-900
11	Maynard St. & West & D. road Ave	56.3	11/11/2019	3:20pm-4:20pm	Deep to see	6	68.7-78.3	77.0	Cessna 525
12	Joyce Ave & Genesee Ave	49.3	11/11/2019	12:12pm-1:12pm	Deep to see	12	64.5-85.0	77.3	Embraer E-175 LR
13	Mock Pe. & Mock Road & B. gale St. Rd.	44.6	11/11/2019	2:00pm-3:00pm	Deep to see	11	66.7-86.6	76.5	McDonnell-Douglas MD-80
14	Dayton Avenue & Peppercorn St.	50.3	11/11/2019	3:20pm-4:20pm	Deep to see	5	68.4-85.9	69.5	Boeing E-175
15	Maynard Dr. & West of Tom St. Rd.	45.5	11/12/2019	6:10am-7:10am	A. vein & Deep to see	14	45.6-86.8	79.1	Embraer E-175



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## Existing Data Collection

### Noise Monitoring Program Summary (2 of 2)

Site #	Location	Aircraft Noise Level (dB)	Date Monitored	Time Monitored	Type of Events	Number of Events	Aircraft Noise Level (dB)	Line Number	Loudest Aircraft
16	Ave. can Add & on Pe. k	42.1	11/12/2019	6:20am-7:20am	Deep to see	20	38.2-84.9	77.8	Boeing 737-900
17	Poppy Hill Dr. & West & Eastman Ave.	45.4	11/11/2019	4:10pm-5:10pm	A. vein	6	64.5-73.5	63.0	Embraer E-175
18	Chen Street & West of Stone Dr. & gale St. Rd.	45.8	11/12/2019	2:40pm-3:40pm	A. vein	12	62.6-83.3	74.7	Boeing 737-900
19	8 on Avenue & Sp. use H. D. ve	42.1	11/12/2019	1:50pm-2:50pm	A. vein & Deep to see	12	61.5-86.5	80.0	Embraer E-175 LR
20	Hunter & Run	45.6	11/12/2019	3:00pm-4:00pm	A. vein	7	62.5-75.6	74.8	Hawker 800
21	Thames Dr. & West & Eastman Ave.	43.8	11/12/2019	9:20am-10:20am	A. vein	8	52.0-62.8	54.0	Embraer E-175
22	Se. use Dr. & B. gale St. Rd.	54.0	11/13/2019	1:30pm-2:30pm	A. vein & Deep to see	12	47.6-79.4	74.6	Embraer E-175 LR
23	Orde Que. y Pe. k	41.4	11/11/2019	12:50 PM-1:50 PM	A. vein	8	67.0-78.9	67.5	McDonnell-Douglas MD-80
24	Chen Street & West of Stone Dr. & gale St. Rd.	38.7	11/13/2019	10:40am-11:40am	A. vein	14	57.6-78.9	73.3	Boeing E-175
25	Meadow Creek & C. dle	38.4	11/12/2019	9:00am-10:00am	A. vein & Deep to see	16	42.1-77.7	71.5	Boeing E-175
26	State View Dr. & West of Taylor St. & gale St. Rd.	48.8	11/12/2019	3:10pm-4:10pm	A. vein & Deep to see	13	52.5-80.9	75.7	Boeing E-175
27	Peppercorn Dr. & C. dle	48.2	11/13/2019	12:00pm-1:00pm	A. vein	6	66.0-71.9	65.2	Boeing 737-900
28	David Dr. & West of Stone Dr. & gale St. Rd.	34.6	11/13/2019	1:10pm-2:10pm	A. vein	10	53.7-68.0	68.8	Cessna 560
29	Lane at Taylor & C. dle	42.8	11/12/2019	9:00pm-10:00pm	A. vein	11	59.0-80.0	80.7	Boeing 737-900
30	Pe. use Dr. & West & Eastman Ave.	44.0	11/13/2019	10:10am-11:10am	A. vein & Deep to see	11	63.3-72.9	66.2	A. vein A319



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## Review of Data Collection

### Existing Noise Exposure Contour

- Represents an annual-average day (1 year of operations/365 days).
- Data Collection includes:
  - Number of aircraft operations
  - Aircraft types / fleet mix
  - Runway use patterns
  - Flight tracks
- Described with a set of continuous lines that represent equal levels of noise.
- Prepared using the FAA's AEDT (Version 3b)
- Must use specific noise metric: Day-Night Average Sound Level (DNL)
  - DNL represents 24-hour average noise level
  - Penalty for nighttime (10:00 p.m. - 6:59 a.m.) flights (x 10)
  - National standard for all Federal agencies
  - 65 DNL identified as threshold for impact to noise sensitive land uses



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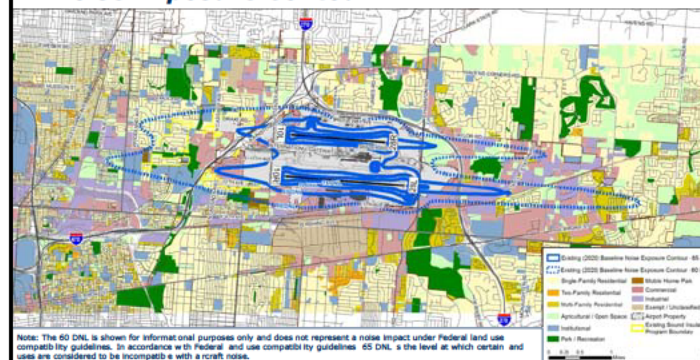


## Review of Data Collection

### Future Noise Exposure Contour

- Represents an annual-average day in 2025
- Based on a forecast of aviation activity
- No major changes expected to fleet mix or destinations served
- Runway use patterns expected to be similar with east/west split based on long-term averages

## Existing (2020) Baseline Noise Exposure Contour



## Existing (2020) Baseline Noise Exposure Contour

Jurisdiction	65-70 DNL	70-75 DNL	75+ DNL
<b>Housing Counts</b>			
Columbus	0	0	0
Gahanna	0	0	0
Mifflin Township	0	0	0
Jefferson Township	0	0	0
Total	0	0	0
<b>Population</b>			
Columbus	0	0	0
Gahanna	0	0	0
Mifflin Township	0	0	0
Jefferson Township	0	0	0
Total	0	0	0
<b>Noise-Sensitive Facilities</b>			
Schools / Daycares	0	0	0

## Existing (2020) Baseline Noise Exposure Contour

- East of the Airport, the noise contour primarily reflects usage by aircraft arriving to the airport (thinner noise contours).
- West of the Airport, the noise contour primarily reflects usage of aircraft departing from the airport (wider and rounder noise contours).
- Contour shape and size also reflects a greater use of Runway 10R/28L
- There are no residences or other noise-sensitive land uses within the 65 DNL noise contour.
- The 60 DNL is shown for informational purposes and does not represent a noise impact under Federal land use compatibility guidelines. There are approximately 3,300 residences and 19 noise-sensitive facilities (schools, daycares, and churches) within the 60-65 DNL Existing (2020) Baseline noise contour.


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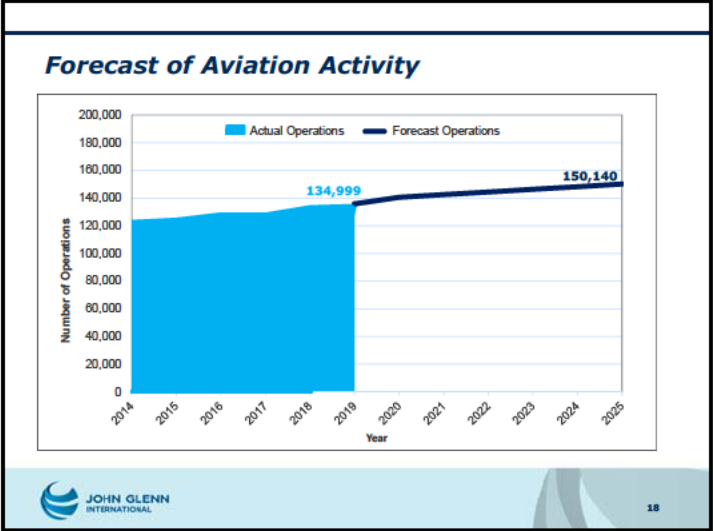
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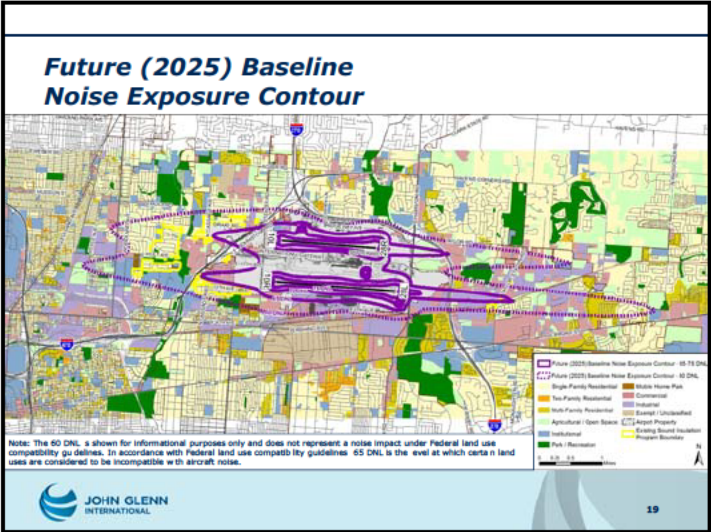
# Pause for Questions

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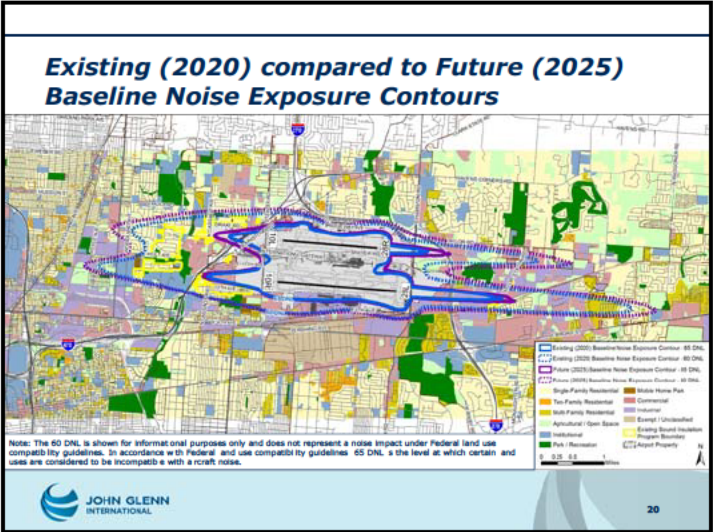
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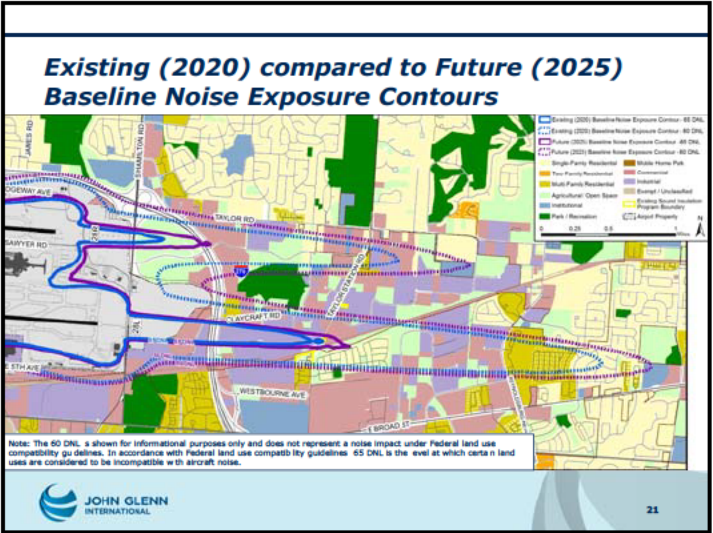
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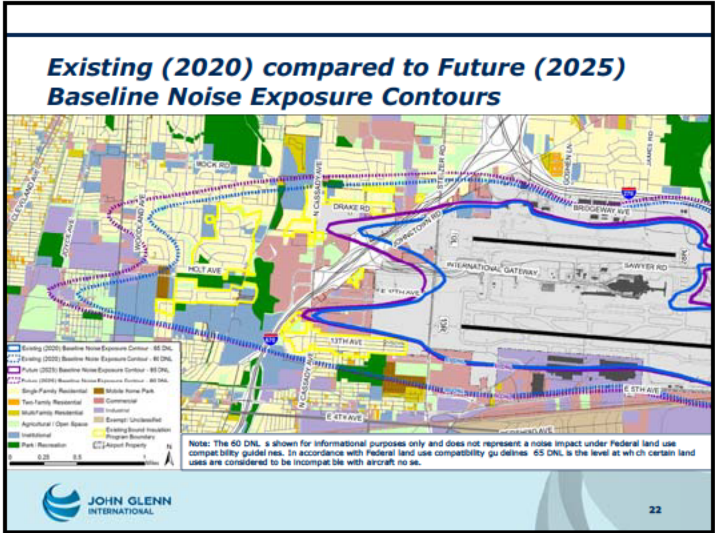
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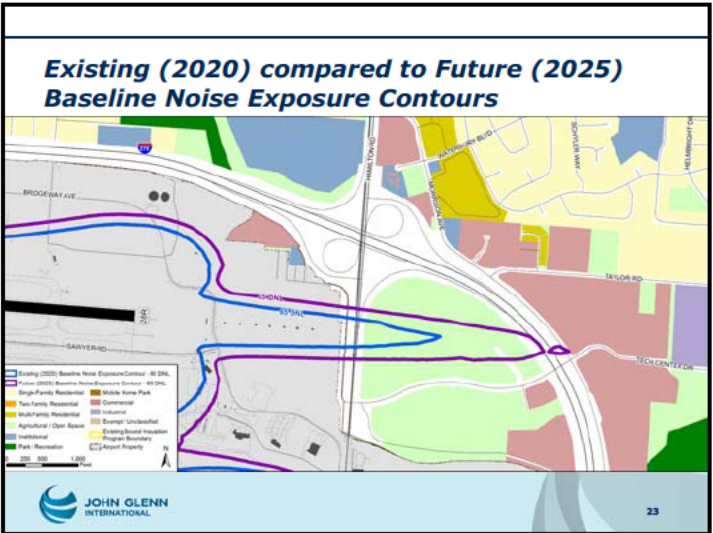
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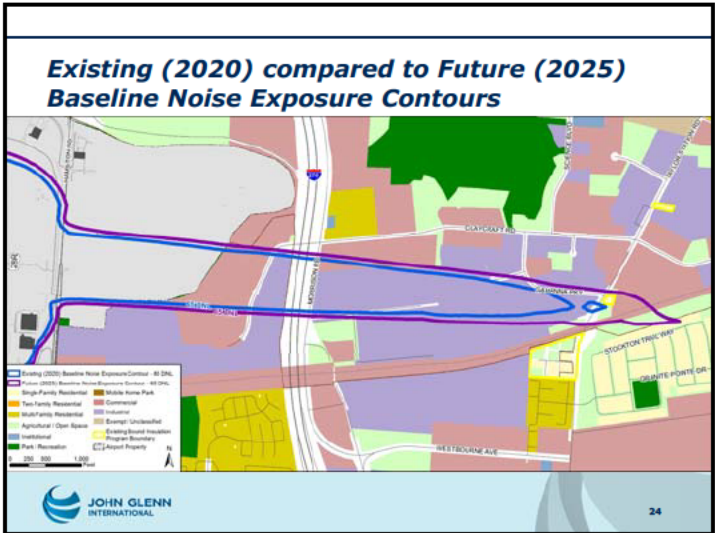
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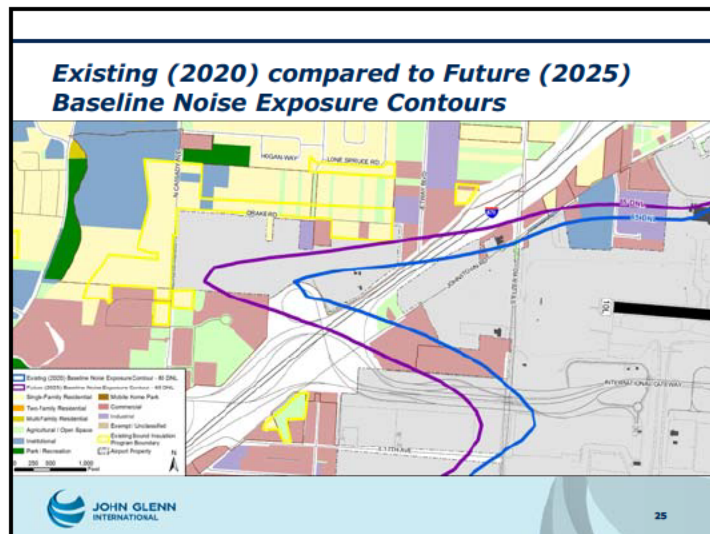


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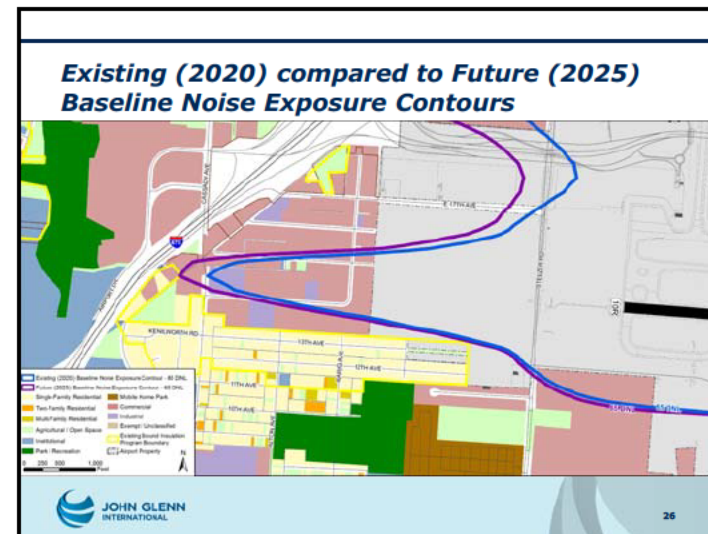


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**Future (2025) Baseline Noise Exposure Contour**

Jurisdiction	65-70 DNL	70-75 DNL	75+ DNL
<b>Housing Counts</b>			
Columbus	1	0	0
Gahanna	1	0	0
Mifflin Township	0	0	0
Jefferson Township	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>Population</b>			
Columbus	3	0	0
Gahanna	3	0	0
Mifflin Township	0	0	0
Jefferson Township	0	0	0
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>
<b>Noise-Sensitive Facilities</b>			
Schools / Daycares	1	0	0

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**Future (2025) Baseline Noise Exposure Contour**

- The Future (2025) Baseline Noise Exposure Contour reflects conditions expected in the future with no noise abatement procedures other than what is already implemented today.
- Serves as the basis for recommending and evaluating any new noise abatement procedures.
- There is an increase in size of the noise contours compared to Existing (2020) Baseline Noise Exposure Contour due to the forecast increase in aircraft operations at CMH.
- Contour retains a similar shape because no major changes in runway use or flight tracks are expected within the Study Area.
- There are two residences and one noise-sensitive facility within the 65 DNL of the Future (2025) noise contour.
- The 60 DNL is shown for informational purposes and does not represent a noise impact under Federal land use compatibility guidelines. There are approximately 4,400 residences and 29 noise-sensitive facilities (schools, daycares, and churches) within the 60-65 DNL of the Future (2025) Baseline noise contour.

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## *Pause for Questions*

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## **Noise Compatibility Program**

### *Types of Program Measures*

- Noise Abatement Measures
  - Not applicable outside the 65 DNL
- Corrective Land Use Measures
  - Typically not applicable outside the 65 DNL
- Preventative Land Use Measures
  - Can be applied outside the 65 DNL but typically consist of informational/notification only in areas outside the 65 DNL
- Implementation Measures
  - Designed to assist with the implementation and management of the Noise Compatibility Program (NCP)

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## *Group Comments / Discussion*

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## **Next Steps**

### Public Meeting Information Online

- Project Website: [www.airportprojects.net/cmh-part150](http://www.airportprojects.net/cmh-part150)
- Questions/comments accepted through May 31
- Notify your constituents
  - Social media imagery and language available
  - Email: [mkeister@engagepublicaffairs.com](mailto:mkeister@engagepublicaffairs.com)

### Part 150 Process

- Next TAC meeting Summer/Fall 2020
- Questions or comments?
 

CRAA Project Manager  
Justin Anderson  
614-239-6152  
[janderson@columbusairports.com](mailto:janderson@columbusairports.com)

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## **John Glenn Columbus International Airport Part 150 Noise Compatibility Update Study**

### *Technical Advisory Committee Meeting 2*

**Date:** Wednesday, April 8, 2020

**Time:** 10 A.M. to Noon

**Location:** Online video conference meeting (using Skype for Business)

## **Meeting Summary**

### **Meeting Purpose**

- Review and discuss the Preliminary Draft Noise Exposure Maps (NEMs)
- Discuss the Noise Compatibility Program (NCP)
- Review schedule and next steps
- To gather input and ask questions about the study

### **Welcome and Introduction**

Justin Anderson, Columbus Regional Airport Authority (CRAA) Project Manager, welcomed everyone for attending the online video conference Technical Advisory Committee (TAC) meeting and thanked them for participating. Justin then turned the meeting over to Rob Adams, Principal-in-Charge, and Chris Sandfoss, Project Manager, both of Landrum and Brown.

Rob mentioned that due to circumstances surrounding the COVID-19 pandemic this TAC meeting was converted from an in-person to an online meeting. TAC members were previously emailed a PDF copy of the online presentation. Rob then discussed meeting logistics and provided visual instructions on how to use the online platform and chat feature, reviewed the meeting agenda and identified where the project is within the study process (slide 5).

Rob then gave an update to the study schedule (slide 6) and reminded everyone that the scheduled public meetings, that were to be held later that evening (on April 8 and Thursday, April 9) had been previously cancelled due to COVID-19. Meeting materials have been made available online (through the project website <https://www.airportprojects.net/cmh-part150/>) and comments will be accepted through May, 31.

### **Noise Monitoring**

Chris provided an overview of the noise monitoring program. The purpose of this program is to validate and verify data that is input into the Aviation Environmental Design Tool (AEDT) and obtain real-life noise measurements to help understand the overall noise environment in and around the airport. A three-person team collected noise data at 30 sites (for one hour each) around the airport during the week of November 11, 2019. The timing of the data collection focused on departures at

CMH (John Glenn Columbus International Airport). Sites were selected to provide a wide coverage within nearby residential areas and areas of noted noise complaint.

A map provided the visual location for each of the 30 data collections sites (slide 8), while a table listed detailed noise collection data (slides 9-10). Data included: ambient, aircraft noise levels, monitoring dates and times, flight events and loudest noise and aircraft. Chris mentioned that on average there were 11 to 12 aircraft observed during each one hour recording and some aircraft noise events included other community noise sources (i.e. intermittent car and truck traffic). This collected data is being further analyzed along with data from the 16 permanent noise monitors around CMH.

### Existing Noise Contour

Chris then gave an overview and explanation of the Existing 2020 Baseline Noise Exposure Contour. The existing noise contour represents an annual-average day (1 year/365 days of operations) and utilized data that includes: number of aircraft operations, fleet types, runway use patterns and flight tracks. Future noise contours are based on a forecast of aviation activity (using existing data) on an annual-average day in 2025. Future noise contours also assume similar runway patterns and no major changes to the fleet mix or destinations served. Chris also provided an explanation of the Day-Night Average Sound Level (DNL) and noted that 65 DNL is the national standard for all Federal agencies, as the threshold for impacts to noise sensitive land uses, which includes residences, places of worship, schools, libraries, hospitals, nursing homes, and licensed day care facilities.

A visual map was provided showing the Existing 2020 Baseline Noise Exposure Contour (slide 14). Chris explained that the slide included the 75, 70, 65 and 60 DNL noise contour lines and that the 60 DNL was shown for informational purposes only. The slide also included the existing CMH sound insulation program boundary and the basemap was colored by general land use classifications (showing residential, commercial, industrial and other uses). A chart on the slide showed that there are no housing, residents or noise-sensitive facilities within the 65+ DNL existing noise contour (slide 15). Chris also noted that:

- East of the airport, the noise contour primarily reflects usage by aircraft arriving to the airport, resulting in thinner noise contours
- West of the airport, the noise contour primarily reflects usage of aircraft departing from the airport, resulting in wider and rounder noise contours
- Contour shape and size also reflects a greater use of runway 10R/28L
- The 60 DNL contour does not represent a noise impact under Federal land use compatibility guidelines. There are approximately 3,300 residences and 19 noise-sensitive facilities (schools, daycares, and churches) within the 60-65 DNL existing (2020) baseline noise contour



## Questions

At this point, Chris paused for the following questions from TAC members:

**Tony Celebreeze (City of Columbus)** referenced the "type of events" from the noise monitoring table and asked why some of the 30 noise monitoring data collection sites only show departures or arrivals, while others show both? **Chris Sandfoss (L&B)** replied that this was based on aircraft operation flow, east or west arrivals, and that during the measurement period some sites only received noise from arrival operations and some sites only received noise from departure operations. Whereas some sites received noise from both arrivals and departures at locations where operations took-off or landed in one direction but were required to circle back to go the other way (i.e. downwind leg) He also mentioned that the 16 permanent noise monitors collect all arrival and departure noise levels.

**Alfonso Hooper (Brittany Hills Civic Association)** asked what happened to the noise monitoring system at former South Milton Elementary school, and why he does not receive noise updates anymore? **Chris Sandfoss (L&B)** replied that he believes the monitor is still at that location and monitoring noise.

**Alfonso Hooper (Brittany Hills Civic Association)** replied that there is still significant noise at night and what can be done? He would like to receive monitoring notices and would like to see more homes in the area receive sound insulation. **Chris Sandfoss (L&B)** responded the team can take a look at older reports, but since the 65 DNL noise contour has shrunk over time, the team does not anticipate any more residential sound insulation, as homes were previously eligible to receive.

**Justin Anderson (CRAA)** noted that there are more aircraft operations during the early morning and afternoon "banks" that may be noticeable to the west of the airport and CRAA has a noise hotline for these issues. He thanked Mr. Hooper for his comments and mentioned this is why this study is being conducted and the reason for the TAC involvement. He will look into whether reports can be mailed.

**Tiffany White (North Central Area Commission)** asked how the team was determining noise data as data from slides 10-11 show the loudest noise event decibels were above 65 DNL? She also asked how the team concluded to not recommend more residential sound insulation? **Chris Sandfoss (L&B)** reviewed slides 10 and 11, showing the noise data collection results and explained that the data showed peak (Lmax) noise levels that may exceed 65 decibels; however, the DNL metric is an average of these peak levels and non-peak levels. This average is then used to calculate the existing 65 DNL noise contour. There are currently no new noise-sensitive facilities within the 65 DNL noise contour so funding for additional noise insulation is not recommended.

## Forecast of Aviation Activity

Rob provided an overview forecast of aviation activity at CMH. A graph showed actual operations through 2019 with projected operations growing from 134,999 to

150,140 in 2025 (slide 18). Daily operations currently average at 369 and are forecasted to increase to 411 (in 2025). Rob noted that current impacts of the COVID-19 outbreak occurred after the forecast was prepared. The graph includes a recession event in 2020 for modeling purposes, as most economists projected some sort of recession to occur sometime between 2019 and 2025. Rob also noted that demand for flight operations has increased steadily by 65 percent throughout the last 50 years, even during many unplanned events like the 1970's oil embargo, labor strikes in the 1980's, wars and other economic recessions. During these events demand had a "v" shaped dip, showing the decline and rise of operations. Impacts of the COVID-19 outbreak would be expected to cause a temporary decrease in flight activity and that flight activity would eventually return. Therefore, it is reasonable to continue to use the current forecast for planning purposes.

### **Future Noise Contour**

Chris gave an overview and explanation of the Future 2025 Noise Exposure Contour and showed several slides containing maps. These visual maps included the Future 2025 Baseline Noise Exposure Contour (slide 19) and a comparison map overlapping both the Existing 2020 and Future 2025 noise contours (slide 20). Scaled maps showing more details were also provided (slides 21-26).

A chart showed two housing units, six residents and one noise-sensitive facility within the 65 DNL of the Future 2025 Noise Exposure Contour (slide 27). Chris also noted that:

- The future noise contour reflects conditions expected in the future with no noise abatement procedures other than what is already implemented
- The future noise contour serves as the basis for recommending and evaluating any new noise abatement procedures
- There is an increase in size of the future noise contour compared to the existing noise contour due to the forecast increase in aircraft operations at CMH
- The future noise contour retains a similar shape because no major changes in runway use or flight tracks are expected within the study area
- There are two residences and one noise-sensitive facility within the 65 DNL of the Future (2025) noise contour because the residences were previously sound insulated or built in a new subdivision that was constructed after previous noise contours were published.
- The 60 DNL contour does not represent a noise impact under Federal land use compatibility guidelines. There are approximately 4,400 residences and 29 noise-sensitive facilities (schools, daycares, and churches) within the 60-65 DNL of the future noise contour

## Questions

At this point, Chris paused for the following questions from TAC members:

**Michelle Pounds (Greenview Estates)** mentioned that there appears to be a shift of the noise contour to the west of CMH and asked if any residential homes will be able to utilize the noise insulation program. **Chris Sandfoss (L&B)** concurred that the 65 DNL would be expected to increase in size due to the forecasted increase in aircraft operations. He noted that the 65 DNL is still smaller than it has been in the past and that there are only two residential units, one in Columbus and one in Gahanna within the 65 DNL of the Future (2025) Noise Exposure Contour. Over time noise contours have shrunk significantly and can be attributed to redirection of most cargo deliveries to Rickenbacker International Airport, changes in flight operations and quieter airplanes. Chris noted that there were approximately 740 housing units within the 65 DNL of the previous future noise exposure contour developed in 2007.

**Matt Brown (Franklin County)** commented: Thank you to the CRAA for including Franklin County in this study and for continuing to be proactive in reducing noise impacts in the communities around the airport. I have to exit for another meeting but wanted to raise one point. It looks like there are an additional 1,100 residences and 10 noise-sensitive land uses within the 60-65 DNL under the forecasted model. I recognize that outside of the 65 DNL does not represent a noise impact under Federal guidelines but I encourage the CRAA to look into possible sound insulation programming in the 60-65 DNL. I am assuming sound insulation programs can have additional benefits for homes such as improving energy efficiency. There may be a way to partner with other public agencies that have compatible goals. Thank you again and I look forward to future discussions.

## Noise Compatibility Program

Chris reviewed the four types of noise compatibility program measures (noise abatement measures, corrective land use measures, preventative land use measures, and program management measures). Based on the results of the noise contour modeling, it is unlikely that the study would recommend new noise abatement or corrective land use measures, as there aren't any impacts within the 65 DNL contour. For preventative land use measures, CMH will continue to inform and notify officials and the public on noise matters. This includes working with existing municipalities and jurisdictions through proper zoning and prevention of new noise sensitive development in or near the 65 DNL contour. Implementation measures include continued management of the Noise Compatibility Program (NCP), periodic reviews and permanent coordination and monitoring of the 16 permanent noise monitors around CMH.

## Group Comments/Discussion

**Alfonso Hooper (Brittany Hills Civic Association)** mentioned that when they originally studied the Brittany Hill neighborhood for noise insulation only about half



of the homes were recommended, while an entire neighborhood, adjacent to an airport in Kentucky, was provided with noise insulation features. How are these decisions being made at CMH? Why would there be a difference? **Rob Adams (L&B)** replied that 65 DNL contours doesn't follow jurisdictional or even neighborhood boundaries and there are limits when larger neighborhoods are adjacent to a 65 DNL contour (only residences identified as significantly impacted per the Federal guidelines would receive a noise reduction benefit). **Justin Anderson (CRAA)** stated that he can discuss this more offline with Mr. Hooper and CMH airport staff.

**Alfonso Hooper (Brittany Hills Civic Association)** asked how does a community get their own independent noise study, instead of this airport study? **Rob Adams (L&B)** replied that it is very rare for other independent studies to occur, but a city or county can apply for funding for this type of study (though there are very few occurrences/examples of this happening). The best bet is to talk with your elected officials. **Alfonso Hooper (Brittany Hills Civic Association)** replied "thank you!"

**Justin Anderson (CRAA)** addressed the TAC by thanking the surrounding communities for their planning efforts in mitigating noise sensitive uses. He also reiterated that it is the Airport's intention of being a good neighbor.

**Alfonso Hooper (Brittany Hills Civic Association)** asked if could receive noise monitoring notices for the noise monitoring system at the former South Milton Elementary school. **Justin Anderson (CRAA)** replied that he can discuss this more offline with CMH Airport staff.

### Next Steps/Conclusion

Chris and Justin then reviewed the next steps (shown below) before ending the meeting.

- Planned public meetings for April 8/9 have been cancelled but all information is available on the project website for review and comment by May 31 (<https://www.airportprojects.net/cmh-part150/>)
- Request that TAC members notify their constituents about reviewing the project information on the project website
- Social media imagery and language is available (contact Marie Keister at [mkeister@engagepublicaffairs.com](mailto:mkeister@engagepublicaffairs.com)) to notify constituents about the online project information
- Contact CRAA Project Manager, Justin Anderson with comments or questions at 614-239-6152 or [janderson@columbusairports.com](mailto:janderson@columbusairports.com)
- Next TAC Meeting – Summer/Fall 2020

### Meeting Participants

There were 32 participants at the meeting:

Voda Layne

Air Canada Express



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<i>Ken Copley</i>	<i>Airline Pilots Association (ALPA)</i>
<i>Kyle Lewis</i>	<i>AOPA</i>
<i>Alfonso Hooper</i>	<i>Brittany Hills Civic Association</i>
<i>Tony Celebrezze</i>	<i>City of Columbus</i>
<i>Rory McGuinness</i>	<i>City of Columbus Department of Development</i>
<i>Justin Anderson</i>	<i>Columbus Regional Airport Authority</i>
<i>Denny Casey</i>	<i>Columbus Regional Airport Authority</i>
<i>Kristen Easterday</i>	<i>Columbus Regional Airport Authority</i>
<i>Joe Hermann</i>	<i>Columbus Regional Airport Authority</i>
<i>Mark Kelby</i>	<i>Columbus Regional Airport Authority</i>
<i>Tom McCarthy</i>	<i>Columbus Regional Airport Authority</i>
<i>Sarah McQuaide</i>	<i>Columbus Regional Airport Authority</i>
<i>Mark Grennell</i>	<i>Federal Aviation Administration - District Office (Detroit)</i>
<i>Matt Brown</i>	<i>Franklin County</i>
<i>Akila Alston</i>	<i>Greenview Estates</i>
<i>Michelle Pounds</i>	<i>Greenview Estates</i>
<i>Mike Anderson</i>	<i>Jefferson Twp.</i>
<i>Robert Adams</i>	<i>Landrum and Brown</i>
<i>Jesse Baker</i>	<i>Landrum and Brown</i>
<i>Chris Sandfoss</i>	<i>Landrum and Brown</i>
<i>Chris Lottridge</i>	<i>Limited Brands</i>
<i>Dina Lopez</i>	<i>Mid-Ohio Regional Planning Commission</i>
<i>Paige Kroner</i>	<i>National Business Aviation Association</i>
<i>Gib Harris</i>	<i>Nationwide Insurance</i>
<i>Artie Clark</i>	<i>NetJets</i>
<i>Carl Lee</i>	<i>North Central Area Commission</i>
<i>Wallace McLean</i>	<i>North Central Area Commission</i>
<i>Tiffany White</i>	<i>North Central Area Commission</i>
<i>James Bryant</i>	<i>ODOT Office of Aviation</i>
<i>Jeff Talbert</i>	<i>Signature Flight Support</i>
<i>R Lemons</i>	<i>No information provided</i>

### **Other attendees:**

<i>Nick Hoffman</i>	<i>MurphyEpson Inc.</i>
<i>Marie Keister</i>	<i>Engage Public Affairs</i>

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## **Technical Advisory Committee (TAC) Meeting #3 September 2, 2020**

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Invitation Letters

Presentation

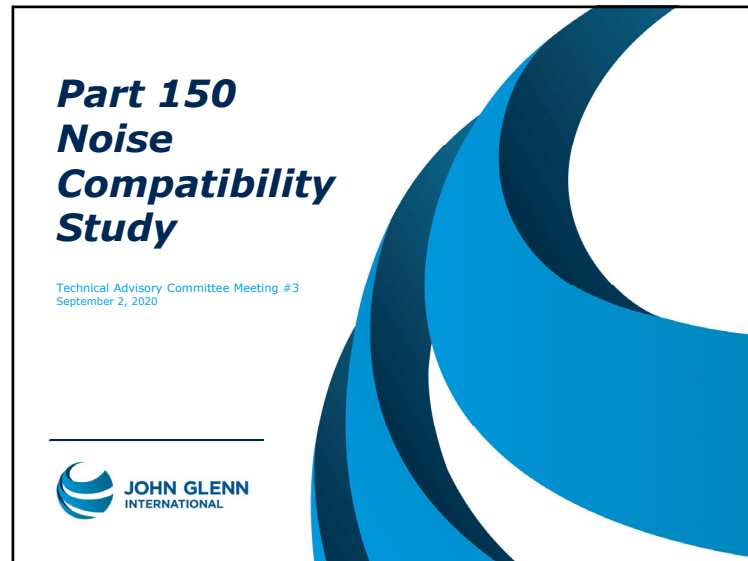
Meeting Summary

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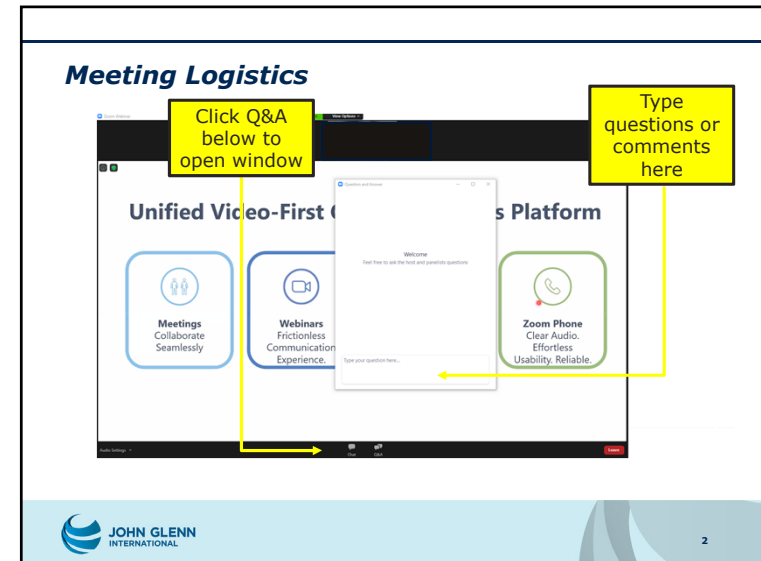


Technical Advisory Committee Invite List - September 2, 2020

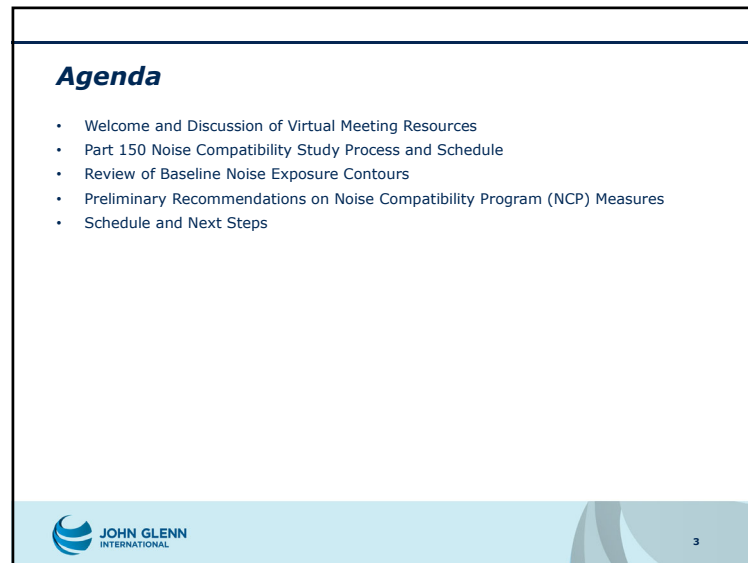
Name	Title	Organization
Voda Layne	Airline Station Manager	Air Canada Express
Kyle Lewis	Regional Manager, Government Affairs & Airport Advocacy, Great Lakes	Aircraft Owners and Pilots Association (AOPA)
Ken Copley	Aviation Safety Liaison	Airline Pilots Association
Christiane Thinnies	Airline Station Manager	Alaska Airlines
Sheriale Fleming	Airline Station Manager	Alaska Airlines
Dyshae Dixon	Airline Station Manager	Alaska Airlines
Dilli Dhital	Airline Station Manager	American Airlines
Robert Walters	Airline Station Manager	American Airlines
Marci VanDusen	Airline Station Manager	American Airlines
Ben Kessler	Mayor & Director of Development	City of Bexley
Tony Celebrezze	Assistant Director, Building and Zoning Services	City of Columbus
Carla Williams-Scott	Director, Department of Neighborhoods	City of Columbus
DeLana Scales	Program Specialist, Department of Neighborhoods	City of Columbus
Todd Dieffenderfer	Deputy Director, Department of Neighborhoods	City of Columbus
Rory McGuinness	Deputy Director of Administration	City of Columbus Department of Development
Michael Blackford	Planning and Zoning Administrator	City of Gahanna
Andrew Bowsher	Development Director	City of Reynoldsburg
Zach Woodruff	Director of Economic Development & Public Service	City of Whitehall Planning Commission
John Stanford	Deputy Superintendent	Columbus City Schools
Scott Varner	Executive Director of Strategic Partnerships	Columbus City Schools
Ken Waite	Facility Manager	Columbus International Air Center
Ben Kirtley	Operations Coordinator	Columbus Regional Airport Authority
Betsy Taylor	Airline Business Development	Columbus Regional Airport Authority
Casey Denny	Chief Operations Officer	Columbus Regional Airport Authority
Joe Hermann	Manager, Airport Operations	Columbus Regional Airport Authority
Kristen Easterday	Director of Communications and Public Affairs	Columbus Regional Airport Authority
Luke Curtis	Supervisor, Airport Operations	Columbus Regional Airport Authority
Mark Kelby	Airport Planner	Columbus Regional Airport Authority
Sarah McQuaide	Manager, Communications & Media Relations	Columbus Regional Airport Authority
Todd Carter	Sr. Manager, Business Development & Customer Experience	Columbus Regional Airport Authority
Tom McCarthy	Chief of Planning and Engineering	Columbus Regional Airport Authority
Justin Anderson	Deputy Project Manager	Columbus Regional Airport Authority
Christina White	Airline Station Manager	Delta Airlines
Rashad Armstrong	Airline Station Manager	Delta Airlines
Michael Johnson	President	East Columbus Civic Association
Lamar Peoples	Member	East Columbus Civic Association
Katherine Delaney	Community Planner	FAA - Detroit Airports District Office
Mark Grennell	Program Manager	FAA - Detroit Airports District Office
Dave Neef	Manager	FAA CMH ATCT
Brad Fisher	Planner	Franklin County
James Schimmer	Director Economic Development & Planning	Franklin County
Matt Brown	Planning Administrator	Franklin County
Kevin White	Airline Station Manager	Frontier Airlines
Faz Raiz	Airline Station Manager	Frontier Airlines
Mike Anderson	Development Director	Jefferson Township
Eric Bylaw	Director of Flight Operations	Lane Aviation Corporation
Chris Lottridge	Chief Pilot	Limited Brands
Mike Wilkinson	Director of Flight Operations	Limited Brands
Dina Lopez	Strategic Projects Manager	Mid-Ohio Regional Planning Commission
Thomas Graham	Planner	Mid-Ohio Regional Planning Commission
Thea Walsh	Director of Transportation	Mid-Ohio Regional Planning Commission
Paige Kroner	Northeast Regional Representative	National Business Aviation Association
Gib Harris	Chief of Maintenance	Nationwide Insurance Company
Dan Wolfe	Manager	Nationwide Insurance Company
Artie Clark	Flight Operations Compliance Manager	NetJets
Kenneth Trahan	Vice President, Repair Station Operations	NetJets
Matt Sturges	Government Affairs	NetJets
Tiffany White	Chairperson, Oriole Heights Commissioner	North Central Area Commission
Wallace McLean	At-Large Commissioner	North Central Area Commission
Carl Lee	Planning Co-Chair	North Central Area Commission
Elwood Rayford	Chair	Northeast Area Commission
Kenneth Van Pelt	Community Relations Officer	Northeast Area Commission
James Bryant	Aviation Administrator	Ohio Office of Aviation
Jeff Lischak	Airline Station Manager	Republic Airways
Fred Bauman	Regional Manager - Airport Operations	Republic Airways
Jeff Talbert	General Manager	Signature Flight Support
Tim Cavanagh	Airline Station Manager	Southwest Airlines
Yacobe Lemma	Airline Station Manager	Spirit Airlines
Stephanie Morgan	Executive Director	The Ohio State University Air Transportation and Aerospace Campus
Brian Kennedy	Airline Station Manager	United Airlines
LaThya Washington	Airline Station Manager	United Airlines



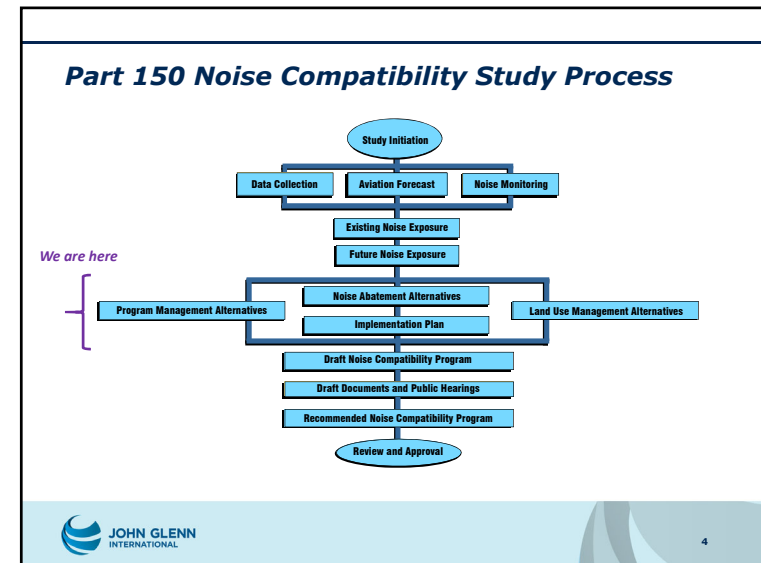
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### Part 150 Noise Compatibility Study Schedule

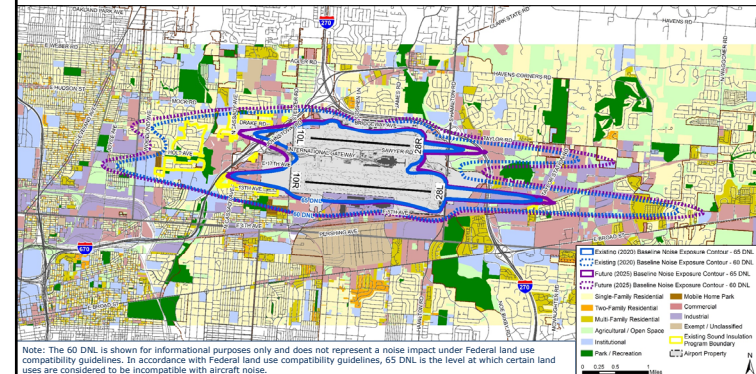
Part 150 Task and Subtasks	2019				2020												2021		
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Project Kick-Off and Data Collection																			
Prepare Aviation Demand Forecasts																			
Conduct Noise Monitoring																			
Existing Noise 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																			
Public Information Meetings																			
Public Hearing/Responses																			

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



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### Review of Baseline Noise Exposure Contours



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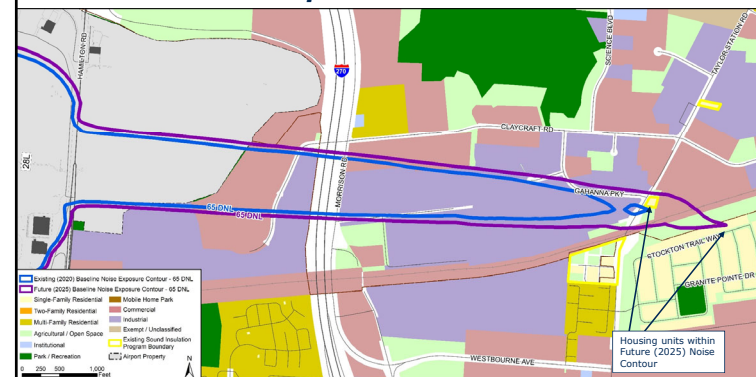
### Review of Baseline Noise Exposure Contours

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

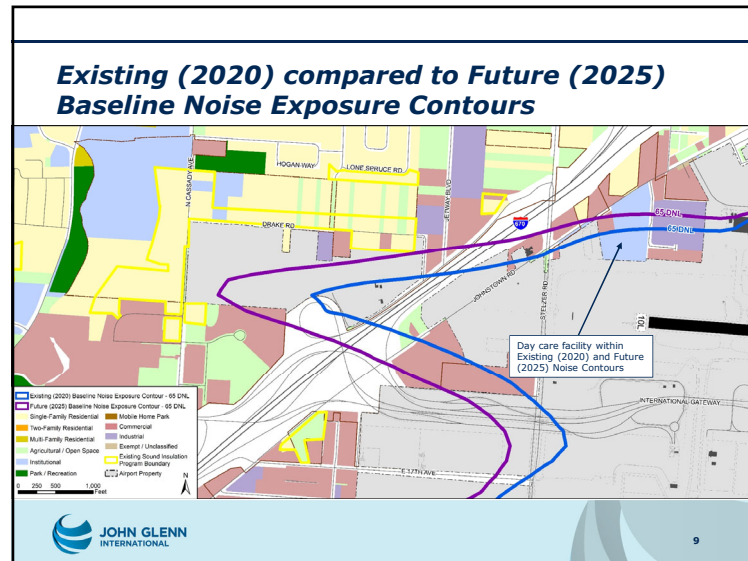


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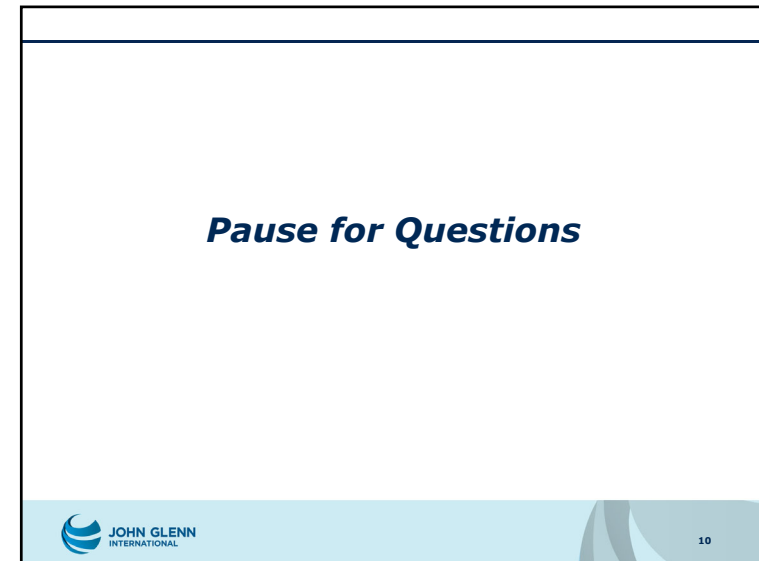
### Existing (2020) compared to Future (2025) Baseline Noise Exposure Contours



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**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

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**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

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## 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



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## 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



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## 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.

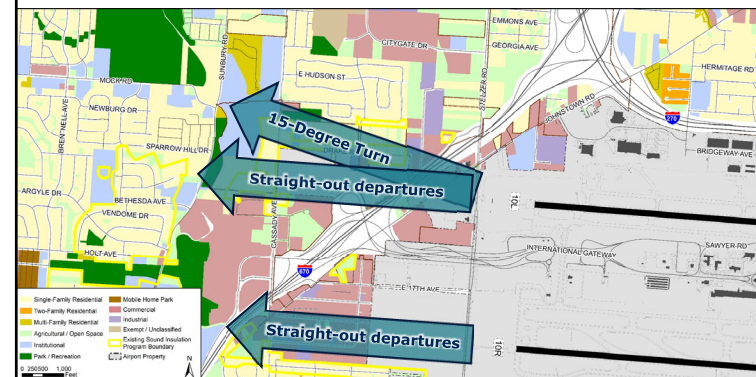
**Recommendation:** Continue measure



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## 15-Degree Departure Turn



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## 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

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## Current Noise Compatibility Measures

### Noise Abatement Measures

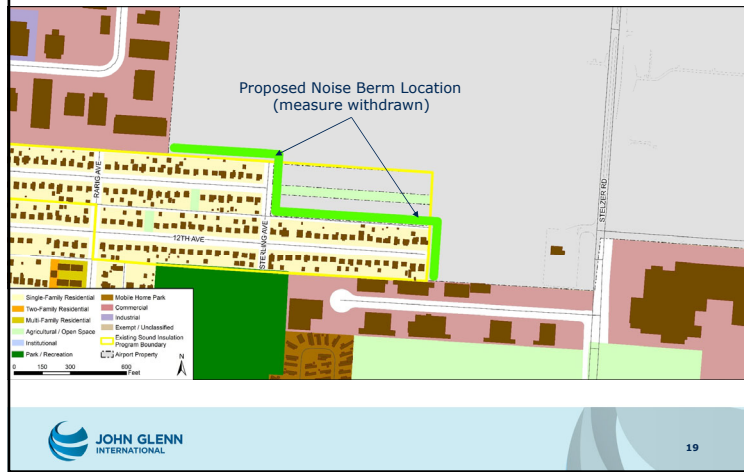
- **NA-8:** Construct a noise berm/wall.

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

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## Previously Proposed Noise Berm Location



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## Current Noise Compatibility Measures

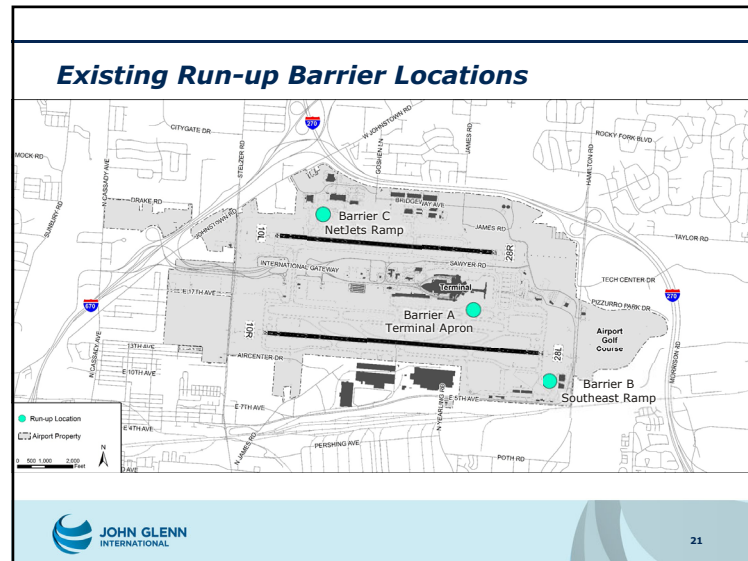
### Noise Abatement Measures

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

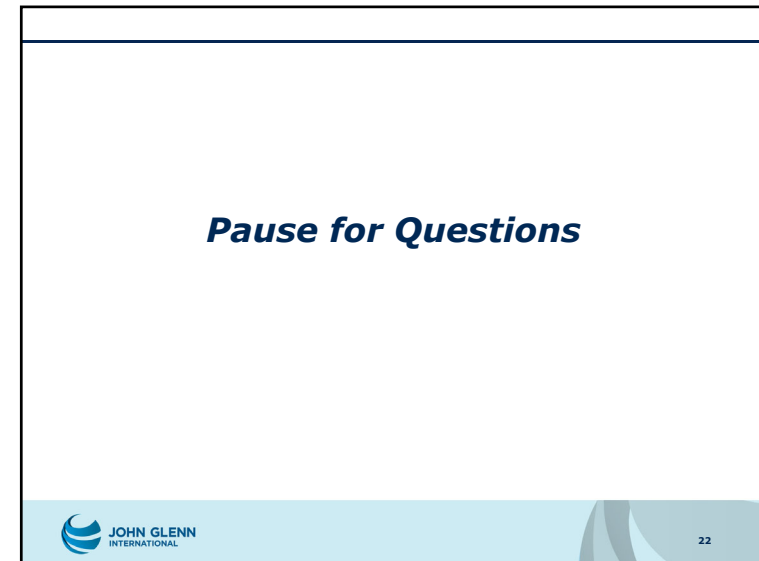
Status: Not Implemented – Potential replacement and relocation of the Ground Run-Up Barrier B was proposed to accommodate larger aircraft associated with potential new maintenance hangars proposed for the southeast airfield at CMH. The proposed maintenance hangars were not constructed. Therefore, an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

Recommendation: Continue Measure (if needed)

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### 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 aviation 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.

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### 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 aviation 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 aviation 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.

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## 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



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## 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.



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## 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



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## 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



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## 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



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## 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



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## 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



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## 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



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## 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.

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## 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

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## Group Comments / Discussion

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## Next Steps

Public Meeting Information Online

- Project Website: [www.airportprojects.net/cmh-part150](http://www.airportprojects.net/cmh-part150)
- Notify your constituents
  - Social media imagery and language available
  - Email: [mkeister@engagepublicaffairs.com](mailto: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 2<sup>nd</sup>


CRAA Project Manager  
Justin Anderson  
614-239-6152  
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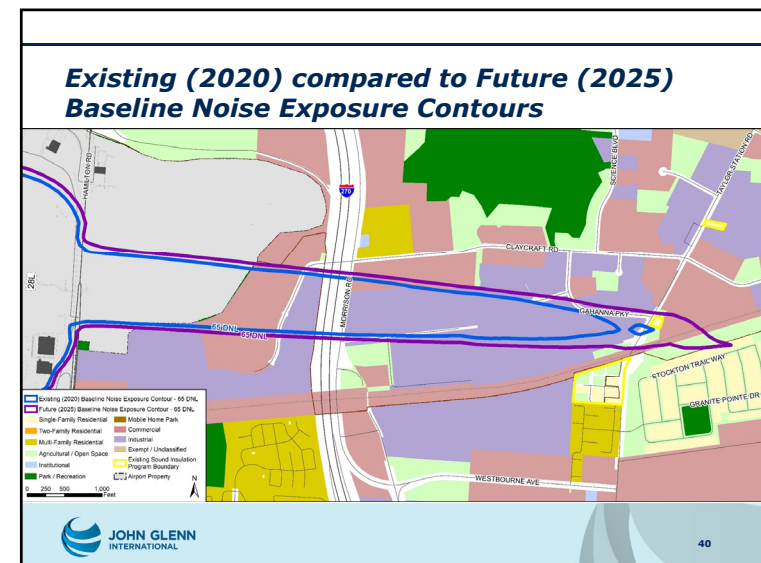
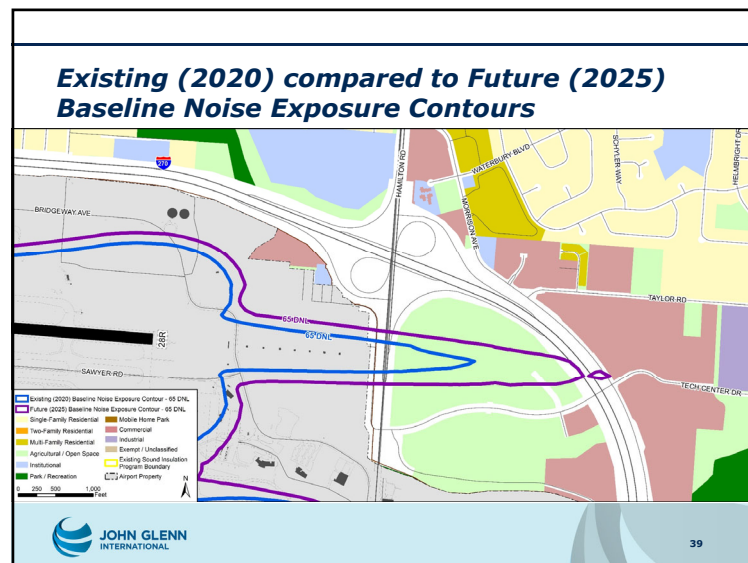
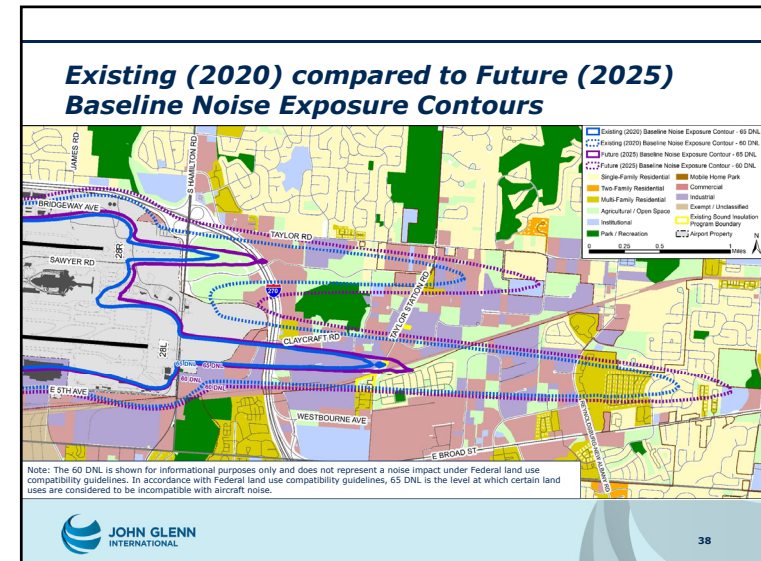


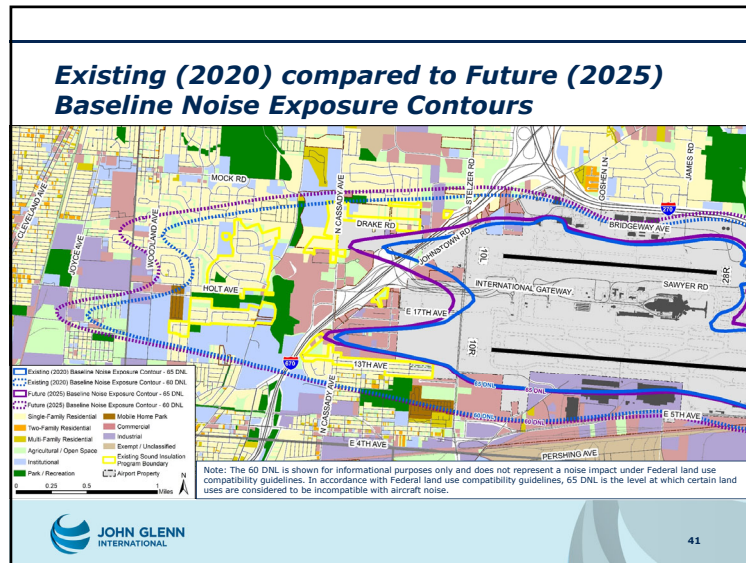
# Supplemental Slides

close-in area views of noise contours

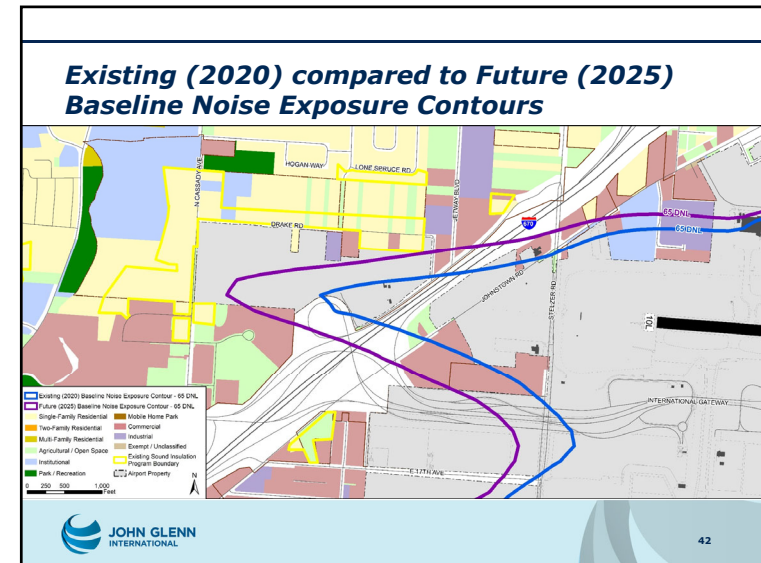


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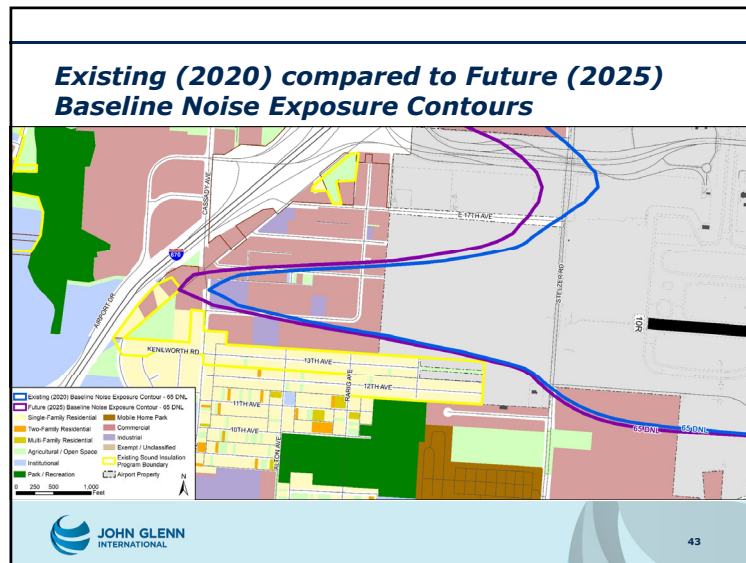




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## **John Glenn Columbus International Airport Part 150 Noise Compatibility Update Study**

### *Technical Advisory Committee Meeting 3*

**Date:** Wednesday, September 2, 2020

**Time:** 2 to 4 PM

**Location:** Online video conference meeting (using Zoom Meeting for Business)

## **Meeting Summary**

### **Meeting Purpose**

- Review the baseline noise exposure contours
- Review and discuss the preliminary recommendations on Noise Compatibility Program (NCP) measures
- Review schedule and next steps
- To gather input and ask questions about the study

### **Welcome and Introduction**

Justin Anderson, Columbus Regional Airport Authority (CRAA) Project Manager, welcomed everyone and thanked them for attending the online video conference Technical Advisory Committee (TAC) meeting. Justin then provided a brief recap of the previous two TAC meetings and noted that if members are not able to attend, meeting materials have been made available online (through the project website: <https://www.airportprojects.net/cmh-part150/>). Justin also reminded everyone about the virtual public meeting being held later in the evening.

Moderator Marie Keister, Engage Public Affairs, provided a brief overview of the meeting logistics and how to ask questions using the video software. Justin then turned the meeting over to Chris Sandfoss, Project Manager, Landrum and Brown.

Chris reviewed the meeting agenda, identified the study process and progress to date (slide 4), and provided an updated study schedule (slide 5). Submittal of the draft Noise Compatibility Program to the Federal Aviation Administration (FAA) would likely be in early 2021.

### **Baseline Noise Exposure Contours**

Chris showed the Existing (2020) Baseline Noise Exposure contour (slide 6), based on existing conditions, and the Future (2025) Baseline Noise Exposure Contour based on operating levels forecasted five years into the future. The analysis is based on the level of operations and forecast prior to COVID-19, taking a more conservative approach to show anticipated noise levels once normal flight activity resumes. The 65 DNL contours are the FAA's regulated threshold for a significant noise impact.

A land use analysis was conducted to show the number of noise sensitive land uses for both the Existing (2020) Baseline and the Future (2025) Baseline Noise Exposure Contours. Zero residential noise sensitive land uses were located within the 2020 65 DNL contour and only one facility (a daycare operated by Franklin County) is impacted. For 2025, there are two impacted residences and the aforementioned daycare facility within the 65 DNL. A table graph and scaled map graphics show these locations in more detail (slides 7, 8 and 9). Of the two residential properties, one was previously eligible and offered sound insulation but declined, and the second was built after the previous noise exposure contour was published and is considered eligible for the program.

### Questions

**Alfonso Hooper (Brittany Hills Civic Association)** requested airport overlay data for the Brittany Hills neighborhood.

**Justin Anderson (CRAA)** noted that Chris will be explaining the 65 DNL is shrinking due to aircraft becoming quieter. The forecasted operations for 2015 were not as significant as forecasted in the 2007 study. This means there will be fewer properties eligible for sound insulation.

**Chris Sandfoss (L&B)** noted that the current study has confirmed that the Brittany Hills neighborhood is now outside the 65 DNL contour. Chris also reiterated that aircraft technologies have improved, and airlines have phased out some of their older, louder aircraft.

**Tony Celebreeze (City of Columbus)** asked if the single-family residence that declined noise mitigation was a rental or owner occupied?

**Chris Sandfoss (L&B)** noted that he believes it was owner occupied but the team would check on this detail.

**Alfonso Hooper (Brittany Hills Civic Association)** asked about zoning requirements for new builds in regard to the airport overlay.

**Chris Sandfoss (L&B)** acknowledged there is an airport zoning overlay but said the airport doesn't have land use approval authority over new construction. That authority falls under the City of Columbus. Though any requests for new construction within the 65 DNL noise contour are reviewed by the Airport Authority for applicability to those areas and recommendations are made for constructing to certain sound attenuation standards.

**Tony Celebreeze (City of Columbus)** stated the Columbus Building and Zoning reviews building plans and would address any of those issues if they are pertinent to the airport overlay.

**Justin Anderson (CRAA)** noted that this information would be noticed on the City's GIS maps which flag the overlay district.

**Marie Keister (Engage Public Affairs)** asked Chris if he could confirm whether or not Brittany Hills is within the airport overlay.



*Chris Sandfoss (L&B) mentioned some portions of Brittany Hills may still be in the airport overlay district for now, as it is based on noise exposure patterns from the 2007 study. He noted that Brittany Hills may no longer be in the overlay zone once the noise contour maps are approved the FAA next year.*

### Noise Compatibility Program

Chris then provided a discussion of the initial recommendations for the noise compatibility program measures. He first reviewed the three categories of measures (slide 11) followed by the existing measures that are currently approved. (Slides 12 through 34).

### Questions

*Alfonso Hooper (Brittany Hills Civic Association) asked again about developer sign-off and sound proofing on residential and other potential noise compatible projects near the airport.*

*Justin Anderson (CRAA) responded that when there is new development within the airport overlay zone the affected cities reach out to the airport for their opinion. Airport staff reviews and provides comments back to the city to make sure that the land use is compatible. He noted that the City of Columbus has a very good working relationship with the airport.*

*Alfonso Hooper (Brittany Hills Civic Association) mentioned he has previous paperwork from several years ago demonstrating a developer signed that acknowledge he was aware of the noise requirements but was willing to proceed with the development anyway. Was the airport familiar with that situation?*

*Mark Kelby (CRAA) said he was not aware of any sign-off procedures but that he and Justin would look into this and include it on the list of items to discuss with Mr. Hooper later.*

### Next Steps/Conclusion

Chris reviewed the next steps (shown below) before ending the meeting.

- A virtual public meeting will be held later that evening from 5:00-7:00 PM;
- Comments on this information are being accepted through Oct. 2.
- Request that TAC members notify their constituents about reviewing the project information on the project website
- Social media imagery and language is available (contact Marie Keister at [mkeister@engagepublicaffairs.com](mailto:mkeister@engagepublicaffairs.com)) to notify constituents about the online project information
- Next task is to publish the draft Part 150 Noise Compatibility Program
- Next TAC Meeting and Public Hearing – Winter 2020/21
- Contact CRAA Project Manager, Justin Anderson with comments or questions at 614-239-6152 or [janderson@columbusairports.com](mailto:janderson@columbusairports.com)

## Final Comments

Marie asked TAC members to share their comments on whether the recommendations seemed reasonable.

- One TAC member said it appeared reasonable.
- One TAC member sent a follow up email: "This does seem like a no brainer as the area has shrunk and thus not impacting near as many residential units as in the past."

## Meeting Participants

<i>Kyle Lewis</i>	<i>AOPA</i>
<i>Alfonso Hooper</i>	<i>Brittany Hills Civic Association</i>
<i>Ben Kessler</i>	<i>City of Bexley</i>
<i>Tony Celebrezze</i>	<i>City of Columbus</i>
<i>De Lana Scales</i>	<i>City of Columbus</i>
<i>Michael Blackford</i>	<i>City of Gahanna</i>
<i>Danny Adams</i>	<i>Columbus Regional Airport Authority</i>
<i>Justin Anderson</i>	<i>Columbus Regional Airport Authority</i>
<i>Luke Curtis</i>	<i>Columbus Regional Airport Authority</i>
<i>Matt DeCubellis</i>	<i>Columbus Regional Airport Authority</i>
<i>Casey Denny</i>	<i>Columbus Regional Airport Authority</i>
<i>Kristen Easterday</i>	<i>Columbus Regional Airport Authority</i>
<i>Joe Hermann</i>	<i>Columbus Regional Airport Authority</i>
<i>Mark Kelby</i>	<i>Columbus Regional Airport Authority</i>
<i>Sarah McQuaide</i>	<i>Columbus Regional Airport Authority</i>
<i>Brian Sarkis</i>	<i>Columbus Regional Airport Authority</i>
<i>Betsy Taylor</i>	<i>Columbus Regional Airport Authority</i>
<i>Marie Keister</i>	<i>Engage Public Affairs</i>
<i>Mark Grennell</i>	<i>FAA - Detroit Airports District Office</i>
<i>Robert Tykoski</i>	<i>FAA - Detroit Airports District Office</i>
<i>Faz Riaz</i>	<i>Frontier Airlines</i>
<i>Rob Adams</i>	<i>Landrum and Brown</i>
<i>Chris Sandfoss</i>	<i>Landrum and Brown</i>
<i>Dina Lopez</i>	<i>Mid-Ohio Regional Planning Commission</i>
<i>Nick Hoffman</i>	<i>MurphyEpson Inc.</i>
<i>Artie Clark</i>	<i>NetJets</i>
<i>James Bryant</i>	<i>ODOT Office of Aviation</i>
<i>Stephanie Morgan</i>	<i>OSU Air Transportation/Aerospace Campus</i>



## **Technical Advisory Committee (TAC) Meeting #4 July 29, 2021**

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**To be provided in the Final Document:** Invitation Letters

Presentation

Meeting Summary

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