

Part 150 Noise Compatibility Study

Public Information Meeting and Public Hearing
July 29, 2021



JOHN GLENN
INTERNATIONAL

Introductions

- **Justin Anderson, A.A.E.**
Senior Airport Planner
Columbus Regional Airport Authority
- **Chris Sandfoss, AICP**
Part 150 Study Project Manager
Landrum & Brown
- **Marie Keister, AICP**
Part 150 Study Stakeholder & Public Involvement Lead
MurphyEpson

Agenda

- Welcome and discussion of virtual meeting resources
- What's happening at CMH
- Part 150 Noise Compatibility Study process
- Noise Compatibility Planning at CMH
- Existing and Future Baseline Noise Exposure Contours
- Recommended Noise Compatibility Program (NCP) measures
- Next steps

Meeting Logistics

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

- Top Bar:** Includes "Zoom Webinar" on the left and "View Options" on the right.
- Left Column:** Contains three rounded rectangular buttons:
 - Meetings:** Icon of two people, text "Collaborate Seamlessly".
 - Webinars:** Icon of a video camera, text "Frictionless Communication Experience.".
 - Zoom Phone:** Icon of a telephone handset, text "Clear Audio. Effortless Usability. Reliable.".
- Center Window:** A "Question and Answer" window titled "Welcome" with the text "Feel free to ask the host and panelists questions". It features a text input field labeled "Type your question here..." and a "Submit" button.
- Annotations:**
 - A yellow box at the top left says "Click Q&A below to open window", with a yellow arrow pointing to the "Q&A" icon in the bottom toolbar.
 - A yellow box at the top right says "Type questions here", with a yellow arrow pointing to the "Type your question here..." input field in the Q&A window.
- Bottom Bar:** Includes "Audio Settings" on the left, a "Q&A" icon in the center, and a "Leave" button on the right.

What's happening at CMH?

Traffic rebound led by leisure travelers

New service added



Charleston, Hartford, New Orleans,
Norfolk, Tampa



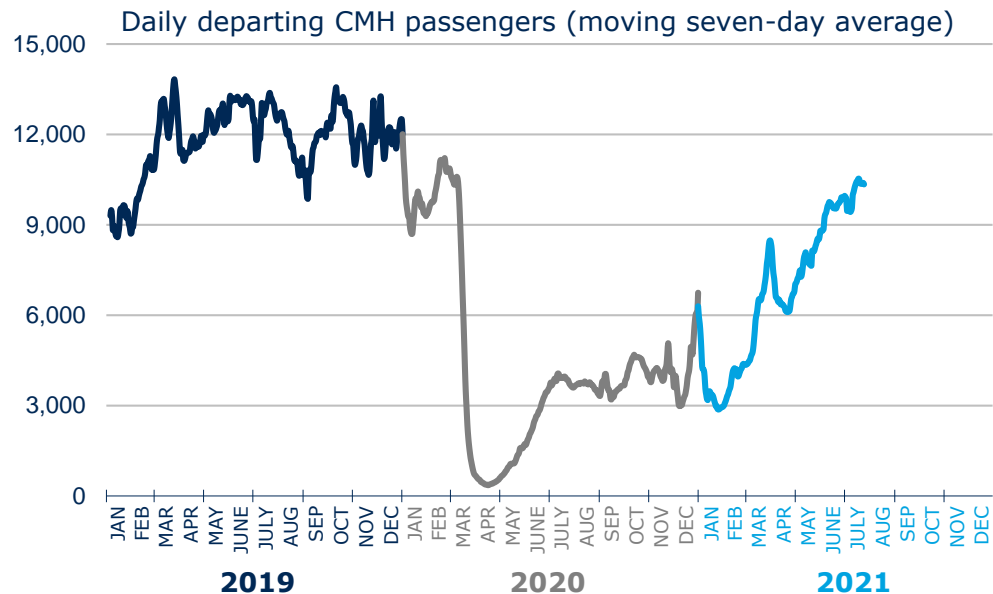
Miami & Panama City Beach (weekly)
Myrtle Beach & Sarasota



Los Angeles, Pensacola



Charleston, Hilton Head Island, Portland
(Maine) summer only service



Recently announced service return to critical markets lost during COVID-19

- Boston: Delta service returned | American launching mid-August
- Toronto: Air Canada service returned

"Driving Economic Growth, Connecting Ohio With the World"

Ongoing Development at CMH

Consolidated Rental Car Facility



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

Residence Inn Hotel



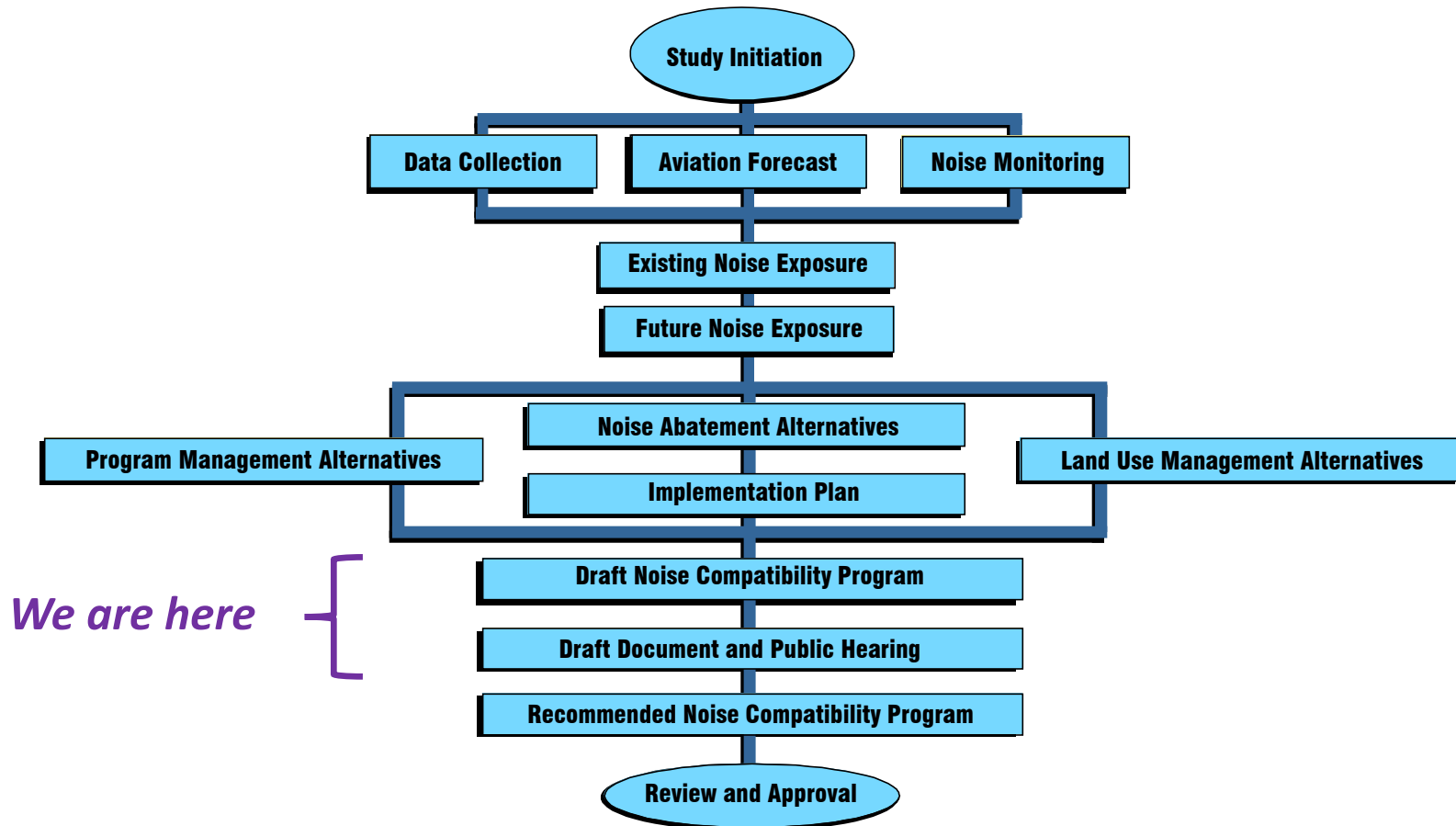
- 122 Guest Suites on 4 Floors
- Meeting Space for up to 35 Guests

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

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

Master Plan in Action

COMPLETED OR IN-PROGRESS PROJECTS

Crossover Taxiway H

International Gateway
Realignment

I-670 Overpass

CONRAC

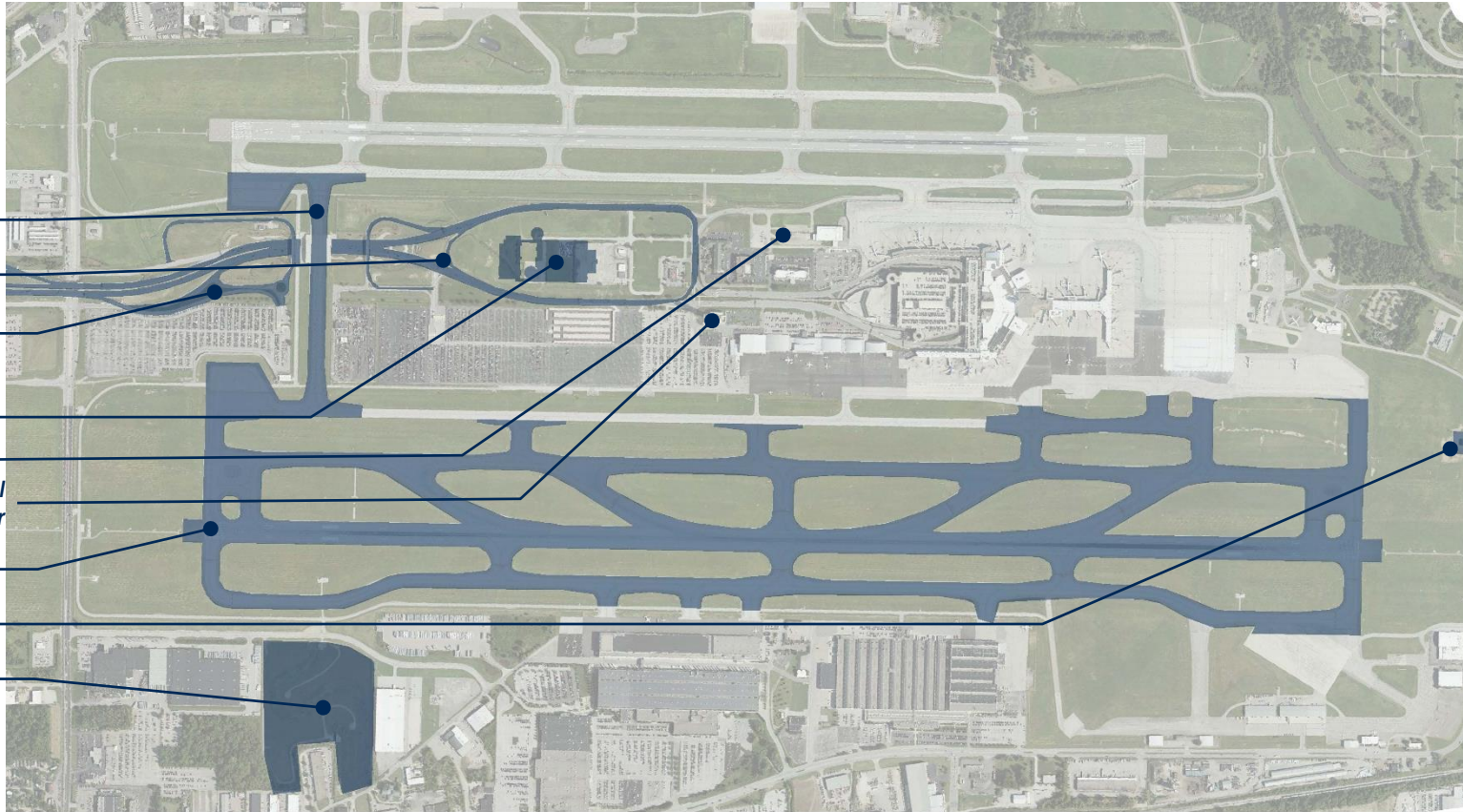
Residence Inn
Airport Traffic Control
Tower

Runway 10R-28L Relocation

RTR Site Relocation

Turkey Run Stormwater
Basin

*Utility Corridor Realignment Phase
1 to support the CONRAC and
Residence Inn—location varies
across CMH's Property



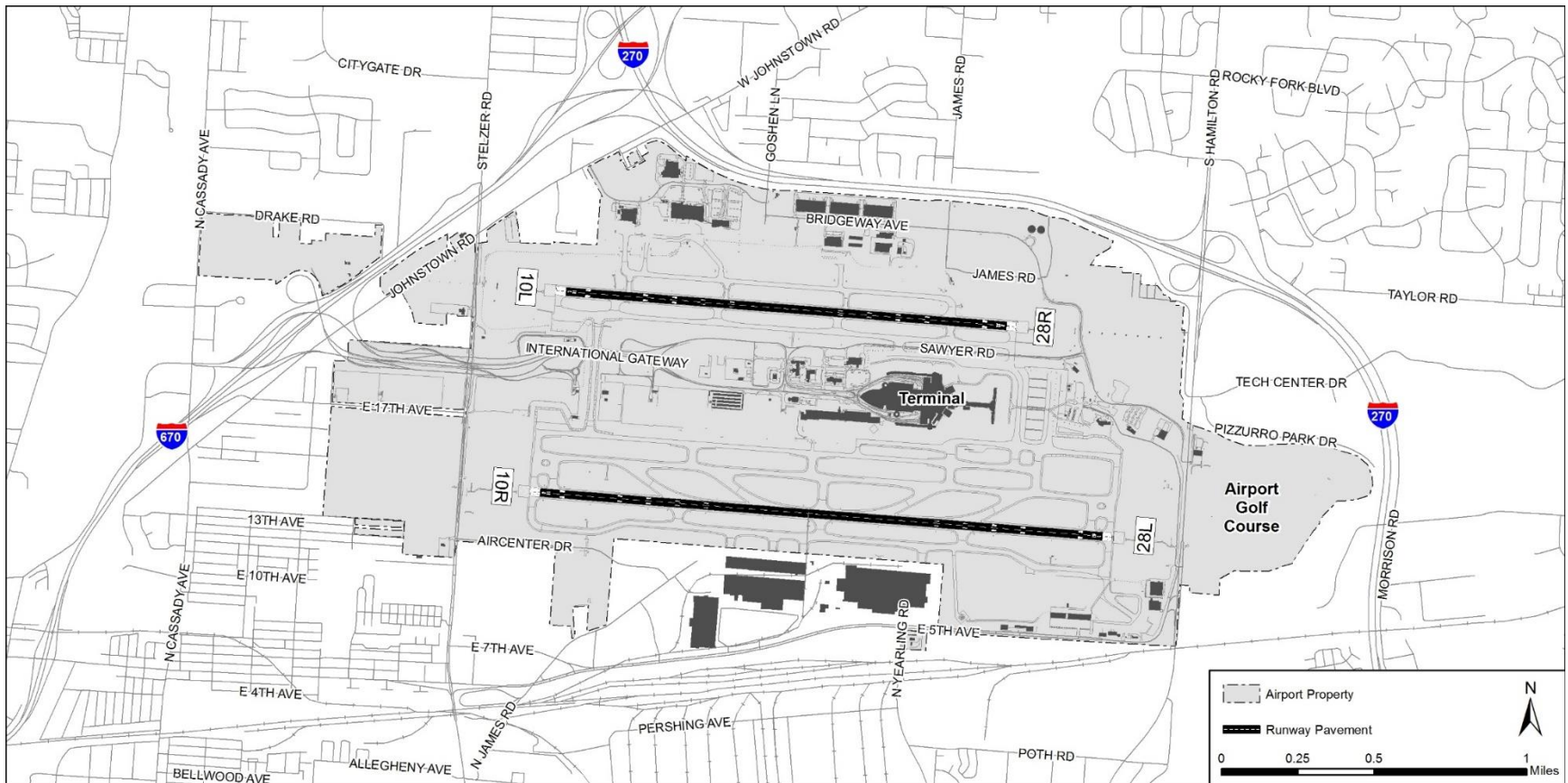
History of Noise Compatibility Planning

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

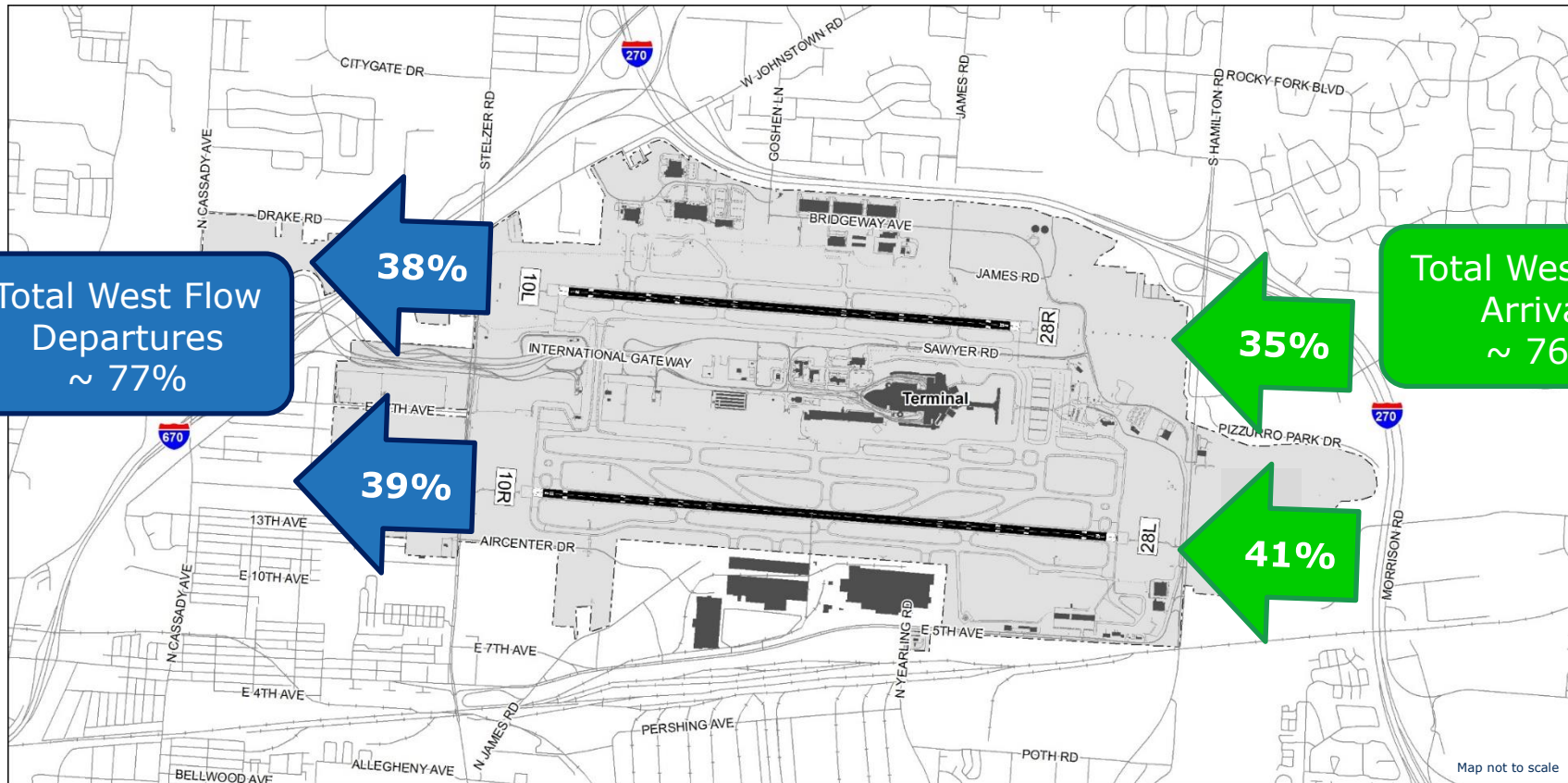
CMH Airport Layout

Runway Layout



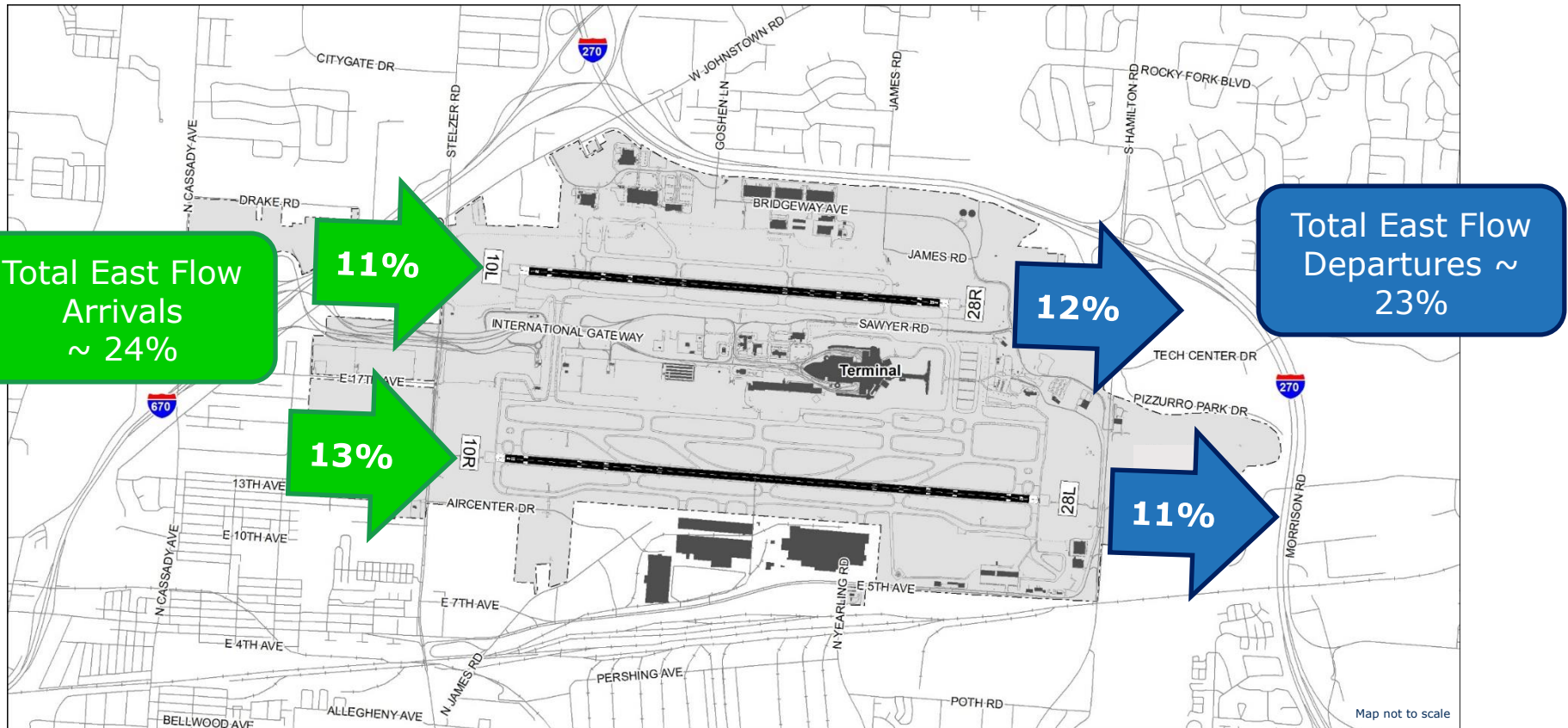
CMH Airport Operational Flow

Runway Use – West Flow

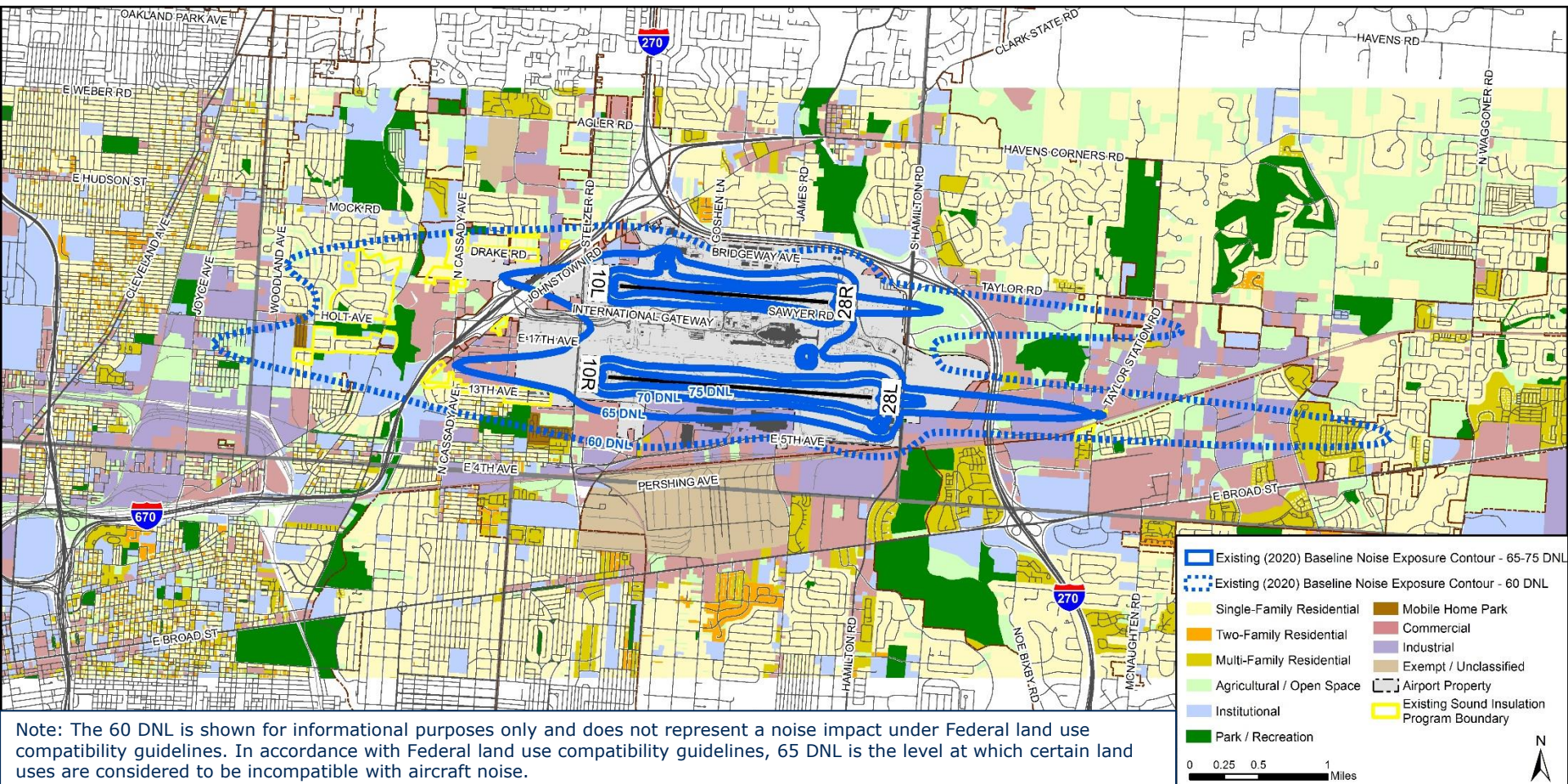


CMH Airport Operational Flow

Runway Use – East Flow



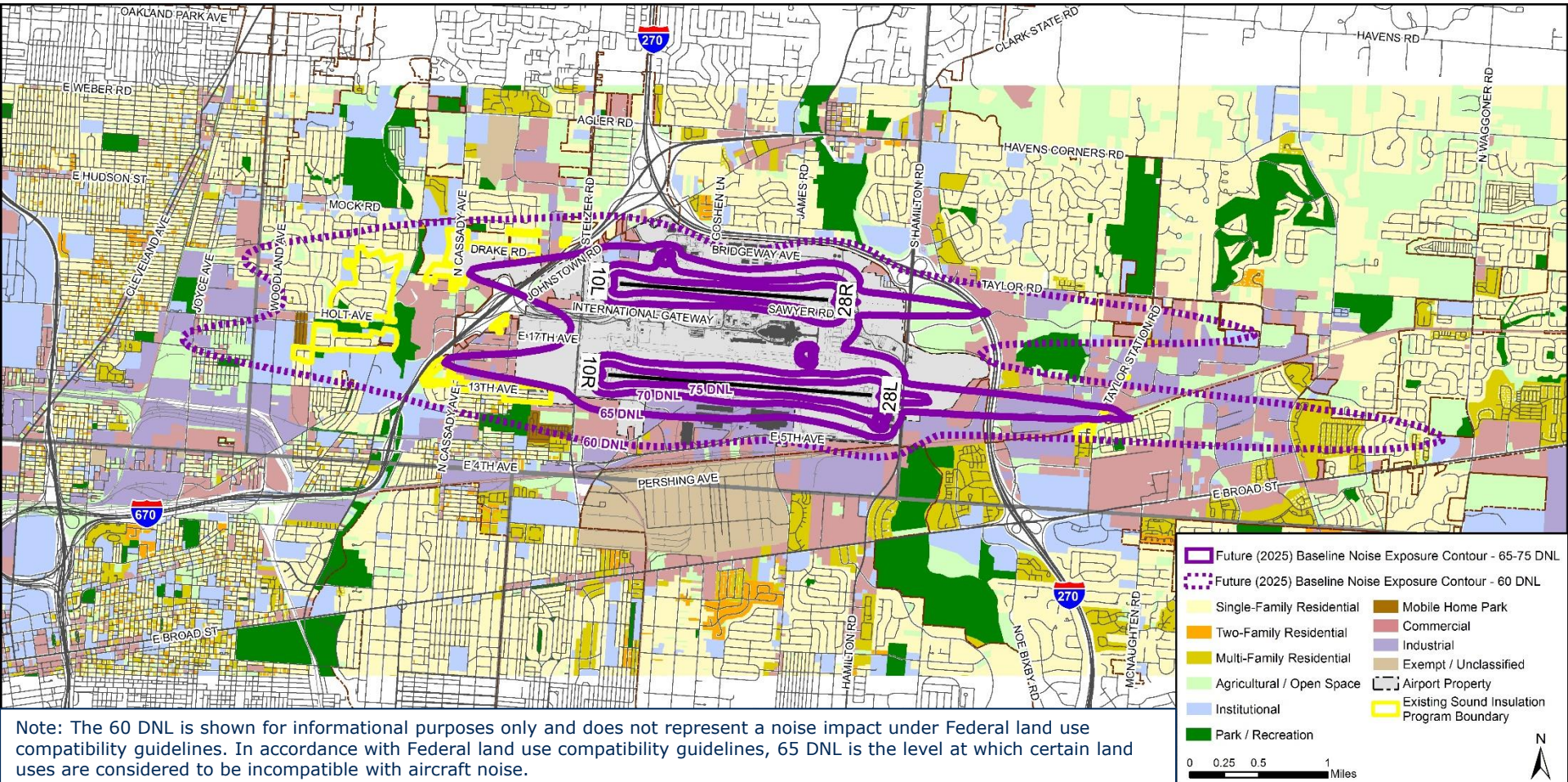
Existing (2020) Baseline Noise Exposure Contour



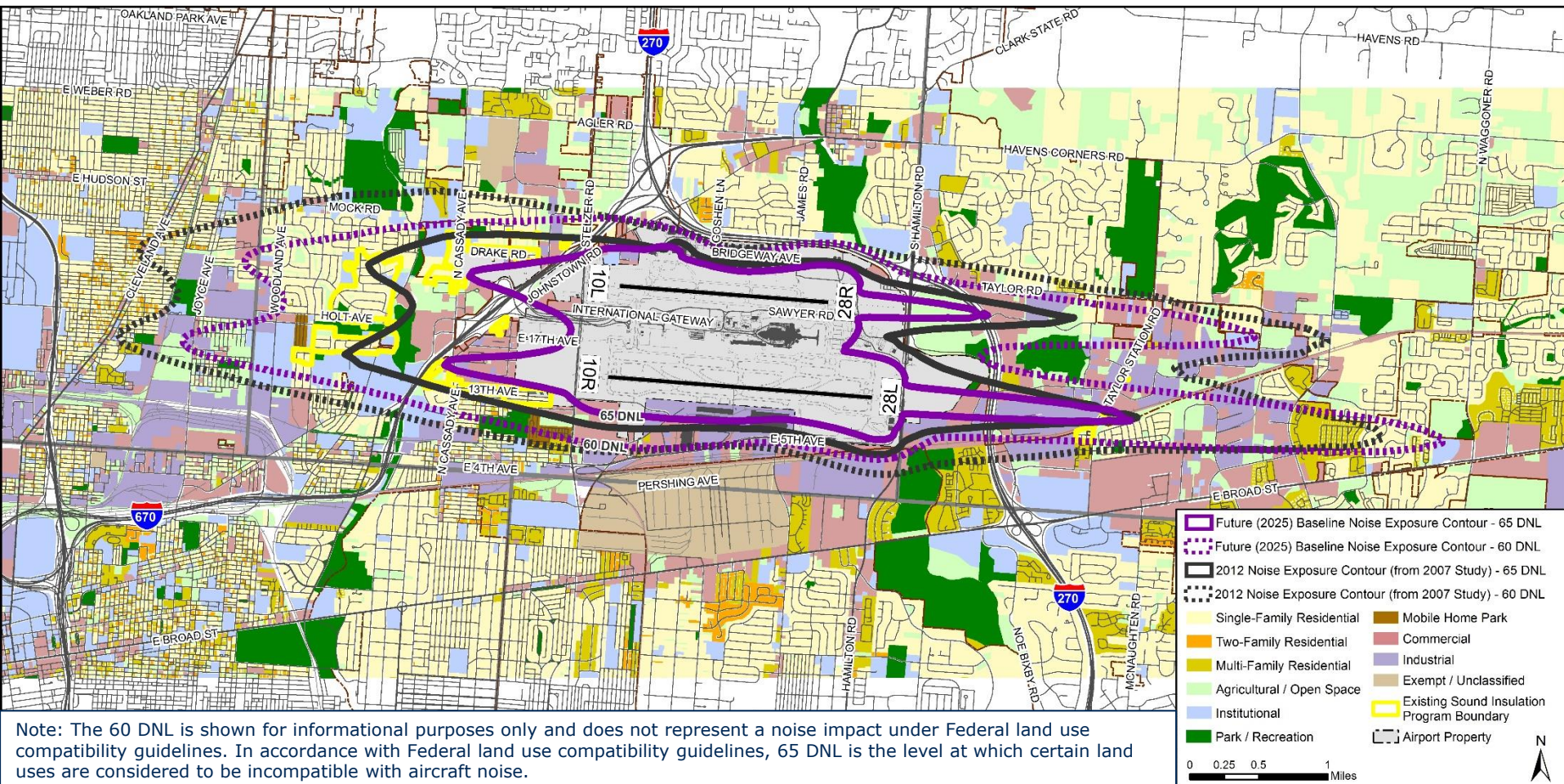
Existing (2020) Baseline Noise Exposure Contour

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

Future (2025) Baseline Noise Exposure Contour



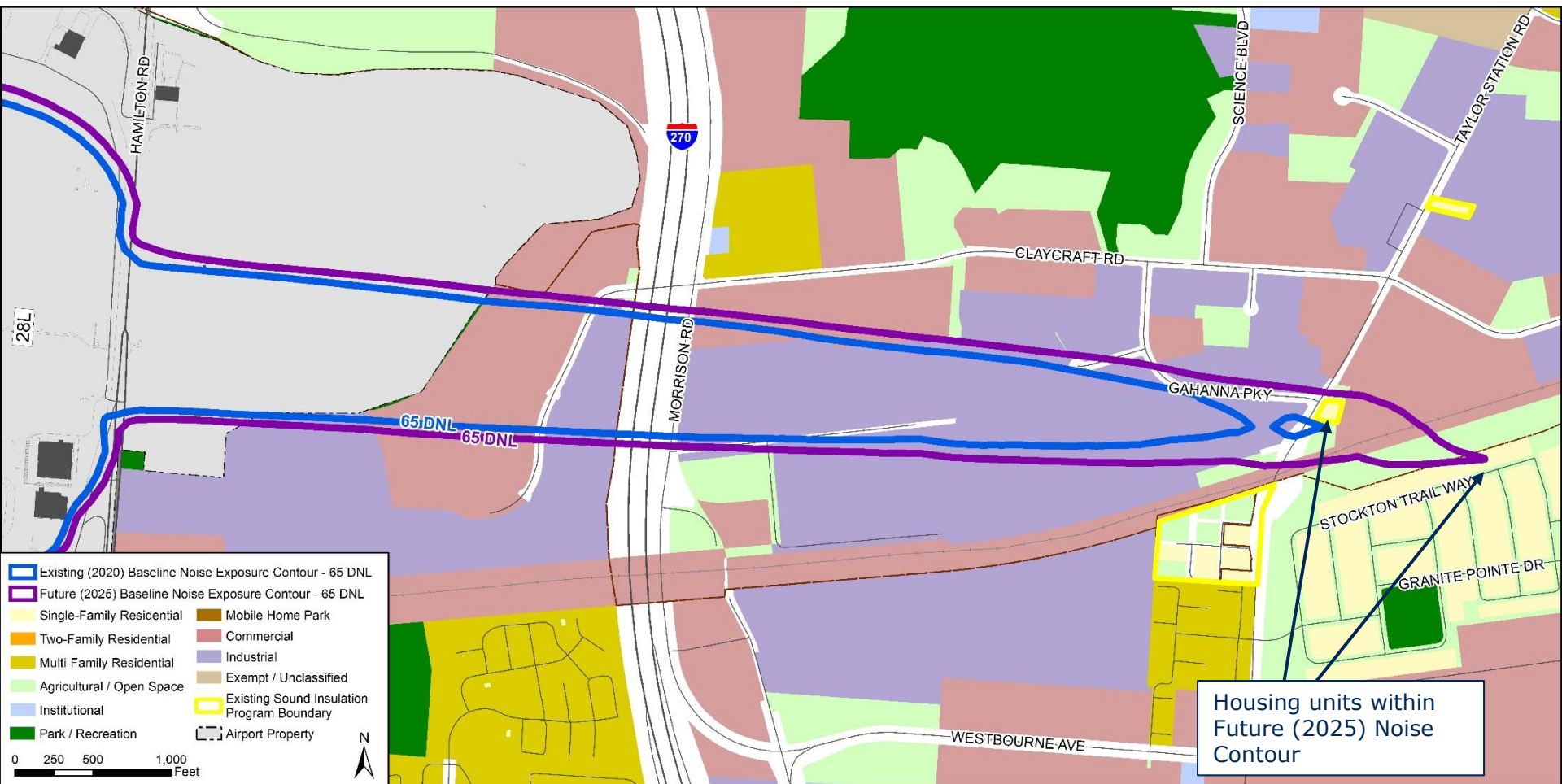
Future (2025) Baseline Noise Exposure Contour Compared to Future (2012) NCP Contour from 2007 Study



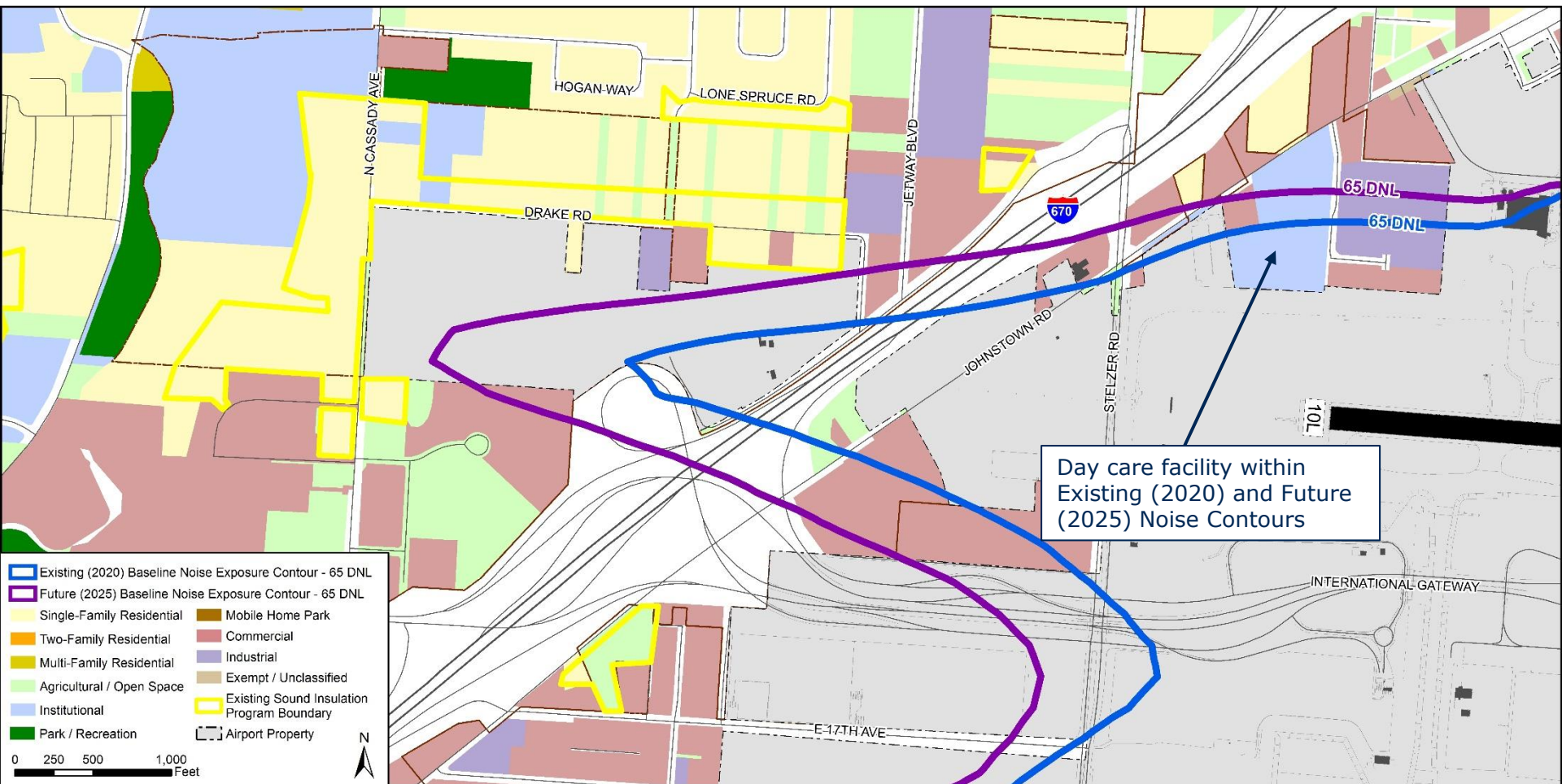
Future (2025) Baseline Noise Exposure Contour

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

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



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



Noise Compatibility Program

Types of Program Measures

- Noise Abatement Measures
- Land Use Measures
 - Corrective (Remedial) Land Use Measures
 - Preventative Land Use Measures
- Program Management (Implementation) Measures

Noise Compatibility Program 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.

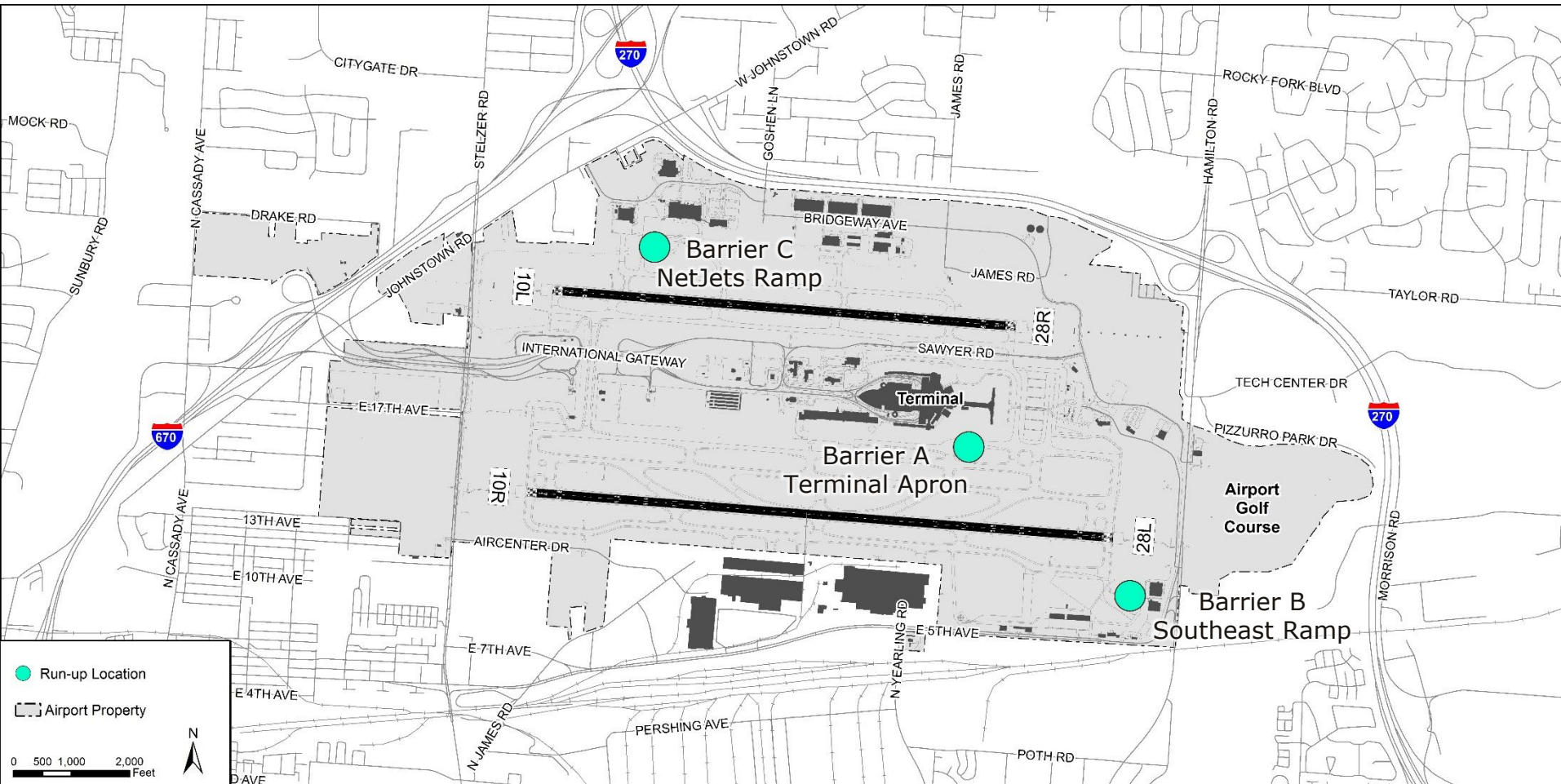
Recommendation: Continue measure

- **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

Existing Run-up Barrier Locations



Noise Compatibility Program 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

Noise Compatibility Program 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

Noise Compatibility Program Measures

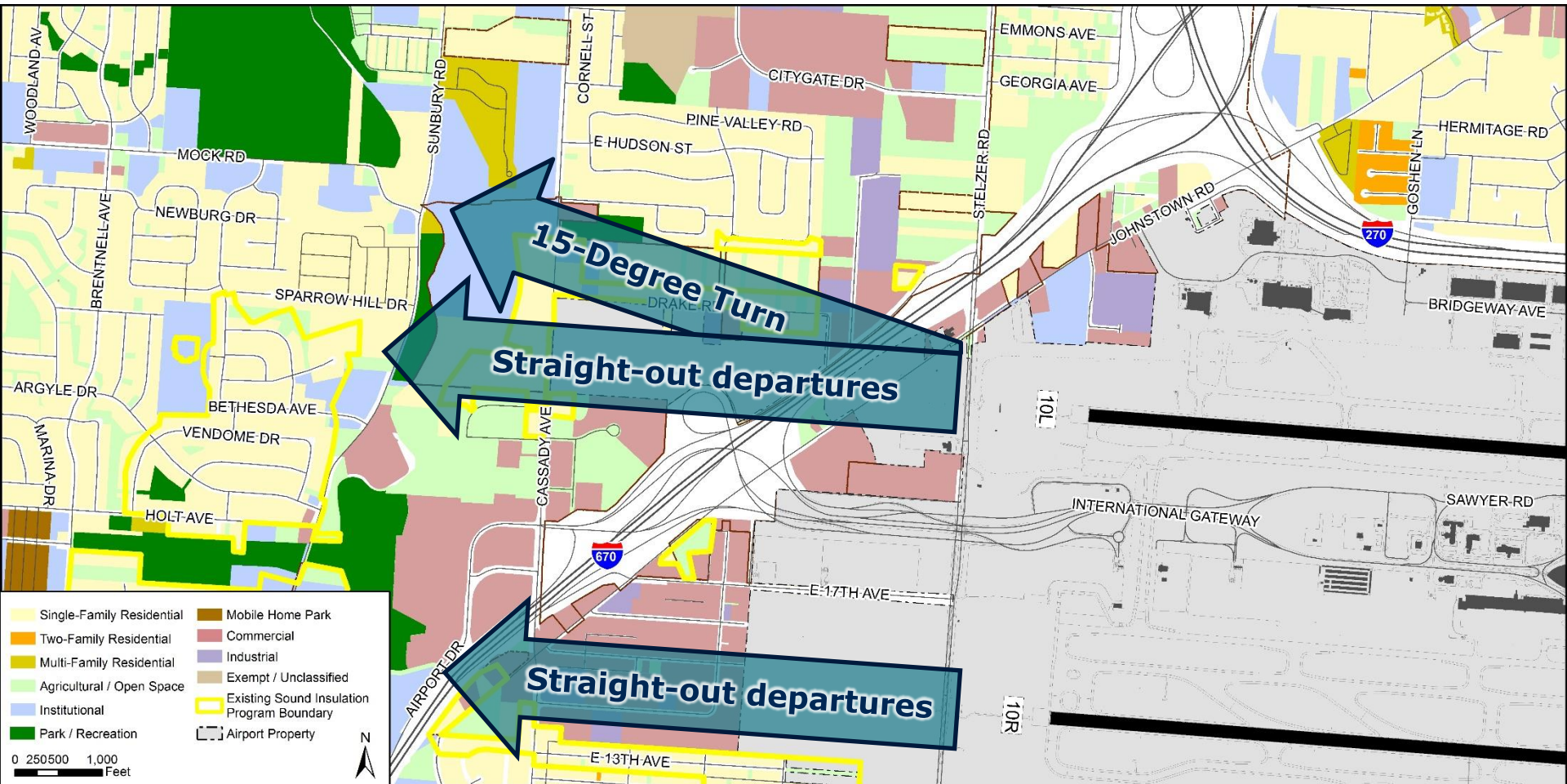
Noise Abatement Measures

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

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

Recommendation: Continue measure

15-Degree Departure Turn



Noise Compatibility Program 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 September 2021.

Recommendation: Continue measure

Noise Compatibility Program Measures

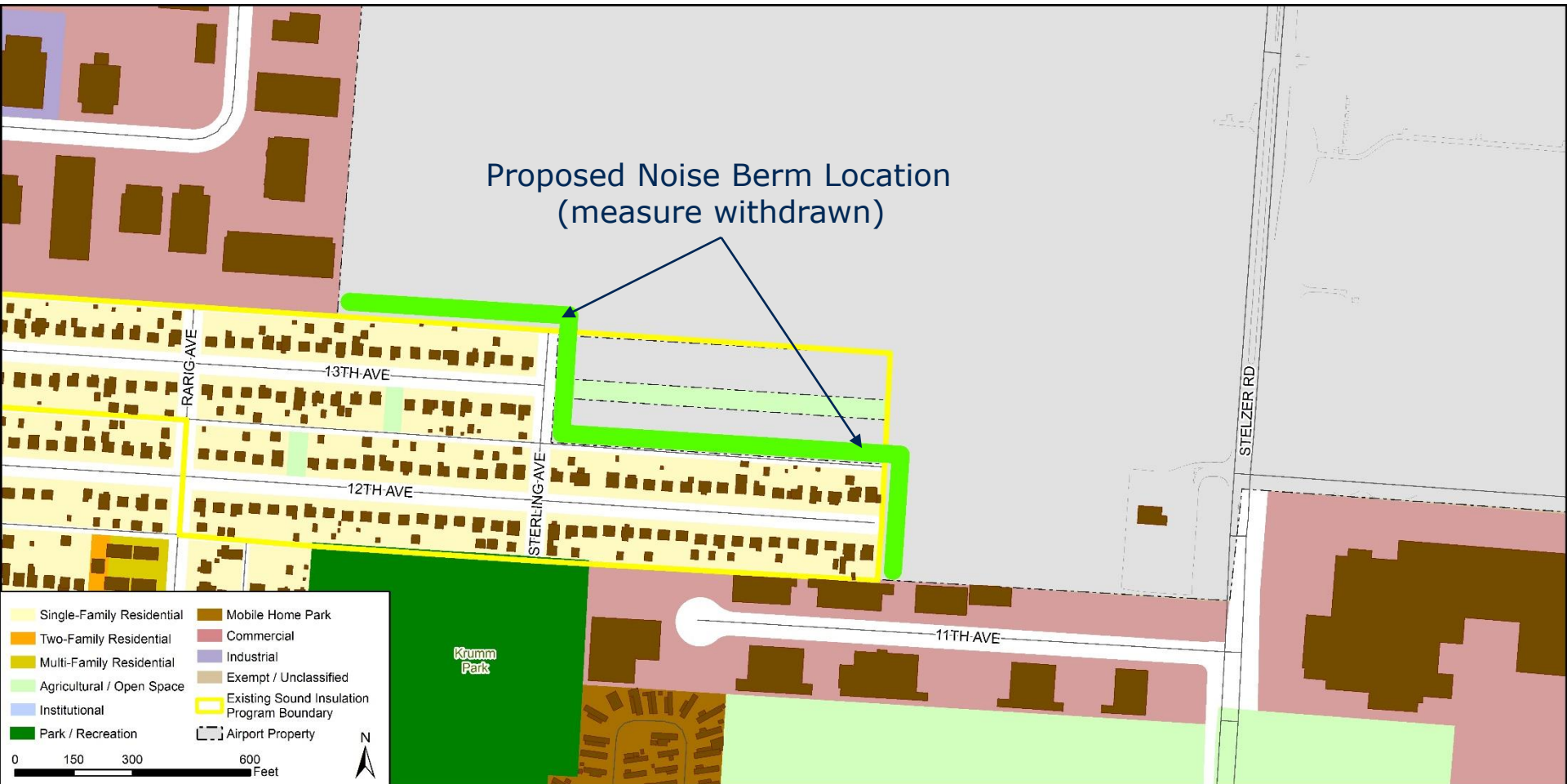
Noise Abatement Measures

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

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

Recommendation: Withdraw measure

Previously Proposed Noise Berm Location



Noise Compatibility Program Measures

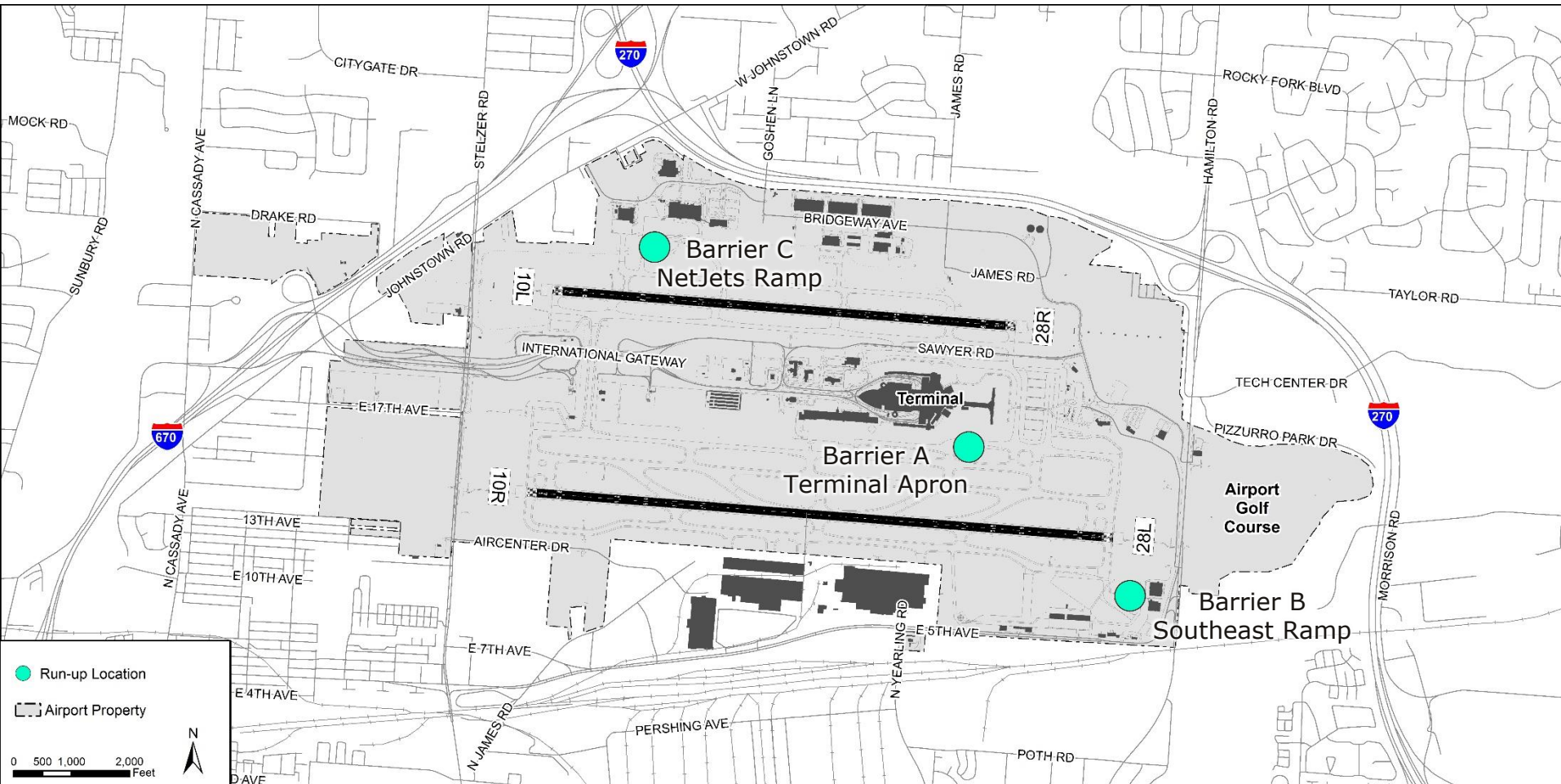
Noise Abatement Measures

- **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)

Existing Run-up Barrier Locations



Noise Compatibility Program 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 (2025) NCP noise exposure contour 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.

Noise Compatibility Program Measures

Land Use Measures

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

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

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

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

Noise Compatibility Program 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

Noise Compatibility Program 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.

Noise Compatibility Program 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

Noise Compatibility Program 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

Noise Compatibility Program 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

Noise Compatibility Program 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

Noise Compatibility Program 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

Noise Compatibility Program 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

Noise Compatibility Program 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.

Noise Compatibility Program 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

Next Steps

- **Late Summer 2021**
 - Review and address public comments
- **Fall 2021**
 - Prepare Final Part 150 Noise Compatibility Program (NCP) Update Report
 - Submit Final NCP Update to FAA for review/approval
 - Update project website with frequently asked questions from Public Hearing
- **Spring/Summer 2022**
 - Anticipate FAA Record of Approval
 - Final NCP will be posted on the project website

How to submit questions or comments?

- Using the Q&A function during the meeting until 7pm
- Online: 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 **August 13, 2021**

Public Hearing

- We are accepting comments on the Draft Noise Compatibility Program Update on the record through **August 13th**.
- Those wishing to speak can use the “Raise Hand” button  at the bottom of your screen; or if dialed in by phone by press ***9** on your keypad.
- A copy of the transcript will be included in the Final Part 150 document.
- People will be allotted up to 3 minutes to speak.
- Those that wish to speak longer may request to speak again.
- Offensive language will not be tolerated and will be cause for removal from the meeting.
- Comments may also be submitted online at www.airportprojects.net/cmh-part150/contact
Or via U.S. Mail to:

Landrum & Brown
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