

## Response to Comments

This section includes the official comments that were received during the public hearing and comment period for the Part 150 Noise Compatibility Program Update for the John Glenn Columbus International Airport. There were two comments (Comment 1 and Comment 2) submitted during the Q&A portion of the Public Workshop. Two comments (Comment 3 and Comment 4) were made during the oral testimony portion of the Public Hearing. One comment (Comment 5) was submitted via email during the public comment period. These comments and responses to these comments are provided in the following pages.

Comment Number	Comment	Response
1	Question about the types of sound insulation treatments that were used in the Airport's residential sound insulation program.	The sound insulation program uses a variety of treatments that included new windows, insulation in attics, sound insulated doors, etc. Each type of home was evaluated to understand what treatments would achieve the required noise reduction.
2	Is the data from the 16 noise monitors located on the CRAA website?	The website includes the data from the noise monitors that measure noise from aircraft activity around the airport. The data can be found online at: <a href="https://webtrak.emsbk.com/cmh2">https://webtrak.emsbk.com/cmh2</a> .
3	Earlier in the presentation I thought there was something about limiting plane traffic on the north runway between 10pm-6am. There are daily flights taking off from the north runway to the west between 5:30am and 6:00am, as well as occasional flights landing from the west between 10:00pm and 1:00am. One in particular seems pretty regular between 5:30-5:36am. But we do have other flights I can hear from 5:50-6:00am and a little bit after that. We do occasionally have flights coming from the west after 10:00pm, and I've seen them as late as 1:00 or 1:30am. And I wonder perhaps if these are anomalies? But they seem pretty regular to be anomalies. How is this factored into the study?	<p>Noise abatement Measure NA-4 of this NCP and the current FAA Airport Traffic Control Tower Order includes limitations on nighttime flights on the north runway (Runway 10L/28R). 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. Airport Traffic Control Tower personnel have the ability to assign runways in order to maintain efficiency and safety. If a pilot that requests the use of Runway 10L or 28R that request is granted by ATCT personnel.</p> <p>Airlines and airport operators at John Glenn Columbus International Airport (CMH) are permitted to schedule flights to meet demand. Airlines schedule flight times based on the times passengers want to fly. Airlines do have scheduled departing flights at CMH between 5:30am and 6:00am and scheduled arrivals between 10:00pm and 1:00am. These flights may operate on Runway 10L/28R if there is an operational or safety need or to accommodate a pilot's request. These early morning and late-night operations are factored into the noise contour modeling that was conducted for this Study. The noise modeling calculations include an additional 10 decibel penalty for aircraft operations that occur between 10:00pm and 6:59am.</p>

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4	I am glad this (noise compatibility study) is being revisited. It's something that the North Central Area Commission had intimated some time ago and COVID probably put a bit of a damper in terms of the pursuit of some of these noise questions. But I'm delighted that it's at least being addressed.	This comment has been included in the official record.
5	Comment about addressing the noise problems experienced as the aircraft turn south from their East-West take off. Why aren't there monitors to register sound in those areas?	Flight routes to and from the Airport are established by the FAA and assigned by FAA Airport Traffic Control Tower personnel to ensure safety and efficiency. The 16 permanent noise monitors around the Airport are located in the areas to the east and west of the Airport that experience the most aircraft overflights. Additional field noise monitoring was conducted for this Study at other locations to supplement the data from the 16 permanent noise monitors. Additional locations were selected to the southeast of the Airport. Locations were selected based on the proximity to flight routes and the absence of non-aircraft noise sources such as automobile traffic noise.