

CHAPTER FOUR NOISE COMPATIBILITY PROGRAM

The culmination of the Federal Aviation Regulation (FAR) Part 150 planning process is the development of a set of measures designed to enhance the compatibility between the airport and its surrounding environs. This chapter presents previous measures from the 1998 Part 150 program that are either being continued as is, continued with modifications, or are being withdrawn. These include noise abatement, land use mitigation, and implementation measures designed to reduce or mitigate the impact of aircraft noise upon the surrounding community. The measures recommended for implementation for the Rickenbacker International Airport (LCK) have resulted from the planning process described throughout this document. There are four noise abatement measures that are carried over from the approved 1998 Part 150 Plan. No new **noise abatement measures** are recommended for implementation. The approved 1998 Part 150 Plan included 17 **land use mitigation measures** (LU-1 through LU-17) which have been incorporated into five new measures (LU-18 through LU-22). These land use mitigation measures relate to the future development of land and mitigation of aircraft noise impacts. Six **implementation measures** (IM-1 through IM-6) relate to the oversight and management of the implementation of the measures. Appendix E, *Noise Abatement Alternatives*, and Appendix F, *Land Use Alternatives*, include a list of all alternatives assessed for the Noise Compatibility Program (NCP). Appendix G, *Public Involvement*, contains meeting materials and a discussion of Planning Advisory Committee (PAC) meetings, technical conferences, and public meetings. These meetings were integral in the development and evaluation of all NCP measures.

The measures are presented as a series of plates that summarize pertinent information required about each of the measures by FAR Part 150 guidance. This information includes:

- A description and the background and intent of the measure
- The anticipated effect on land use compatibility
- The party(ies) responsible for implementation
- The steps necessary for implementation, its anticipated cost, and the projected timing of implementation
- The relationship to other planning programs and other measures

Where helpful for clarification, an exhibit associated with the measure is provided. **Table 4-1** summarizes the measures included in LCK's NCP.

Following the plates for individual program measures is an exhibit showing the NCP map which incorporates each of the recommended program measures, as well as a description of the population, housing, and noise-sensitive land use impacts

associated with its full implementation. The final section of this chapter summarizes the anticipated costs of implementing the NCP and provides an implementation schedule for the program. As discussed previously, the approval of the NCP by the Federal Aviation Administration (FAA) does not commit the FAA or the Columbus Regional Airport Authority (CRAA) to the costs or the implementation schedule listed in this document. This information is provided here as a planning tool to assist the implementation of the NCP.

Implementation of the new recommended land use measures LU-20 and LU-21 is at the discretion of the CRAA and subject to available funding from both the FAA and CRAA. Implementation of the remaining land use measures (LU-18, LU-19, and LU-22) is solely at the discretion of local governments and other local agencies.

**Table 4-1
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
Noise Abatement Recommendations					
NA-1 Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,000 feet MSL before turning on course. <i>(This is a modification of NA-1 to reflect the current point at which aircraft are released to make turns)</i>	CRAA, FAA	None	None	None	This measure is currently implemented.
NA-2 Formalize civil noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast and observing a preferential reverse flow runway use for civil jet aircraft.	CRAA, FAA	None	None	None	This measure is currently implemented.
NA-3 Formalize military noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast, preferential southwest flow for touch-and-go operations, and observing preferential reverse flow runway use.	CRAA, FAA, Ohio Air National Guard	None	None	None	This measure is currently implemented.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
Land Use Recommendations					
NA-4 Implement periodic noise monitoring procedures within the Airport environs. <i>(This measure is being withdrawn and replaced with recommended measure IM-6)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.
LU-1 Implement compatible use rezoning in the Village of Groveport; Franklin County; Harrison, Madison, and Scioto Townships in Pickaway County; and property annexed by the City of Columbus. <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
LU-2 Adopt noise overlay zoning, within the 60 DNL noise contour, in the Village of Groveport, Franklin County, the City of Columbus, and Harrison and Scioto Townships in Pickaway County, and if property within the proposed noise overlay boundary is annexed by Canal Winchester, it is recommended that Canal Winchester also adopt noise overlay zoning. <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.
LU-3 Adopt height and hazard zoning. <i>(This measure was withdrawn prior to this NCP update)</i>	n/a	n/a	n/a	n/a	This measure has been withdrawn.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation Schedule Target
LU-4 Adopt floodplain zoning in Harrison and Scioto Townships, Pickaway County. <i>(This measure was completed and is therefore being withdrawn)</i>	n/a	n/a	n/a	n/a	This measure has been completed and is being withdrawn.
LU-5 Amend the subdivision regulations of the Village of Groveport, and Franklin and Pickaway Counties by adopting measures requiring the dedication of avigation easements and the recording on plats a notice of potentially high aircraft noise levels for any new subdivisions within a noise overlay zone. The Subdivision Code of the Columbus City Codes, 1959 may be used as the model ordinance and the 60 DNL noise contour as the delimiter for implementation. <i>(This measure is being withdrawn and replaced with recommended measures LU-18, LU-19, LU-20 and LU-21)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.

**Table 4-1, Continued
 NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
 Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation Schedule Target
<p>LU-6 The villages of Groveport, Canal Winchester, and Lockbourne, and the City of Columbus should adopt relevant parts of the Part 150 Study as an element of their comprehensive plans. The land use regulatory jurisdictions of Franklin and Pickaway Counties should incorporate the Part 150 recommendations as planning guidelines if comprehensive plans are adopted in the future. <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i></p>	n/a	n/a	n/a	n/a	This measure is being withdrawn.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
<p>LU-7 Encourage the adoption of policies in the villages of Groveport and Canal Winchester, and the City of Columbus in Franklin County; and Village of Ashville and Harrison Township in Pickaway County to discourage the extension of public water and sewer systems into noise-impacted unincorporated areas of Franklin and Pickaway Counties, unless those areas are zoned for commercial or industrial use and hook-ups for new residential developments are prohibited. <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i></p>	n/a	n/a	n/a	n/a	This measure is being withdrawn.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
<p>LU-8 Establish and adopt guidelines for discretionary project review for all jurisdictions within the 60 DNL noise contour (the Village of Groveport; Hamilton and Madison Townships, Franklin County; Harrison, Madison, and Scioto Townships, Pickaway County; and the City of Columbus). <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i></p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>	<p>This measure is being withdrawn.</p>

**Table 4-1, Continued
 NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
 Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
<p>LU-9 Guaranteed purchase of homes within the 65 DNL noise contour. Implementation of this approved 1989 measure has been completed with the exception of one homeowner who declined participation in the program. This measure should be continued for this one property with or without the development of an air cargo hub. <i>(This measure is being withdrawn and replaced with recommended measures LU-20 and LU-21)</i></p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>	<p>This measure is being withdrawn.</p>

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
LU-10 Guaranteed purchase of undeveloped land within the 70 DNL noise contour. <i>(This measure is being withdrawn and replaced with recommended measures LU-20 and LU-21)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.
LU-11 Revoke previously approved measure, designed to obtain FAA authorization and funding to allow the purchase of aviation easements over existing residential buildings northeast and southwest of the Airport, as changes in the noise contours have resulted in no structures currently being eligible to participate in the FAA aviation easement program. Structures in these areas were deemed eligible to participate in this program in 1989 based on the NCP noise contours. In lieu of this measure, the Rickenbacker Port Authority will investigate establishing a local program, dependent upon funding availability. <i>(This measure was withdrawn prior to this NCP update)</i>	n/a	n/a	n/a	n/a	This measure was in the 1998 NCP.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
LU-12 Guaranteed purchase or avigation easement purchase of selected homes in the forecasted 1992 70 DNL noise contour. <i>(This measure was completed and is therefore being withdrawn)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.
LU-13 Purchase development rights on specific parcels of undeveloped land within the 1992 65 DNL noise contours. <i>(This measure was withdrawn prior to this NCP update)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.
LU-14 Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School). <i>(This measure was completed and is therefore being withdrawn)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.

**Table 4-1, Continued
 NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
 Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
<p>LU-15 Encourage all jurisdictions within the 60 DNL noise contour to create a series of interrelated land use controls designed to prevent the development of incompatible land uses. The City of Columbus zoning, subdivision, and building code regulations may be used as the model ordinance. <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i></p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>	<p>n/a</p>	<p>This measure is being withdrawn.</p>

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
LU-16 Encourage the City of Columbus to amend the "Purpose" paragraphs of the zoning, subdivision, and building codes of the Columbus City Codes, 1959, to include Rickenbacker International Airport. (Zoning Code: Section 3384.01, Airport Environs Overlay; Subdivision Code: Section 3123.22, Airport Environs Subchapter; and Building Code: Section 4191.01, Airport Environs.) <i>(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.
LU-17 Develop a program for the guaranteed purchase of 22 homes within the 65 DNL noise contour, contingent upon the development of an air cargo hub. <i>(This measure is being withdrawn and replaced with recommended measures LU-20 and LU-21)</i>	n/a	n/a	n/a	n/a	This measure is being withdrawn.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
<p>LU-18 Develop an Airport Land Use Management District (ALUMD) based on the Future Noise Exposure Map/Noise Compatibility Plan noise contour, natural geographic and jurisdictional boundaries.</p>	<p>Villages of Groveport and Canal Winchester; Franklin County Planning and Zoning; Pickaway County; Township Trustees of Madison and Hamilton Townships in Franklin County, and of Madison, Harrison, and Scioto Townships in Pickaway County, City of Columbus, CRAA.</p>	<p>\$15,000</p>	<p>Minimal</p>	<p>None</p>	<p>This program may be offered upon FAA approval and the availability of FAA and CRAA funding.</p>

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
<p>LU-19 Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD).</p>	<p>Villages of Groveport and Canal Winchester; Franklin County Planning and Zoning; Pickaway County; Township Trustees of Madison and Hamilton Townships in Franklin County, and of Madison, Harrison, and Scioto Townships in Pickaway County, City of Columbus, CRAA.</p>	<p>\$25,000 to \$35,000 annually</p>	<p>Minimal</p>	<p>None</p>	<p>This program may be offered upon FAA approval and the availability of FAA and CRAA funding.</p>

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
LU-20 Offer acquisition to undeveloped properties within the 65 DNL noise contour of the Future (2011) Noise Exposure Map/Noise Compatibility Program.	CRAA (subject to the availability of FAA and local matching funding).	Assuming a 100% participation rate, at \$50,000 to \$75,000 per acre ¹ , the total purchase price would be between \$29,450,000 and \$44,175,000.	None	None	This program may be offered upon FAA approval and the availability of FAA and CRAA funding.
LU-21 For those properties that are offered but unwilling to be acquired through LU-20, offer avigation easements for undeveloped properties within the 65 DNL noise contour of the Future (2011) Noise Exposure Map/Noise Compatibility Program.	CRAA (subject to the availability of FAA and local matching funding).	Assuming a 100% participation rate, at \$5,000 to \$7,500 per acre, the total purchase price would be between \$2,945,000 and \$4,418,000.	None	None	This program may be offered upon FAA approval and the availability of FAA and CRAA funding.

¹ Based upon recent property transactions within the area of LCK

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
LU-22 Seek the cooperation of the Board of Realtors to participate in a voluntary fair disclosure program for property located within the Airport Land Use Management District (ALUMD).	Columbus Area Board of Realtors and Homebuilders Association.	Approximately \$10,000 for outside consulting assistance	None	None	This program may be offered upon FAA approval and the availability of FAA and CRAA funding.
IM-1 Establish a Noise Abatement Committee (NAC)	CRAA	\$5,000 to \$15,000 annually (depending on frequency and type of meetings)	None	None	Previously implemented but no longer active. Could be reestablished if determined to be necessary.
IM-2 Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent. (<i>This measure is being withdrawn and replaced with currently approved measure IM-4.</i>)	n/a	n/a	n/a	n/a	This measure is being withdrawn.
IM-3 Establish/continue a noise complaint response program	CRAA	None ²	None	None	2007 and continuing

² The CRAA has a noise complaint system located at Port Columbus International Airport (CMH). This system handles complaints at all three airports managed by the CRAA (CMH, LCK, and Bolton Field (TZR)). Therefore, no additional funding is necessary.

**Table 4-1, Continued
NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS
Rickenbacker International Airport**

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation
Implementation Recommendations					
IM-4 Periodic review and update of Noise Exposure Maps and Noise Compatibility Program	CRAA, FAA	NEMs (\$100,000) NCPs (\$300,000)	None	None	Update NEMS in 2009 and NCP in 2011/2012, unless required earlier by changed conditions.
IM-5 Develop a public information program to communicate information about the Noise Compatibility Program	CRAA	\$75,000 one time cost and \$25,000 annually	None	None	2007 and continuing however improvements can take place after obtaining FAA and CRAA funding.
IM-6 Provide for upgrades/enhancement of the Columbus Regional Airport Authority's (CRAA) Airport Noise & Flight Track Monitoring System for Rickenbacker International Airport (LCK)	CRAA	Multilateration system: \$200,000 to \$300,000. ATCT voice recording system: \$25,000 to \$50,000. Three permanent noise monitors: \$50,000 to \$60,000. One temporary noise monitor: \$10,000 to \$15,000.	None	None	This program may be offered upon FAA approval and the availability of FAA and CRAA funding.

NOISE COMPATIBILITY PROGRAM MEASURE: NA-1 EXHIBIT: N/A

Description: Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,000 feet MSL before turning on course.

Background and Intent: Approved Measure NA-1 originally recommended air traffic procedures which held aircraft on runway heading until reaching 3,800 feet mean sea level (MSL) (approximately 3,000 feet above ground level (AGL)) before turning on course. This measure was designed to minimize the impacts on the surrounding communities by focusing the noise in a specific corridor over the river and floodplain areas. However, the measure was implemented with turns occurring at 3,000 feet MSL due to the airspace structure of the entire area. Discussions with the Port Columbus International Airport (CMH) Air Traffic Control Tower (ATCT) were conducted to determine if it was feasible to raise the altitude to 3,800 feet MSL as was originally intended. The result was that while it may be feasible, the impact on the airspace would require a redesign of the Columbus area system and maybe the sector to the south of Columbus. For those reasons, it was determined that the 3,000-foot MSL turn point was the most appropriate option.

Relationship to 1998 NCP: Updates and modifies approved Measure NA-1 of 1998 Part 150 Noise Compatibility Program (NCP).

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: The description of this measure is being modified to make it consistent with what has actually been implemented. Therefore, no action or steps are required.

Costs: No additional costs.

Schedule: The program has been initiated and will continue without interruption.

Effects on Other Programs/Measures: The measure is not expected to impact upon other measures or existing programs.

NOISE COMPATIBILITY PROGRAM MEASURE: NA-2 EXHIBIT: N/A

Description: Formalize civil noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast and observing a preferential reverse flow runway use for civil jet aircraft.

Background and Intent: Approved Measure NA-2 implemented air traffic procedures which turned aircraft to the right as soon as practicable when departing to the northeast. This measure was designed to minimize the noise impacts on the surrounding communities and to ensure safe and efficient use of the airspace with Port Columbus International Airport (CMH). This 070-degree heading will further reduce the noise impacts to the surrounding communities while maintaining safe and efficient use of the airspace. The preferential reverse flow runway use during nighttime hours³ is recommended for continuation in the updated Noise Compatibility Program (NCP).

Relationship to 1998 NCP: Continues approved Measure NA-2 of 1998 Part 150 NCP.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: No additional steps.

Costs: No additional costs.

Schedule: The program has been initiated and will continue without interruption.

Effects on Other Programs/Measures: The measure is not expected to impact upon other measures or existing programs.

³ Nighttime hours, as defined by the Rickenbacker Port Authority, are between 11:00 p.m. and 7:00 a.m. local time.

NOISE COMPATIBILITY PROGRAM MEASURE: NA-3 EXHIBIT: N/A

Description: Formalize military noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast, preferential southwest flow for touch-and-go operations, and observing preferential reverse flow runway use.

Background and Intent: Approved Measure NA-3 implemented air traffic procedures which turned aircraft to the right as soon as practicable when departing to the northeast. This measure was designed to minimize the noise impacts on the surrounding communities and to ensure safe and efficient use of the airspace with Port Columbus International Airport (CMH). This 070-degree heading will further reduce the noise impacts to the surrounding communities while maintaining safe and efficient use of the airspace. The preferential reverse flow runway use during nighttime hours⁴ and the preferential southwest flow for touch-and-go operations is recommended for continuation in the updated Noise Compatibility Program (NCP).

Relationship to 1998 NCP: Continues approved Measure NA-3 of 1998 Part 150 NCP.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: Port Columbus and Rickenbacker International Airport's Air Traffic Control Towers.

Implementation Steps, Costs, and Phasing:

Steps: No additional steps.

Costs: No additional costs.

Schedule: The program has been initiated and will continue without interruption.

Effects on Other Programs/Measures: The measure is not expected to impact upon other measures or existing programs.

⁴ Nighttime hours, as defined by the Rickenbacker Port Authority, are between 11:00 p.m. and 7:00 a.m. local time.

NOISE COMPATIBILITY PROGRAM MEASURE: NA-4 EXHIBIT: N/A

Description: Implement periodic noise monitoring procedures. *(This measure is being withdrawn and replaced with recommended measure IM-6)*

Background and Intent: The original intent of implementing a periodic noise monitoring system was to serve five purposes: to measure the noise events in the vicinity of the airport, to determine the effectiveness of the Noise Compatibility Program (NCP), to document patterns of runway usage, to detect and identify unusual aircraft noise events, and to provide an objective basis for refinement of the NCP. Noise monitoring could also measure single-event noise levels at selected locations; measure cumulative noise levels at the same locations; separate aircraft noise events from other community noise; record the data required to identify the source of individual noise events; determine runway use; and to store, manage, and report data on noise levels and runway use. Such a noise monitoring system would compute noise exposure only at the locations of the microphones; it would not be used to prepare noise contours. It could, however, be used to compare the measured noise levels with the computed noise levels at the monitored locations. This measure is being withdrawn and the original intent will now be incorporated into recommended measure IM-6.

Relationship to 1998 NCP: Withdraws approved Measure NA-4 of 1998 Part 150 NCP.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-1 EXHIBIT: N/A

Description: Implement compatible use rezoning in the Village of Groveport; Franklin County; Harrison, Madison, and Scioto Townships in Pickaway County; and property annexed by the City of Columbus. ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: This measure would be most easily implemented in areas where the land is undeveloped and located adjacent to airport property or within the 70+ Day-Night Average Sound Level (DNL) noise contour. The primary areas of rezoning would include land surrounding the airfield to the north/northeast, southeast, and south/southwest. The rezoning of these areas should be consistent with each jurisdiction's comprehensive plan or zoning resolution (ordinance).

The zoning classification of the parcels identified for compatible use rezoning is identified by jurisdiction as follows:

- Franklin County (Madison Township) Farm Residence (FR)
- Village of Groveport Planned Low Density Residential (PR-6)
- Harrison Township (Pickaway County) Farm Residential (FR-1)
- Madison Township (Pickaway County) Farm Residence (FR)
- Scioto Township (Pickaway County) Agricultural Estate District (AE)

This measure would also include any property which is annexed by the City of Columbus in the future. Implementation of this measure would assure future land use compatibility in the airport area.

This measure was never fully implemented due in part to the changing definition of the boundary for which it was to be implemented and the reluctance on part of the local jurisdictions to implement the measure. Therefore, this measure is being withdrawn and replaced with recommended Measures LU-18 and LU-19.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-2 EXHIBIT: N/A

Description: Adopt noise overlay zoning, within the 60 Day-Night Average Sound Level (DNL) noise contour, in the Village of Groveport, Franklin County, the City of Columbus, and Harrison and Scioto Townships in Pickaway County, and if property within the proposed noise overlay boundary is annexed by Canal Winchester, it is recommended that Canal Winchester also adopt noise overlay zoning. ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: This is a withdrawal of approved Measure LU-2 which recommended the implementation of noise overlay zoning. Overlay zoning recognizes the underlying land use while at the same time regulating specific uses within the zone. An overlay zone placed over existing zoning will add, modify, or eliminate one or more conditions while not affecting the conditions of the existing zone. Overlay zones are used in specific cases for specific reasons such as to stipulate requirements for sound attenuation in new residential construction. Measure LU-2 of the 1989 Noise Compatibility Program (NCP) recommended the implementation of overlay zoning in the Village of Groveport, Franklin County, and Harrison Township, Pickaway County. The Village of Groveport updated its zoning ordinance to include an airport noise overlay zone out to the 60 DNL in 2001. Franklin County's zoning ordinance was amended and adopted in 1996 with an AEO-Airport Noise Overlay Zone which encompasses the 65 DNL noise contour. The implementation of noise overlay zoning was not initiated in Harrison Township or any of the other jurisdictions.

Measure LU-2, was modified for the 1998 NCP update to recommend noise overlay zoning for all jurisdictions within the 60 DNL of the 2002 noise contour. In addition to the Village of Groveport and Franklin County, the 60 DNL contour also penetrates the Scioto Township jurisdictional boundary located southwest of the airfield. In keeping with the approved measures of the 1989 NCP, the City of Columbus and Scioto Township were also included in the recommendation to adopt noise overlay zoning within the 60 DNL noise contour. However, no further action by these jurisdictions occurred.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a.

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-3 EXHIBIT: N/A

Description: Adopt height and hazard zoning. *(This measure was withdrawn prior to this NCP update)*

Background and Intent: This measure was withdrawn prior to the approval of the 1989 Noise Compatibility Program (NCP). The 1989 Part 150 Study recommended the adoption of height and hazard zoning to prevent encroachments into the Code of Federal Regulations (CFR) Part 77 approach and control surfaces around the airport, pursuant to the model regulations in the Federal Aviation Administration (FAA) Advisory Circular 150/5190-4A. This is not a Part 150 measure. The Village of Groveport adopted an "airport hazard boundary overlay" along with their airport environs boundary overlay in 2001.

Land Use Compatibility Improvement: n/a.

Responsible Implementing Parties: n/a.

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-4 EXHIBIT: N/A

Description: Adopt floodplain zoning in Harrison and Scioto Townships, Pickaway County.
(This measure was completed and is therefore being withdrawn)

Background and Intent: The 1989 Part 150 Study recommended the adoption of floodplain zoning to help in ensuring noise compatibility around the airport to the extent that housing development in the Scioto River floodplain would be discouraged by the regulations. These recommendations have been implemented and therefore, this measure is being withdrawn.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-5 EXHIBIT: N/A

Description: Amend the subdivision regulations of the Village of Groveport, and Franklin and Pickaway Counties by adopting measures requiring the dedication of avigation easements and the recording on plats a notice of potentially high aircraft noise levels for any new subdivisions within a noise overlay zone. The Subdivision Code of the Columbus City Codes, 1959 may be used as the model ordinance and the 60 Day-Night Average Sound Level (DNL) noise contour as the delimiter for implementation. ***(This measure is being withdrawn and replaced with recommended measures LU-18, LU-19, LU-20 and LU-21)***

Background and Intent: This is a withdrawal of Measure LU-5 which recommended amending the subdivision regulations in the Village of Groveport, Franklin County, and Pickaway County. Pickaway County's subdivision regulations were last amended in March, 1985, and last printed in 1994. The provisions for an avigation easement and notice of aircraft noise have not been incorporated into the Pickaway County regulations. The Village of Groveport updated its subdivision regulations after the 1998 Noise Compatibility Program (NCP) was prepared. The requirement of an easement and notice within the 60 DNL noise contour could protect the airport from future litigation by new purchasers of property.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-6 EXHIBIT: N/A

Description: The villages of Groveport, Canal Winchester, and Lockbourne, and the City of Columbus should adopt relevant parts of the Part 150 Study as an element of their comprehensive plans. The land use regulatory jurisdictions of Franklin and Pickaway Counties should incorporate the Part 150 recommendations as planning guidelines if comprehensive plans are adopted in the future. ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: This is a withdrawal of Measure LU-6 which recommended that the jurisdictions surrounding Rickenbacker International Airport (LCK) incorporate relevant parts of the 1989 Part 150 Study as part of their comprehensive plans or adopt the study's recommendations as land use regulation planning guidelines. None of the surrounding jurisdictions incorporated the 1989 Part 150 Study as part of their comprehensive plans. After the 1998 Noise Compatibility Program (NCP) was prepared, the Village of Groveport and the City of Columbus incorporated portions of this measure through their respective Airport Noise Overlay Zone's (AEO).

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-7 EXHIBIT: N/A

Description: Encourage the adoption of policies in the villages of Groveport and Canal Winchester, and the City of Columbus in Franklin County; and Village of Ashville and Harrison Township in Pickaway County to discourage the extension of public water and sewer systems into noise-impacted unincorporated areas of Franklin and Pickaway Counties, unless those areas are zoned for commercial or industrial use and hook-ups for new residential developments are prohibited. ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: This is a withdrawal of Measure LU-7 which recommended policies for discouraging the extension of public water and sewer systems. Capital improvement programming policies regarding utility extensions to discourage residential growth or density have not been adopted by any of the surrounding jurisdictions.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-8 EXHIBIT: N/A

Description: Establish and adopt guidelines for discretionary project review for all jurisdictions within the 60 Day-Night Average Sound Level (DNL) noise contour (the Village of Groveport; Hamilton and Madison Townships, Franklin County; Harrison, Madison, and Scioto Townships, Pickaway County; and the City of Columbus). ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: This is a withdrawal of Measure LU-8 which recommended cooperative planning efforts with the airport through discretionary review. This has been implemented in the Village of Groveport. It was recommended that it be continued with Franklin County; Harrison, Madison, and Scioto townships in Pickaway County; and the City of Columbus, as property surrounding the airport is annexed by the city. However, none of the other communities have incorporated this into their planning process.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-9 EXHIBIT: N/A

Description: Guaranteed purchase of homes within the 65 Day-Night Average Sound Level (DNL) noise contour. Implementation of this approved 1989 measure had been completed with the exception of one homeowner who declined participation in the program. Since the preparation of the 1998 Noise Compatibility Program (NCP), this property has been sold and no longer is being used for residential purposes. ***(This measure is being withdrawn and replaced with recommended measures LU-20 and LU-21)***

Background and Intent: As Measure LU-9 was originally proposed in the 1989 NCP, the guaranteed purchase of homes was offered within the 70+ DNL noise contour. As the 1989 NCP was being submitted to the Federal Aviation Administration (FAA) for review the air cargo carrier, Flying Tigers, pulled out of LCK. This action caused the forecasted noise contours to shrink, moving homes out of the 70+ DNL noise contour to the 65 to 70 DNL noise contour. Commitments for guaranteed purchase had already been made to the owners of noise-impacted homes and even though these homes would now be impacted by noise levels between 65 and 70 DNL instead of 70 to 75 DNL, the FAA honored its commitments and proceeded with the guaranteed purchase of homes.

To mitigate the impacts of forecasted operations in the 1998 Part 150 Study Update Measure LU-9 was continued. The one unmitigated home remaining within the 65 DNL noise contour was offered participation in the 1989 program but the homeowner declined to participate at that time. This home was purchased for the Alum Creek Drive Extension/Rickenbacker Parkway project and no longer is used for residential purposes. Therefore, this measure is complete and will be withdrawn.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-10 EXHIBIT: N/A

Description: Guaranteed purchase of undeveloped land within the 70 Day-Night Average Sound Level (DNL) noise contour. ***(This measure is being withdrawn and replaced with recommended measures LU-20 and LU-21)***

Background and Intent: This is a withdrawal of Measure LU-10 that recommended the purchase of undeveloped land within the 70 DNL contour from the 1998 Noise Compatibility Program (NCP). Only those properties on which there is not an aviation easement or those properties currently zoned for incompatible development would be eligible for participation in this program. Currently, the Columbus Regional Airport Authority (CRAA) owns all of the land within the 70 DNL contour. This program is being redefined and extended to the 65 DNL of the Future (2011) Noise Exposure Map (NEM)/NCP as part of measures LU-20 and LU-21.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-11 EXHIBIT: N/A

Description: Revoke previously approved measure, designed to obtain FAA authorization and funding to allow the purchase of aviation easements over existing residential buildings northeast and southwest of the Airport, as changes in the noise contours have resulted in no structures currently being eligible to participate in the FAA aviation easement program. Structures in these areas were deemed eligible to participate in this program in 1989 based on the Noise Compatibility Program (NCP) noise contours. ***(This measure was withdrawn prior to this NCP update)***

Background and Intent: This measure was revoked as part of the 1998 NCP. Due to public comments, the Rickenbacker Port Authority explored the option of continuing this program outside of the Part 150 process and with local funds, but ultimately was unsuccessful. Aviation easements are being recommended as part of Measure LU-19 as a second option for those property owners of undeveloped land that do not wish to sell their land outright.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-12 EXHIBIT: N/A

Description: Guaranteed purchase or avigation easement purchase of selected homes in the forecasted 1992 70 Day-Night Average Sound Level (DNL) noise contour. **(This measure was completed and is therefore being withdrawn)**

Background and Intent: Five homes were impacted by noise exceeding 70 DNL based on the 1992 Noise Compatibility Program (NCP). Four of these homes were located southwest of the airport on Harrisburg-Fairfield Road (Duvall Road) and one home was on the northeast side on Pontius Road. The 1989 NCP Measure LU-12 recommended the purchase of these five homes. Since the preparation of the 1989 NCP, these five homes have been sold and demolished. As a result, this measure is now complete and being withdrawn from this NCP.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-13 EXHIBIT: N/A

Description: Purchase development rights on specific parcels of undeveloped land within the 1992 65 Day-Night Sound Level (DNL) noise contours. ***(This measure was withdrawn prior to this Noise Compatibility Program (NCP) update)***

Background and Intent: The 1989 Part 150 Study recommended the purchase of development rights based on the 1992 Noise Compatibility Program (NCP). These properties included undeveloped land in three areas around the airport: southwest of the airport within the 75 DNL noise contour; east of US Highway 23 between the 70-75 DNL noise contours; and southwest of the airport, east of US Highway 23 between the 65-70 DNL noise contours.

The analysis of the 1998 Part 150 Study Update revisited the purchase of development rights and concluded that the approval and implementation of this measure would not result in any further land use compatibility beyond that which would be achieved with the other recommended Part 150 measures. The purchase of development rights is most appropriately considered in Noise Compatibility Programming when there is insufficient legal justification to use zoning to prevent incompatible uses or where there is strong local opposition to the use of zoning. The principal disadvantage of acquiring development rights is the high cost. Purchasing development rights can cost nearly as much as fee simple acquisition but gives the buyer only a very limited interest in the property.

Measures to amend local zoning regulations (LU-18 and LU-19) and measures to implement a guaranteed purchase/easement program (LU-20 and LU-21) were presented at meetings of the Planning Advisory Committee (PAC) during the conduct of this study. These measures were positively received by the committee members. Therefore, the purchase of development rights was not recommended for inclusion in this Part 150 Study Update.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-14 EXHIBIT: N/A

Description: Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School). ***(This measure was completed and is therefore being withdrawn)***

Background and Intent: These schools received sound insulation prior to the completion of the 1998 Noise Compatibility Study.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-15 EXHIBIT: N/A

Description: Encourage all jurisdictions within the 60 Day-Night Sound Level (DNL) noise contour to create a series of interrelated land use controls designed to prevent the development of incompatible land uses. The City of Columbus zoning, subdivision, and building code regulations may be used as the model ordinance. ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: This measure was intended to clarify and unify the planning efforts that related to noise compatibility for the communities surrounding the airport. However, since this measure was approved, the Columbus Regional Airport Authority (CRAA) was formed and now manages Rickenbacker International Airport (LCK). In addition, none of the recommendations were implemented due in part to the changing nature of the noise contours. Therefore, this measure is being withdrawn and replaced with Measures LU-18 and LU-19, which together provide the same unifying effort, but do so in a static zone that is easier for the jurisdictions to incorporate into their planning documents.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-16 EXHIBIT: N/A

Description: Encourage the City of Columbus to amend the "Purpose" paragraphs of the zoning, subdivision, and building codes of the Columbus City Codes, 1959, to include Rickenbacker International Airport. (Zoning Code: Section 3384.01, Airport Environs Overlay; Subdivision Code: Section 3123.22, Airport Environs Subchapter; and Building Code: Section 4191.01, Airport Environs.). ***(This measure is being withdrawn and replaced with recommended measures LU-18 and LU-19)***

Background and Intent: The Airport Environs Overlay District(AEO), Subdivision Regulations, and Building Code enforced by the City of Columbus regulate development and land use to ensure compatibility between the three airports (Port Columbus, Bolton Field, and Ohio State University) located within the city and the surrounding noise-sensitive land uses. With the continued annexation of unincorporated land surrounding Rickenbacker International Airport (LCK) by the City of Columbus, the city should amend its Columbus City Codes, 1959, to officially recognize LCK as one of the airports which may create noise impacts on adjacent and surrounding land uses which are within the city's jurisdiction and control.

Section 3310.09 (Zoning of annexed territory.) of the Columbus City Codes, 1959 states that, "Any territory which lies within an Ldn Contour of 65 or greater when annexed to the City shall also become part of the Airport Environs Overlay and subject to the regulations therefore. (sic) (Ord. 244933--95)." The Planning Division of the city's Department of Trade and Development believes that the language of this section of the City Codes would include land in the vicinity of LCK even though the airport is not referenced by name. In addition, the language of Sections 3384.01, 3384.03, 3123.22, and 4191.01 of the Columbus City Codes, 1959 references "any future airport and surrounding land uses."

Therefore, it is not necessary for this change to occur for the AEO to apply to lands near Rickenbacker. Measures LU-18 and LU-19, if implemented, would render this measure unnecessary as it will create a specific zone for consideration of such actions.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-17 EXHIBIT: N/A

Description: Develop a program for the guaranteed purchase of 22 homes within the 65 Day-Night Sound Level (DNL) noise contour, contingent upon the development of an air cargo hub. *(This measure is being withdrawn and replaced with recommended measures LU-20 and LU-21)*

Background and Intent: This measure was developed in the 1998 Noise Compatibility Program (NCP) to be implemented in the event that an air cargo hub would relocate to Rickenbacker International Airport (LCK). At that time, a number of air cargo hubs were being relocated/created and LCK was a strong candidate given the size and layout of the airfield and the proximity of the airport in the Midwest. However, an air cargo hub did not relocate to LCK and this measure was never implemented. Given the state of the cargo industry, it is unlikely that any major cargo hubs will be relocating in the next five years. Therefore, this measure is being withdrawn. The NCP includes measures (IM-4) for periodic updates and triggered updates of the Noise Exposure Maps (NEMs) and the NCP if necessary. With these measures in place, any significant change in the operating environment would be studied and new recommendations developed if appropriate.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-18 EXHIBIT: 4-1

Description: Develop an Airport Land Use Management District (ALUMD) based on the most recent Future 60 Day-Night Average Sound Level (DNL) Noise Exposure Map/Noise Compatibility Program noise contour, natural geographic and jurisdictional boundaries.

Background and Intent: This measure would develop a uniform area with defined boundaries within which land use controls can be recommended. These land use controls may include noise overlay zoning, updates to subdivision regulations and building codes, and formal fair disclosure policies.

The Rickenbacker International Airport (LCK) is a major economic generator to that area. As such, land development patterns are influenced by the airport. This measure would identify a boundary, within which the airport has some influence either economically, from aircraft overflights, or restrictions on use of land or height of structures. All jurisdictions within the ALUMD should be contacted and coordinated with to incorporate this boundary into their planning documents.

The Columbus Regional Airport Authority (CRAA) recognizes the difficulty in accomplishing this goal given the number of jurisdictions and the various zoning regulations that exist. To that end, it is recommended that the assistance of the Mid-Ohio Regional Planning Agency (MORPC) or some similar organization be used to help coordinate and facilitate this process.

The CRAA has participated in a number of multi-jurisdictional planning efforts in the LCK area. Some of these include Route 23 Corridor Committee (& South Bloomfield Transportation Study), State Route 317 Access Management/Corridor Study Committee (prepared by MORPC), Rickenbacker Area Road Network Development Assessment (prepared by MORPC and funded by CRAA), Ebright Road Overpass at US 33 & Bixby Road Interchange at US 33, Village of Groveport Planning and Zoning Meetings, and City of Columbus South Central Accord.

Land Use Compatibility Improvement: This measure would establish a static boundary around the airport within which consistent land use planning for compatibility purposes can be conducted.

Responsible Implementing Parties: Franklin County Planning and Zoning; Pickaway County; City of Columbus; Village of Groveport; Village of Canal Winchester; the Township Trustees of Hamilton and Madison townships in Franklin County and of Harrison, Madison, and Scioto townships in Pickaway County; the CRAA, and MORPC.

Implementation Steps, Costs, and Phasing:

Steps:

- Secure Federal Aviation Administration (FAA) funding and CRAA budget approval.
- Contract with MORPC (or similar agency) to assist with definition and initial contacts with jurisdictions.
- Identify the boundary of the ALUMD
- Request that local jurisdictions incorporate the ALUMD into their current land use planning documents.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-18 Exhibit: 4-1
Continued

Costs: The costs of implementing this measure will include contracting with MORPC (or similar agency) to coordinate and facilitate the implementation of this measure. There will also be administrative costs of the CAAA and local jurisdictions. Total cost estimated at approximately \$25,000.

Schedule: This measure would only be implemented after FAA approval and obtaining FAA and CAAA funding.

Effects on Other Programs/Measures: This measure would enable measure LU-21 and any other future measures that would recommend land use control strategies within the airport area.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-19 EXHIBIT: 4-1

Description: Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD).

Background and Intent: Since the area surrounding the airport is comprised of several local government entities the ALUMD would define a uniform boundary in which similar land use controls would take place.

In the same manner as the City of Columbus and the Village of Groveport, jurisdictions located within the ALUMD should create a noise overlay zoning district to regulate land use and development in noise-sensitive areas, enact subdivision regulations within the noise overlay district requiring notification and dedication of an avigation easement, and amend the local building code to regulate development within the noise overlay zone by use of specific construction methods and establish uniform insulation standards where noise-sensitive activities are affected by aircraft noise.

City of Columbus Ordinance 1136-94 created a new chapter of the City Zoning Code (Chapter 3384, Airport Environs Overlay) for an AEO-Airport Environs Overlay District to regulate development and land use to ensure compatibility near airports located within the city and the surrounding noise-sensitive land uses. In conjunction with the noise overlay district, the city's subdivision regulations and building codes were amended to provide effective land use controls within the area of the overlay district. It would be reasonable for the Village of Canal Winchester; Franklin County; Madison and Hamilton townships in Franklin County; Pickaway County; and Madison, Harrison, and Scioto townships in Pickaway County to develop the same type of interrelated system of land use controls which could prevent the development of incompatible land uses within the communities surrounding Rickenbacker International Airport (LCK).

The language of the amendments to zoning ordinances, subdivision regulations, and building codes could be modeled after the language in the Columbus City Codes, 1959: Zoning Code - Chapter 3384.01 (*Airport Environs Overlay*), Subdivision Code – Sections 3123.25 (*Plat Notice*) and 3123.27 (*Avigation Easement*), and Building Code - Chapter 4191.01 (*Airport Environs*). The City of Columbus regulations are being suggested as the model for Measure LU-21 because the regulatory language is applicable to the type of land use controls needed by all jurisdictions surrounding the airport. Additionally, these regulations are "local" to the area and the State of Ohio.

The Columbus Codes use the 65 Day-Night Average Sound Level (DNL) noise contour for the implementation of the noise overlay zone, subdivision regulations, and building code. It is recommended that, while using the City Codes as a model, the ALUMD be used as the delimiter for implementation of this measure to aid in the preservation of compatible land around the airport.

The Columbus Regional Airport Authority (CRAA) recognizes the difficulty in accomplishing this goal given the number of jurisdictions and the various zoning regulations that exist. To that end, it is recommended that the assistance of the Mid-Ohio Regional Planning Agency (MORPC) or some similar organization be used to help coordinate and facilitate this process.

**NOISE COMPATIBILITY PROGRAM MEASURE: LU-19 EXHIBIT: 4-1,
Continued**

Land Use Compatibility Improvement: This measure would establish consistent land use controls within the ALUMD that would encourage uniform land development patterns that are compatible with airport operations.

Responsible Implementing Parties: Franklin County Planning and Zoning; Pickaway County; City of Columbus; Village of Groveport; Village of Canal Winchester; and the Township Trustees of Hamilton and Madison townships in Franklin County and of Harrison, Madison, Scioto townships in Pickaway County, and the CRAA.

Implementation Steps, Costs, and Phasing:

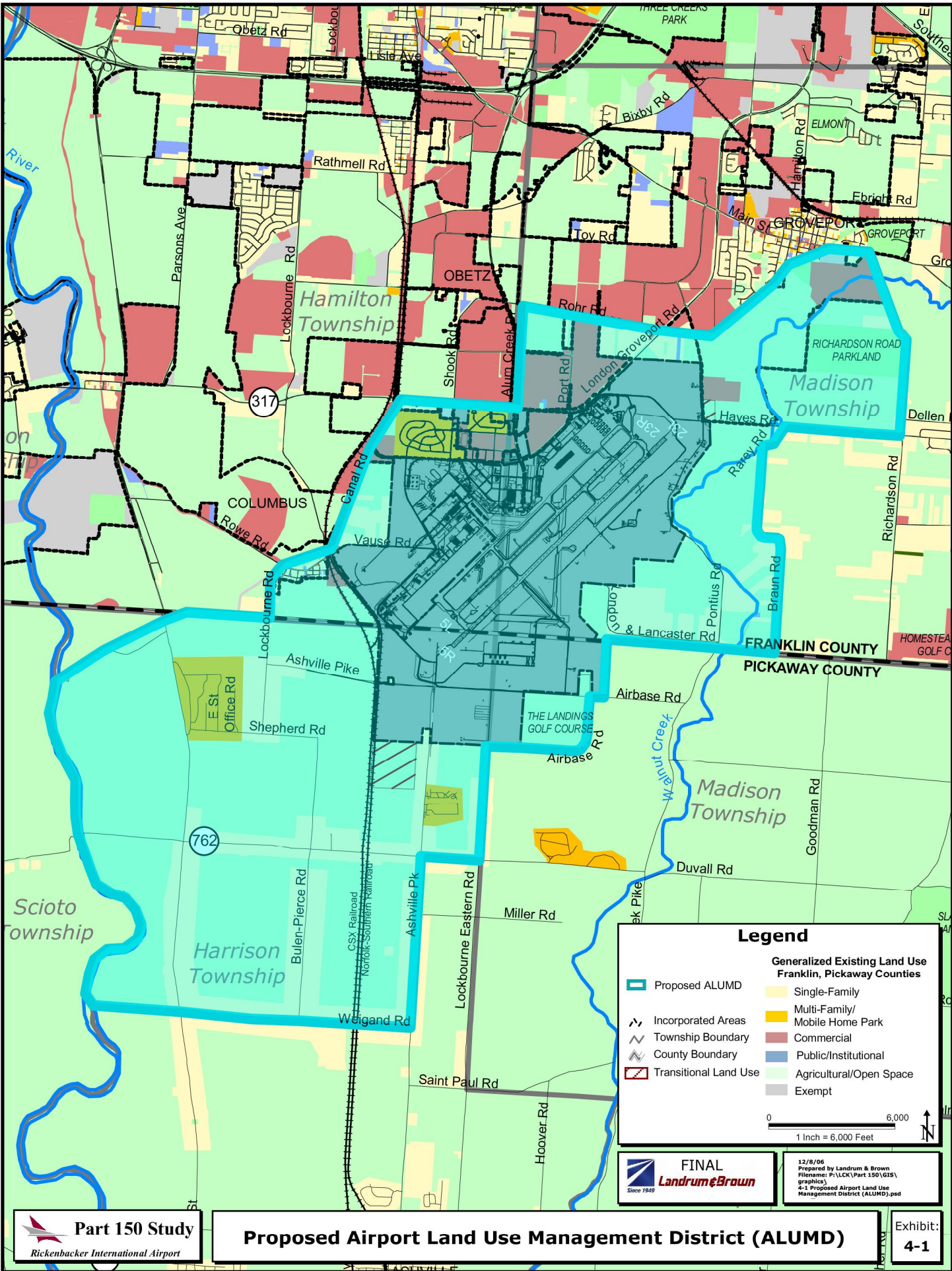
Steps:

- Secure Federal Aviation Administration (FAA) funding and CRAA budget approval.
- Contract with MORPC (or similar agency) to assist with definition of model regulations.
- Work with local jurisdictions to incorporate the recommendations within the ALUMD into their current land use planning documents.

Costs: The costs of implementing this measure will include contracting with MORPC (or similar agency) to coordinate and facilitate the implementation of this measure. There will also be administrative costs of the CRAA and local jurisdictions. Total cost estimated at approximately \$25,000 to \$35,000 annually.

Schedule: This measure would only be implemented after FAA approval and obtaining FAA and CRAA funding.

Effects on Other Programs/Measures: This measure is dependent upon measure LU-18 which defines the boundary of the ALUMD.



Legend

Proposed ALUMD	Single-Family
Incorporated Areas	Multi-Family/ Mobile Home Park
Township Boundary	Commercial
County Boundary	Public/Institutional
Transitional Land Use	Agricultural/Open Space
	Exempt

Generalized Existing Land Use
Franklin, Pickaway Counties

0 6,000
1 inch = 6,000 Feet

FINAL
Landrum & Brown
Since 1949

12/8/06
Prepared by Landrum & Brown
Filename: P:\LCK\Part 150\GIS\graphics\4-1 Proposed Airport Land Use Management District (ALUMD).psd

NOISE COMPATIBILITY PROGRAM MEASURE: LU-20 EXHIBIT: 4-2

Description: Offer acquisition⁵ to eligible undeveloped properties within the 65 Day-Night Average Sound Level (DNL) noise contour of the Future (2011) Noise Exposure Map (NEM)/Noise Compatibility Program (NCP).

Background and Intent: The Columbus Regional Airport Authority's (CRAA) first priority will be to support the implementation of land use restrictions as described in measures LU-18 and LU-19 as a way to remove non-compatible land uses near the airport. However, if those measures are unsuccessful in removing non-compatible land uses, then this measure may be utilized. This measure replaces previously approved measures that identified land to be acquired for noise compatibility purposes. The purchase of undeveloped land would eliminate the possibility of new homes being built within the 65 DNL noise contour and would allow the airport to promote the development of compatible land uses in the future. The purchase of undeveloped land within the 65 DNL noise contour also buffers the airport from existing land uses and lessens the possibility of encroaching incompatible development. The 65 DNL noise contour of the Future (2011) NEM/NCP would be used as a guide for program participation and eligibility. In addition, eligibility would be extended to only those properties that are currently zoned for incompatible land use (such as Farm-Residential) and there is not an existing avigation easement.

Land Use Compatibility Improvement: This measure would prevent the development of homes or other incompatible land uses from being developed within the 65 DNL noise contour.

Responsible Implementing Parties: The Columbus Regional Airport Authority (CRAA) (subject to the availability of the Federal Aviation Administration (FAA) and CRAA funding)

Implementation Steps, Costs, and Phasing:

Steps: The CRAA would make offers to purchase eligible undeveloped land within the 65 DNL noise contour and then submit a grant application to the FAA for reimbursement of funds.

Costs: There are approximately 589 undeveloped acres that would be eligible based on zoning within the 65 DNL noise contour of the Future (2011) NEM/NCP. Assuming a 100 percent participation rate, at \$50,000 to \$75,000 per acre,⁶ the total purchase price would be between \$29,450,000 and \$44,175,000.

Schedule: This measure could be offered upon the approval of the FAA and subject to the availability of funding by both the FAA and CRAA.

Effects on Other Programs/Measures: This measure replaces previous measures that recommended acquisition programs.

⁵ The acquisition program is defined as the fee simple purchase of undeveloped land using a combination of FAA and CRAA funds. When the CRAA receives federal funding a purchase offer is extended to eligible property owners and the owner decides whether or not to sell. Participation in this program is voluntary on the part of the property owner. FAA-approval of the acquisition program does not guarantee that FAA funding will be available or sufficient to acquire all property identified as eligible.

⁶ Based upon recent property transactions within the area of LCK

NOISE COMPATIBILITY PROGRAM MEASURE: LU-21 EXHIBIT: 4-2

Description: For those undeveloped properties that are offered but unwilling to be acquired through LU-20, offer avigation easements to restrict the development of incompatible land uses within the 65 Day-Night Average Sound Level (DNL) noise contour of the Future (2011) Noise Exposure Map (NEM)/Noise Compatibility Program (NCP).

Background and Intent: This program would be offered to those property owners that refuse the purchase offer from measure LU-20. The purchase of an avigation easement notifies the current and any future property owners of the presence of the airport and that noise, dust, and vibration are likely to occur. This notification provides the Columbus Regional Airport Authority (CRAA) with some level of protection from future property owners filing a lawsuit or requesting compensation due to airport activity. In exchange for this easement, the property owner is compensated for the potential impacts. This notification would be placed on the deed for the property and would prevent the development of incompatible land uses for as long as Rickenbacker International Airport (LCK) is a functioning airport. A sample easement is located in Appendix F.

Land Use Compatibility Improvement: The purchase of an avigation easement limits incompatible land uses from being developed on property within the 65 DNL.

Responsible Implementing Parties: CRAA (subject to the availability of Federal Aviation Administration (FAA) and CRAA funding)

Implementation Steps, Costs, and Phasing:

Steps: The CRAA attempts to implement Measure LU-20 (acquisition) for the properties identified. For those properties where acquisition is not successful, an easement would be pursued.

Costs: There are approximately 589 undeveloped acres that would be eligible based on zoning within the 65 DNL noise contour of the Future (2011) NEM/NCP. Assuming an estimated cost per avigation easement per acre of \$5,000 to \$7,500 the total cost would be \$2,945,000 to \$4,418,000.

Schedule: This measure would only be implemented after FAA approval and obtaining FAA and CRAA funding.

Effects on Other Programs/Measures: This measure is only to be implemented if a property owner refuses a purchase offer as recommended in measure LU-20.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-22

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

Background and Intent: Fair disclosure regulations are intended to ensure that prospective buyers of property are informed that the property is or will be exposed to potentially disruptive aircraft noise.

Proposed State Legislation (House Bill 133) was written for the 122nd Ohio General Assembly (1997-1998). This Bill, introduced by Representatives Thomas, Corbin, and Terwilleger, included a fair disclosure element. The Bill proposed that the Aviation Administrator for the State of Ohio Department of Transportation would publish a notice in a newspaper of general circulation in each affected political subdivision, indicating that an airport zone had been identified, and indicating where the public could inspect the airport zone delineation. The Administrator would also notify each landowner of record of land located in the airport zone. This notification would be sent by certified mail to the landowner at the address indicated in the most recent tax duplicate. Any person who received written notice that a parcel of real property that the person owns is included in an airport zone shall not sell or transfer any interest in that real property unless the person first provides written notice to the purchaser or grantee that the real property is included in an airport zone. House Bill 133 never received any further action, and was never moved forward. Currently there is no state law that addresses the issue of fair disclosure.

Since the regulatory approach did not succeed, it may be possible to achieve fair disclosure through voluntary programs. Assistance should be sought from local groups in the housing industry such as the Board of Realtors and the Homebuilders Association and their ethics committees, and local lending institutions. The Columbus Regional Airport Authority (CRAA) should also periodically place advertisements in the real estate sections of the newspapers.

Since owners of property located within the ALUMD are subject to the regulations imposed by the ALUMD, it follows that prospective buyers of real property or lessees of residential property located within the ALUMD should receive fair disclosure regarding the location of the property with respect to the ALUMD. A model of a Fair Disclosure Statement is included in Appendix F.

Land Use Compatibility Improvement: This measure would notify potential home owners of the airport and the noise associated with aircraft operations.

Responsible Implementing Parties: Columbus Area Board of Realtors and Homebuilders Association

Implementation Steps, Costs, and Phasing:

Steps:

- CRAA contacts local Board of Realtors/Homebuilders Association.
- Develop model Fair Disclosure Statement.
- Fair Disclosure Statement is implemented by the Board of Realtors.

Costs: Approximately \$10,000 for outside consulting assistance.

Schedule: This measure would only be implemented after FAA approval and obtaining FAA and CRAA funding.

NOISE COMPATIBILITY PROGRAM MEASURE: LU-22

Continued

<p>Effects on Other Programs/Measures: This measure is dependent upon measure LU-18 which defines the boundary of the ALUMD.</p>

NOISE COMPATIBILITY IMPLEMENTATION MEASURE: IM-1

Description: Establish a Noise Abatement Committee (NAC).

Background and Intent: Since the approval of the 1989 Noise Compatibility Program (NCP), the Port Authority (now the Columbus Regional Airport Authority (CRAA)) established a NAC as a continuation of the Planning Advisory Committee (PAC) convened for the 1989 Part 150 Study. This NAC also served as the "Liaison Committee" called for in the Noise Reduction Agreement between the former Port Authority and the Village of Groveport. The purpose of this committee was to maintain regular communication and exchange of ideas between the airport and surrounding communities, to enhance community understanding of the constraints on airport users and operators, to serve as a vehicle for disseminating information to the community, and to assist with implementation of land use measures. The committee was advisory in nature and chaired by the Director of Aviation or his designee. At this point the committee is no longer active. There has been no request by the community to restart the committee.

Land Use Compatibility Improvement: The committee is intended to communicate the nature of land use compatibility to the community, assist with implementation of land use measures, and to assist in describing the airport's NCP.

Responsible Implementing Parties: CRAA

Implementation Steps, Costs, and Phasing:

Steps: At this point the committee is no longer active, however if it is determined the committee is needed, the following steps would be taken.

- Identify organizations and communities desired for participation
- Request each organization/community to identify/assign a participant (continuation of membership by interested current members of the Part 150 PAC would be encouraged)
- Establish agenda and committee goals
- Begin meetings

Costs: Administrative costs for printing, staff support, report production, meeting facilities and refreshments, and potentially special speaker costs. Total cost estimated at approximately \$5,000 to \$15,000 annually depending on frequency and type of meetings.

Schedule: Meetings as necessary, with continuing participation by all members during interim periods.

Effects on Other Programs/Measures: None

NOISE COMPATIBILITY IMPLEMENTATION MEASURE: IM-2

Description: Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent. ***(This measure is being withdrawn and replaced with recommended measure IM-4)***

Background and Intent: The original intent of this measure was to provide for noise monitoring and modeling at Rickenbacker International Airport (LCK) when operating conditions changed significantly. The Federal Aviation Administration (FAA) uses a 17 percent increase rule for determining what constitutes a potentially significant increase in operations. This measure is being withdrawn and incorporated into recommended measure IM-4.

Land Use Compatibility Improvement: n/a

Responsible Implementing Parties: n/a

Implementation Steps, Costs, and Phasing:

Steps: n/a

Costs: n/a

Schedule: n/a

Effects on Other Programs/Measures: The withdrawal of this measure is not expected to adversely affect any other mitigation program measures.

NOISE COMPATIBILITY IMPLEMENTATION MEASURE: IM-3

Description: Establish/continue a noise complaint response program.

Background and Intent: Since the 1989 Noise Compatibility Program (NCP), the Port Authority (now the Columbus Regional Airport Authority (CRAA)) established a program to maintain and respond to noise complaints. The CRAA has a noise complaint system located at Port Columbus International Airport (CMH). This system handles complaints at all three airports managed by the CRAA (CMH, Rickenbacker International Airport (LCK), and Bolton Field (TZR)). The current program includes a compilation of a noise complaint file, initial responses to those complaints, follow-up actions/evaluations of individual complaints where possible, and recurrent reports. If the pattern of complaints should indicate that some of the recommended noise procedures are not being followed, the airport management would promptly investigate the matter and seek corrective action.

Land Use Compatibility Improvement: No specific improvement to land use compatibility, but improved communications between the airport and neighboring communities would identify and correct possible deviations from approved flight operating procedures that could be incompatible with surrounding land use.

Responsible Implementing Parties: CRAA

Implementation Steps, Costs, and Phasing:

Steps: The CRAA should continue the effort in place since the approval of the 1998 NCP.

Costs: No additional costs.

Schedule: The program has been initiated and should continue without interruption.

Effects on Other Programs/Measures: This measure is not expected to have an impact upon other measures or existing programs.

NOISE COMPATIBILITY IMPLEMENTATION MEASURE: IM-4

Description: Periodic review and update of Noise Exposure Maps (NEM) and Noise Compatibility Program (NCP)

Background and Intent: The NEMs are likely to become outdated and will need to be updated periodically. The NEMs should be updated every two to three years to consider changes in operating levels and patterns, as well as updates of the noise modeling software. In addition, the NEMs should be updated in accordance with the Federal Aviation Administration's (FAA's) guidelines for determining what constitutes a potentially significant increase in operations (17 percent increase in operations). The NCP should be updated every five years or as necessary to reflect larger changes in the nature of aircraft noise surrounding the airport. Should any development, such as runway realignments or significant modifications to ground facilities, enlarge the area of incompatible use exposed to aircraft noise above 65 Day-Night Average Sound Level (DNL), the NCP should be updated prior to the implementation of those improvements. A full update may not be required, but rather, a targeted assessment of the changes occasioned by specific development projects may suffice to bring the NCP to conformity and to qualify additional areas for NCP programs, if appropriate.

Land Use Compatibility Improvement: No specific improvement to land use compatibility; the measure provides for continuing planning and care in assuring the greatest compatibility between the airport and its environs.

Responsible Implementing Parties: Columbus Regional Airport Authority (CRAA)

Implementation Steps, Costs, and Phasing:

Steps:

- Evaluate the need of NEM or NCP update based on conditions.
- If appropriate, retain a qualified planning consultant to conduct the update(s).
- Complete and publish the results, modifying or expanding NCP programmatic boundaries as appropriate at the time of update.

Costs: Each update of the NEMs could be accomplished for approximately \$100,000. The NCP could be updated at a cost of \$300,000 or less, assuming moderate facility changes. Substantial changes could increase the costs of NCP update significantly. Both updates are eligible for funding through FAA AIP grant monies at 95 percent participation.

Schedule: NEM update in 2011/2012, with NCP update as needed.

Effects on Other Programs/Measures: Reviews all other programs and measures to assure their incorporation into the description of the noise condition at the airport.

NOISE COMPATIBILITY IMPLEMENTATION MEASURE: IM-5

Description: Develop a public information program to communicate information about the Noise Compatibility Program (NCP).
(implemented, but in need of enhancements/refreshing)

Background and Intent: A public information program is used by the Columbus Regional Airport Authority (CRAA) to increase the public's awareness of the airport's NCP and cooperative efforts with neighboring jurisdictions in implementing compatible land use controls, the status of the land use management program implementation, and to respond to any questions or concerns from the community. However, during the Planning Advisory Committee (PAC) meetings it was made apparent that the community would like more information and information distributed in a wider variety of formats. This Part 150 Update is recommending enhancements and a refreshing of this program to meet the community's request. Specific enhancements include developing a noise information website specifically for Rickenbacker International Airport (LCK), which would contain an on-line noise complaint form, notification on runway closures or changes in operating procedures, and providing more information on current noise levels and ongoing noise studies. In addition, the CRAA would undertake a renewed effort to communicate to the users and pilots at LCK regarding noise-sensitive areas and the importance of the noise abatement procedures.

Land Use Compatibility Improvement: No specific improvement to land use compatibility, but improved communications between the airport and neighboring communities would reduce the unexpected nature of changes and would explain the expected length of time changes might be in effect.

Responsible Implementing Parties: CRAA

Implementation Steps, Costs, and Phasing:

Steps:

- Enhance website
 - Contract with a website development firm to assist the CRAA.
 - Create materials to be published on the website.
 - Integrate noise complaint function into the current noise complaint system.
 - Go live with website.
 - Advertise availability of the website to the general public.
- Renew pilot and public communication program
 - Create and distribute materials to pilots and public concerning LCK noise abatement program.
 - Periodically review effectiveness of communication.

Costs: Website Development: approximately \$50,000 one time cost.

Pilot and Public Information Program: approximately \$25,000 annually

Schedule: This measure is currently ongoing; however the improvements can take place after obtaining Federal Aviation Administration (FAA) and CRAA funding.

Effects on Other Programs/Measures: Enhances all other NCP measures by communicating the desired actions of the NCP to the users and maintains communication with the public.

NOISE COMPATIBILITY IMPLEMENTATION MEASURE: IM-6

Description: Provide for upgrades/ enhancement of the Columbus Regional Airport Authority's (CRAA) Airport Noise & Flight Track Monitoring System for Rickenbacker International Airport (LCK).

Background and Intent: The Columbus Regional Airport Authority has an Airport Noise & Flight Track Monitoring System, which is located at Port Columbus International Airport (CMH). This system provides aircraft flight tracks and noise monitor data (where noise monitors are located) for all three airports managed by the CRAA (CMH, LCK, and Bolton Field (TZR)). Since the CRAA took responsibility for LCK, two permanent noise monitors were purchased (with local funds) and placed in the field. The system provides data that can be used by the CRAA noise office to monitor flight events, noise levels, and to assist in responding to noise complaints. However, due to the nature of the operations at LCK, a number of enhancements to the Airport Noise & Flight Track Monitoring System would improve the ability of the CRAA to collect and analyze data for LCK.

These enhancements include:

- The installation of a multilateration tracking system to increase the ability of the system to identify aircraft types, specifically military aircraft.
- Air Traffic Control Tower (ATCT) voice recording system to collect communication between pilots and the ATCT. This system would improve the CRAA noise office's ability to respond to noise complaints regarding aircraft not utilizing the current noise abatement procedures.
- The purchase and installation of three additional permanent noise monitors to be located around the airport.
- The purchase and use of one temporary noise monitor to be used by CRAA staff in responding to requests for short-term noise monitoring.
- Other system enhancements as technology improves.

Land Use Compatibility Improvement: Improvements to the system would enable the Airport's Noise Office to better respond to the needs of the community.

Responsible Implementing Parties: CRAA

Implementation Steps, Costs, and Phasing:

Steps:

- Develop system enhancement specifications and budget.
- Seek to obtain Federal Aviation Administration (FAA) participation in funding of the enhancements.
- Implement upgrades and incorporate new data into existing studies.

Costs: Multilateration system: \$200,000 to \$300,000. ATCT voice recording system: \$25,000 to \$50,000. Three permanent noise monitors: \$50,000 to \$60,000. One temporary noise monitor: \$10,000 to \$15,000.

Schedule: Could be implemented immediately upon FAA approval and funding by FAA and CRAA.

Effects on Other Programs/Measures: This measure will provide additional noise and operations data that can be used in IM-5.

4.1 NOISE COMPATIBILITY PROGRAM MAP

The noise abatement measures included in the NCP and presented in this chapter are currently implemented. There are no recommendations included in this NCP update that would change the pattern of aircraft noise at LCK. The information depicted on **Exhibit 4-3, Future (2011) NEM/NCP Noise Contour**, constitutes the official NEM for the year 2011.

Table 4-2 compares Existing (2006) conditions and the Future (2011) NEM/NCP impacts upon housing and noise-sensitive facilities. There are no homes or noise-sensitive facilities within the Future (2011) NEM/NCP noise exposure contour.

**Table 4-2
 COMPARISON OF EXISTING (2006) BASELINE AND FUTURE (2011)
 NEM/NCP HOUSING, POPULATION AND NOISE-SENSITIVE FACILITIES
 INCOMPATIBILITIES
 Rickenbacker International Airport**

Condition	Total Population (All Residential Units)				Total Dwelling Units				Noise-Sensitive Facilities (churches, schools, libraries, hospitals, nursing homes)			
	65-70 DNL	70-75 DNL	75+ DNL	Total	65-70 DNL	70-75 DNL	75+ DNL	Total	65-70 DNL	70-75 DNL	75+ DNL	Total
Existing (2006) Baseline	0	0	0	0	0	0	0	0	0	0	0	0
Future (2011) NEM/NCP	0	0	0	0	0	0	0	0	0	0	0	0

Source: Landrum & Brown, 2006 [contour: lck2011baseline-rev3.dxf]

4.2 NOISE COMPATIBILITY PROGRAM COSTS

The CRAA, supplemented by eligible funding from the FAA, will incur the direct costs associated with the recommended NCP measures. Costs for completion of the program have been estimated in 2006 dollars and are presented in **Table 4-3**. These costs are divided into annual or one-time expenditures, with CRAA carrying the vast majority of responsibility for the costs of the program measures. The CRAA-funded mitigation actions recommended for implementation are eligible, however, for Federal matching funds amounting to approximately 95 percent of the total program cost. The costs of each individual measure are detailed earlier in this chapter.

Annual costs consist of the administrative expenses to implement a measure or to operate aircraft according to the recommended measures. One-time costs include the expenditures to implement major mitigation programs such as voluntary acquisition. The total estimated cost for all NCP recommendations is between \$29,955,000 and \$45,155,000. This assumes a 100 percent participation in LU-20, which recommends the purchase of undeveloped parcels within the 65 DNL noise contour of the Future (2011) NEM/NCP. A 100 percent participation rate in LU-20

would make LU-21 unnecessary; therefore LU-21 is not factored into the total estimated implementation cost.

**Table 4-3
NCP IMPLEMENTATION COSTS
Rickenbacker International Airport**

Type of Measure	Direct Cost to CRAA	Direct Cost to Local Government	Direct Cost to Users
Noise Abatement	None	None	None
Land Use Management	\$29,490,000 to \$44,240,000 ¹	Minimal	None
Implementation	\$465,000 to \$915,000	None	None
TOTAL:	\$29,955,000 to \$45,155,000	Minimal	None

¹: Total cost assumes 100 percent participation in LU-20, which would cause implementation of LU-21 to be unnecessary; therefore the cost of LU-21 is not factored into the total implementation cost listed above.

Notes: The CRAA-funded mitigation actions recommended for implementation are eligible for Federal matching funds amounting to approximately 95 percent of the total program cost.

Source: Landrum & Brown, 2006

4.3 IMPLEMENTATION SCHEDULE

As shown in Table 4-1, the recommended noise abatement measures will require FAA approval to become part of the NCP. No noise abatement air traffic measures are recommended as a part of the NCP because of the lack of FAA funding and staffing to conduct the required National Environmental Policy Act of 1969 (NEPA) approvals. Because this is an update to the 1998 Part 150 Noise Compatibility Study, there are several previously approved noise abatement measures that have either been continued or withdrawn and incorporated into new measures. The existing noise abatement measures (NA-1 through NA-3) are from the previously approved 1989 Part 150 NCP and can continue uninterrupted. The existing land use mitigation measures (LU-1 through LU-17) have been withdrawn and incorporated into the new land use measures (LU-18 through LU-22). Land use mitigation measures LU-18 through LU-21 require FAA approval of the NCP prior to being funded. Should the CRAA wish to proceed, implementation could begin in 2007 and continue for a number of years depending on the number of property owners participating and the availability of local and Federal funds. The CRAA's first priority will be to support the implementation of land use restrictions as described in measures LU-18 and LU-19 as a way to remove non-compatible land uses near the airport. However, if those measures are unsuccessful in removing non-compatible land uses, then measures LU-20 and LU-21 may be utilized.

Implementation measures IM-1 through IM-5 are continuations of previous measures and can be implemented immediately. Implementation measure IM-6 is new and therefore requires FAA approval of the NCP. It is anticipated that the FAA will issue a Record of Approval of this NCP sometime during the second quarter of 2007.

INSERT EXHIBIT 4-3 Future NEM/NCP Noise Contour