



COLUMBUS REGIONAL AIRPORT AUTHORITY
RICKENBACKER INTERNATIONAL AIRPORT



FINAL

**FAR Part 150
Noise Compatibility
Program Update**

December 2006



Landrum & Brown Team



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CHAPTER ONE BACKGROUND

The Columbus Regional Airport Authority (CRAA) has conducted an update to its Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study (Noise Compatibility Study) to document the noise levels from aircraft operations at Rickenbacker International Airport (LCK). The purpose for conducting a Noise Compatibility Study at LCK is to reduce noise impacts from existing aircraft operations on incompatible land uses and to discourage the introduction of new incompatible land uses in the areas impacted by aircraft noise. This chapter provides the background information necessary for public and/or governmental reviewers to make an informed decision as to the adequacy of the Noise Compatibility Study to meet the requirements set forth by FAR Part 150 under which it was prepared.

1.1 FAR PART 150

Part 150 is a section of the FAR that sets forth rules and guidelines for airports desiring to undertake airport noise compatibility planning. The regulations were promulgated by the Federal Aviation Administration (FAA) pursuant to the Aviation Safety and Noise Abatement Act (ASNA) of 1979, Public Law 96-193. ASNA was enacted to "... provide and carry out noise compatibility programs, to improve assistance to assure continued safety in aviation and for other purposes." The FAA was vested with the authority to implement and administer the act. This legislation required the establishment of a single system for measuring aircraft noise, determining noise exposure, and identifying land uses, which are normally compatible with various noise exposure levels.

Through FAR Part 150, the FAA established regulations governing the technical aspects of aircraft noise analysis and the public participation process for airports choosing to prepare airport noise compatibility plans.

1.1.1 PURPOSE OF CONDUCTING A PART 150 STUDY

The purpose for conducting a Part 150 Study at an airport is to develop a balanced and cost-effective plan for reducing current noise impacts from an airport's operations, where practical, and to limit additional impacts in the future. By following the process, the airport operator is assured of the FAA's cooperation through the involvement of air traffic control professionals in the study and the FAA's review of the recommended Noise Compatibility Program (NCP). An airport with an FAA-approved NCP also becomes eligible for funding assistance for the implementation of measures in the NCP.

Among the general goals and objectives addressed by a Part 150 Study are the following:

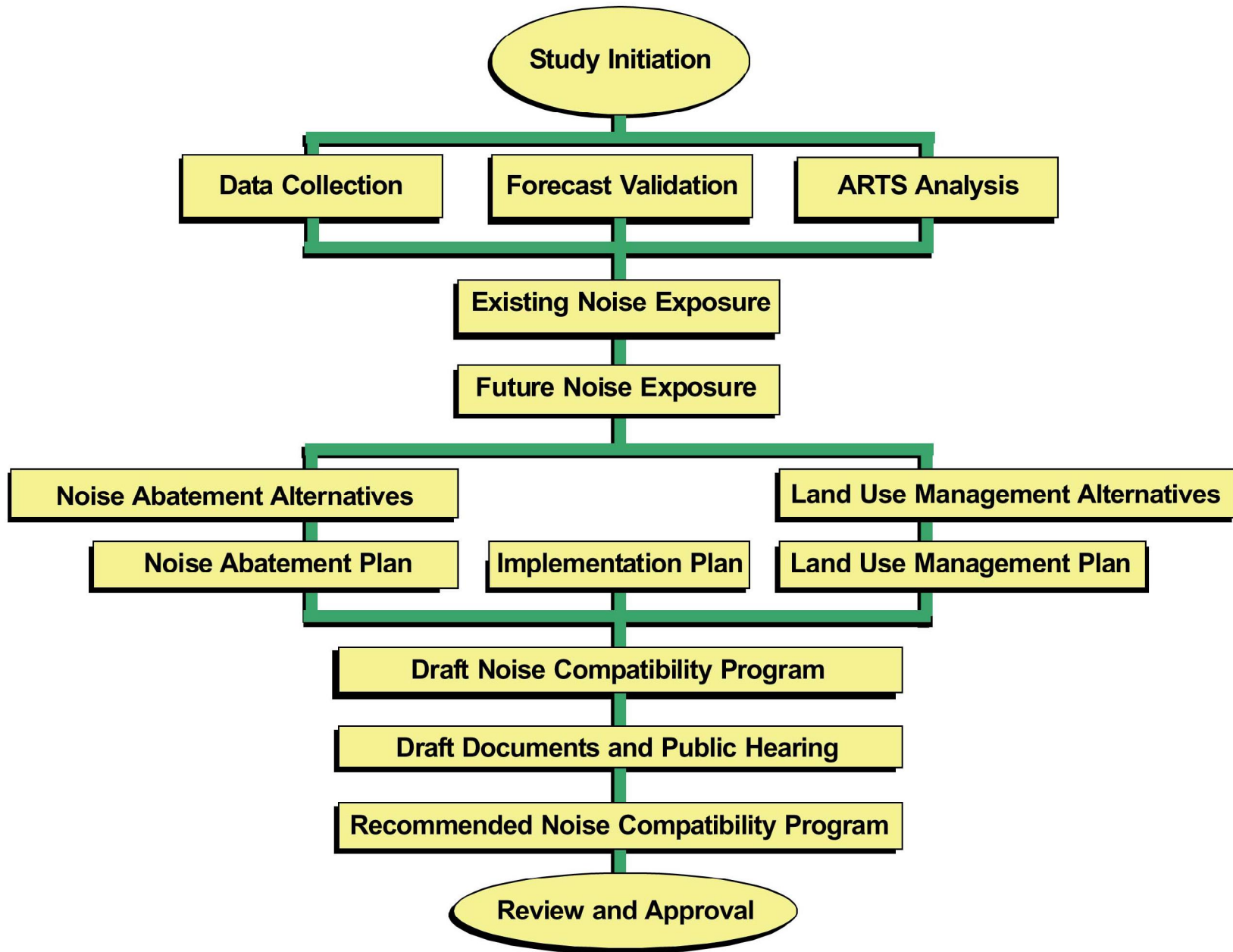
- To reduce, where feasible, existing and forecasted noise levels over existing noise-sensitive land uses;
- To reduce new noise-sensitive developments near the airport;
- To mitigate, where feasible, adverse impacts in accordance with Federal guidelines;
- To provide mitigation measures that are sensitive to the needs of the community and its stability;
- To minimize the impact of mitigation measures on local tax bases; and
- To be consistent, where feasible, with local land use planning and development policies.

The previous Noise Compatibility Study for LCK was completed more than six years ago in 1998, and approved by the FAA in 1999. The following describes the reasons for updating the 1998 Part 150 Study.

- Typically, airports revise their Noise Exposure Maps (NEMs) and NCP every five years.
- In late 2002, the City of Columbus, Franklin County, and the Columbus Municipal Airport Authority approved the merger of the Rickenbacker Port Authority and the Columbus Airport Authority. The merger formed the new CRAA, which is now responsible for the maintenance and operation of LCK, Port Columbus International Airport (CMH), and Bolton Field Airport (TZR). The CRAA is committed to being a good neighbor at all of its airports, which includes maintaining current NEMs and periodically reviewing each airport's NCP.
- In June 2005, AirNet Systems, Inc. (AirNet), a provider of on-demand cargo and passenger charter services, began operating at LCK after relocating from CMH. AirNet has approximately 70 aircraft operations per day, mostly during the early evening and nighttime hours.

1.1.2 PART 150 PLANNING PROCESS

The Part 150 planning process involves the methods and procedures an airport operator must follow in developing an NCP. The decision to undertake noise compatibility planning is entirely voluntary on the part of the airport operator. If the airport operator chooses to prepare an NCP, the FAA will provide funding assistance if the operator follows the regulations of FAR Part 150. As a further inducement to undertake noise compatibility planning, an airport operator becomes eligible for Federal funding assistance for the implementation of measures in an FAA-approved NCP. See **Exhibit 1-1, Noise Compatibility Planning Process**, for a flowchart of the planning process.



A Part 150 Study involves six major steps:

- Identification of airport noise and land use issues and problems;
- Definition of current and future noise exposure patterns;
- Evaluation of alternative measures for abating noise (e.g., changing aircraft flight paths), mitigating the impact of noise (e.g., sound insulation), and managing local land uses (e.g., airport-compatible zoning);
- Development of a noise compatibility plan;
- Development of an implementation and monitoring plan; and
- FAA review and approval of the recommended NCP, including the analysis of alternatives, the compatibility plan, and the implementation and monitoring plan.

The Part 150 Study process is designed to identify noise incompatibilities surrounding an airport, and to recommend measures to both correct existing incompatibilities and to prevent future incompatibilities. For Part 150 Study purposes, noise incompatibilities are generally defined as residences or public use noise-sensitive facilities (libraries, churches, schools, nursing homes, and hospitals) within the 65 Day-Night Average Sound Level (DNL) noise contour.

This process to update the 1998 NCP was designed to accomplish two goals:

- Update the status of the measures included in the 1998 NCP
 - Each previously approved measure was evaluated to determine if it should be continued, revoked, or modified, based on operational and land use changes that have occurred since the completion of the 1998 NCP.
- Identify, analyze, and recommend new measures
 - Potential new noise abatement, land use management, and implementation measures, based on the existing conditions at LCK and conditions expected to occur within the next five years, were evaluated for inclusion in the program.

The planning process has both technical and procedural components. The first component involves the preparation of NEMs, which requires the use of specific technical criteria and methods to complete analyses of aircraft noise exposure, potential noise abatement, and land use mitigation measures. NEMs are the official noise contours for the airport and are prepared for existing conditions (2006) and for five years in the future (2011). The NEMs must be prepared according to FAR Part 150 guidelines with regard to methodology, noise metrics, identification of incompatible land uses, and public outreach. More detailed information regarding the NEM process is included in Section 1.1.3 of this chapter.

The second component of the planning process involves the development of a NCP. The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas near Rickenbacker, and to limit, to the extent possible, the introduction of new incompatible land uses into locations exposed to significant noise levels. Levels of significance are identified in FAR Part 150. The regulations also require that potentially affected airport users, local governments, and the public be consulted during the study, with the process culminating with the opportunity for a public hearing on the airport's recommended NCP. More detailed information regarding the NCP process is included in Section 1.1.4 of this chapter.

1.1.3 NOISE EXPOSURE MAPS

The NEM component of a Part 150 study presents airport noise exposure contours for the existing condition and a forecast condition five years after the date of submission of the maps for FAA review. The current year NEM is labeled 2006. The data collection and analysis for this Part 150 Study Update began in 2005. 2011 is used as the future year because it corresponds with other forecasts and development activity at the airport.

The 2011 NEM/NCP includes the implementation of all recommended noise abatement procedures. The NEM noise contours are superimposed on a land use map to show areas of incompatible land use. (Incompatible land use is defined as residences, schools, churches, nursing homes, hospitals, and libraries.) Appendix C, *Noise Modeling Methodology*, contains detailed information on the inputs and methodology for preparing the noise exposure contours. The official NEMs are located at the front of this document with the NEM and NCP checklist.

FAR Part 150 requires the use of standard methodologies and metrics for analyzing and describing noise. It also establishes guidelines for the identification of land uses that are incompatible with noise of different levels. Section 150.21(d) of FAR Part 150 states that airport proprietors are required to update NEMs when changes in the operation of the airport would create any new, substantial incompatible use. This is considered to be an increase in DNL noise levels of 1.5 decibels (dB) over incompatible land uses when the aircraft noise level exceeds 65 DNL. Of course, the airport operator may update the NEMs at any time based on their own needs and concerns. As previously stated, significant changes have occurred at LCK since completion of the 1998 Noise Compatibility Study, triggering the need to update the study.

The airport proprietor can gain limited protection through preparation, submission, and publication of NEMs. The ASNA provides in Section 107(a) that:

"No person who acquires property or an interest therein ... in an area surrounding an airport with respect to which a noise exposure map has been submitted shall be entitled to recover damages with respect to

the noise attributable to such airport if such person had actual or constructive knowledge of the existence of such noise exposure map unless ... such person can show that:

- i. A significant change in the type or frequency of aircraft operations at the airport; or
- ii. A significant change in the airport layout; or
- iii. A significant change in the flight patterns; or
- iv. A significant increase in nighttime operations; occurred after the date of acquisition of such property."

ASNA provides that "constructive knowledge" shall be imputed to any person if a copy of the NEM was provided to them at the time of property acquisition or if notice of the existence of the noise exposure map was published three times in a newspaper of general circulation in the area. In addition, Part 150 defines "significant increase" as an increase of 1.5 dB of DNL. For purposes of this provision, FAA officials consider the term "area surrounding an airport" to mean an area within the 65 DNL contour. (See FAR Part 150, Section 150.21(d), (f), and (g).

An acceptance of the NEMs by the FAA is required before the FAA will approve an NCP for the airport.

1.1.4 NOISE COMPATIBILITY PROGRAM

An NCP includes provisions for the abatement of aircraft noise through aircraft operating procedures, air traffic control procedures, or airport facility modifications. It also includes provisions for land use compatibility planning and may include actions to mitigate the impact of noise on incompatible land uses. Chapter Four, *Noise Compatibility Program*, includes detailed information for the LCK NCP recommendations. The NCP must also contain provisions for updating and periodic revision.

FAR Part 150 NCP establishes procedures and criteria for FAA evaluation of the NCP. Two criteria are of particular importance: the airport proprietor may not take any action that imposes an undue burden on interstate or foreign commerce, nor may the proprietor unjustly discriminate between different categories of airport users.

The FAA also reviews changes in flight procedures proposed for noise abatement for potential effects on flight safety, safe and efficient use of the navigable airspace, management and control of the national airspace and traffic control systems, security and national defense, and compliance with applicable laws and regulations. Since the FAA has the ultimate authority for air traffic control and flight procedures related to air traffic control requirements, any measures relating to these subjects that are recommended in an NCP must be explicitly approved by the FAA and may not be implemented unilaterally by the airport proprietor.

FAA approval of Part 150 measures, through a Record of Approval that is supported by an environmental assessment and a finding of no significant impact (or an environmental impact statement and a Record of Decision), environmentally clears the agency to participate in actions over which it has primary implementation responsibility (e.g., air traffic modifications). With an approved NCP, an airport proprietor becomes eligible for Federal funding to implement the eligible items of the program. Approval by the FAA does not, however, commit the agency to either a specific schedule of implementation or guarantee the allocation of Federal funds for implementation of any measure.

1.2 PUBLIC INVOLVEMENT

As discussed previously, a key element in the Part 150 process is public involvement. In order to inform and gather input from the public regarding the findings of the LCK Part 150 Study, a Planning Advisory Committee (PAC) was convened, public workshops were held in the community, and a public hearing was held on November 14, 2006.

1.2.1 PLANNING ADVISORY COMMITTEE (PAC)

A PAC was organized early during the planning process to provide feedback and advice to the planning team on the contents and preparation of the Part 150 study. The PAC provided residents, airport users, agencies, and local officials an opportunity to be involved in developing LCK's Part 150 NCP. In refining the NCP, staff from the CAAA, as well as the consultants wanted to benefit from the PAC members' special viewpoints and the people and resources they represented. A process was therefore designed to encourage the open exchange of creative ideas to achieve results. The members of the PAC assisted the process in several ways.

- **As a Sounding Board** – The PAC provided a forum in which the consulting team and other PAC members could present information, findings, ideas, and recommendations. All benefited from listening to the diverse viewpoints and concerns of the wide range of interests represented on the committee.
- **As a Link to the Community** – Each member represented a key constituent interest -- local neighborhoods, local governments, public agencies, or airport users. Committee members could bring together the consulting team and the people they represented, could inform their constituents about the study as it progressed, and could bring the views of others into the committee.
- **As a Critical Reviewer** – The consulting team wished to have its work scrutinized closely for completeness of detail and clarity of thought. The committee membership was urged to point out any shortcomings in the consultant's work and to help improve it.
- **As an Aid to Implementation** – Each member has a unique role to play in implementing the plan, ranging from making changes in flight procedures to changes in local land use plans and regulations.

The PAC operated informally, with no compulsory attendance, no voting, and no offices. The final decision on which measures to include in the Part 150 NCP rests with the CRAA. The meetings were conducted by the consultant team and were conducted at four points in the study when committee input was especially needed. Members were urged to attend the general public information workshops held during the study to listen firsthand to the concerns that were raised and to speak with members of the consultant team and representatives of the airport one-on-one.

Many organizations were contacted and invited to designate a representative to serve on the PAC. The resulting membership represents a broad range of interests pilots, military, commerce, community, environmental, air traffic controllers, government and planning, as well as interested and affected citizens. A roster of the membership of the PAC is provided in Appendix G, *Public Involvement*.

1.2.2 PUBLIC INFORMATION WORKSHOPS

During the course of the Part 150 Study, three public information workshops were held in local communities and at the airport, as summarized below. The workshops were attended by interested citizens, elected officials, and local media representatives. The third Public Information Workshop was held in conjunction with a Public Hearing on November 14, 2006. Appendix G, *Public Involvement*, includes copies of meeting notices, sign-in sheets, comments received, and meeting handouts.

Public Information Workshop #1 – October 11, 2005

4:30 p.m. – 6:00 p.m.
Teays Valley High School
3887 State Route 752
Asheville, Ohio 43103

7:30 p.m. – 9:00 p.m.
Glendening Elementary School
4200 Glendening Drive
Groveport, Ohio 43125

Public Information Workshop #2 – April 20, 2006

4:30 p.m. – 7:30 p.m.
Rickenbacker International Airport
Charter Terminal

Public Information Workshop #3 / Public Hearing – November 14, 2006

4:30 p.m. – 7:30 p.m.
Rickenbacker International Airport
Charter Terminal

1.2.3 PUBLIC HEARING AND COMMENT PERIOD

FAR Part 150 requires that Draft Part 150 NCP documents be made available to the public prior to conducting a Public Hearing. This Draft Part 150 NCP document was made available to the public on October 24, 2006 at local libraries, at the airport, and on-line at <http://www.rickenbacker.org/about/noise.asp>. A Public

Hearing/Public Information Workshop was held on November 14, 2006 at the Rickenbacker International Airport Charter Terminal from 4:30 p.m. to 7:30 p.m.. A list of document locations, a summary of the hearing/workshop, meeting materials, comments received, and response to those comments are included in Appendix G, *Public Involvement*.

1.2.4 ADDITIONAL PUBLIC COORDINATION

As part of the public participation requirement under FAR Part 150, the consultants and airport staff made themselves available for meetings with neighborhood organizations, airport user groups, local government officials, and local residents throughout the study period. Land use coordination was conducted with local land use planners to gather information by phone and mail. There were no requests received from these land use planners for in person meetings.

A meeting was held on May 31, 2006 with members of the LCK Air Traffic Control Tower (ATCT), CMH ATCT, CMH TRACON, CAAA staff, and members of the Consultant Team. The meeting addressed potential noise abatement alternatives and the coordination required with CMH. Further coordination with the ATCT, the Ohio Air National Guard, and AirNet was conducted via phone and mail.

1.3 STATUS OF 1998 NOISE COMPATIBILITY PLAN

The 1998 Part 150 Noise Compatibility Study Update NCP included 26 recommended measures: four noise abatement measures, 17 land use management measures, and five implementation measures. Each measure is listed below, followed by its status in *italics*.

1.3.1 SUMMARY OF THE 1998 NCP NOISE ABATEMENT MEASURES

- NA-1:** Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course. *Status – Implemented at 3,000 feet MSL*
- 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. *Status - Implemented 070 degree turn and preferential reverse flow between the hours of 11:00 p.m. to 7:00 a.m.*
- 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. *Status - Implemented 070 degree turn, preferential southwest flow for touch-and-go operations, and preferential reverse flow between the hours of 11:00 p.m. to 7:00 a.m.*

NA-4: Implement periodic noise monitoring procedures within the Airport environs. *Status: Installed two permanent noise monitors*

1.3.2 SUMMARY OF THE 1998 NCP LAND USE COMPATIBILITY MEASURES

LU-1: Implement compatible use zoning in the Village of Groveport; Franklin County; Harrison, Madison, and Scioto Townships in Pickaway County; and property annexed by the City of Columbus. *Status – Not Implemented*

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 Township 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. *Status – Partially Implemented in the Village of Groveport, and Columbus/Franklin County*

LU-3: Adopt height and hazard zoning. *Status – Withdrawn prior to 1999 NCP*

LU-4: Adopt floodplain zoning in Harrison and Scioto Townships. *Status – Completed prior to 1999 NCP*

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. *Status – Partially Implemented in the Village of Groveport and City of Columbus. The Village of Groveport's Airport Environ Overlay (AEO) references a notice to purchasers for "any development related permit."*

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. *Status – Partially Implemented in the Village of Groveport and City of Columbus*

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. *Status – Not Implemented*

- 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). *Status – Implemented in Groveport*
- LU-9:** Guaranteed purchase of homes within the 65 DNL noise contour. *Status – Completed*
- LU-10:** Guaranteed purchase of undeveloped land within the 70 DNL noise contour. *Status – Not Implemented*
- LU-11:** Purchase avigation easements over existing residential buildings northeast and southwest of the airport. *Status – Revoked as part of the 1999 NCP*
- LU-12:** Guaranteed purchase or avigation easement purchase of selected homes in the forecasted 1992 70 DNL noise contour. *Status – Completed prior to 1999 NCP*
- LU-13:** Purchase development rights. *Status – Withdrawn prior to 1999 NCP*
- LU-14:** Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School). *Status – Completed prior to 1999 NCP*
- 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. *Status – Partially Implemented in the Village of Groveport*
- 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 to officially recognize Rickenbacker 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. *Status – Not Implemented*
- 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. *Status – Not Implemented*

1.3.3 SUMMARY OF THE 1998 NCP IMPLEMENTATION MEASURES

- IM-1:** Establish a Noise Abatement Committee. *Status – Not Active*
- IM-2:** Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent. *Status – Implemented as necessary*
- IM-3:** Establish a noise complaint response program. *Status – Implemented*
- IM-4:** Periodic review and update of Noise Exposure Maps. *Status - Implemented*
- IM-5:** Develop a public information program to communicated information about the Noise Compatibility Program. *Status – Implemented*

1.4 AIRPORT FACILITIES AND ACTIVITY

The following sections provide a basic discussion of the history of the airport, a description of the area surrounding the airport, an inventory of the existing airport facilities, and an identification of the typical aircraft activity at LCK.

1.4.1 AIRPORT HISTORY

The site of LCK was originally Lockbourne Army Air Base and was opened in June 1942 as a glider and B-17 training facility. Flight-training activities took place at the base until World War II ended. At that time, the base was used as a development and testing facility for all - weather military flight operations. The primary unit at the base was the 447th Composite Group, also known as the Tuskegee Airmen. This unit merged with the 477th Composite Group in 1947, becoming the 332nd Fighter Wing, one of the first all-Black flying units in the newly created U.S. Air Force. In June 1949, the 332nd was reassigned and the base was deactivated until 1951 when it was placed under the control of the Strategic Air Command.¹

Throughout the 1950s and 1960s, the size of the base doubled to approximately 4,400 acres and several airfield improvements were made, including construction of the two current 12,000-foot parallel runways and a permanent ATCT. In 1974, the base was renamed Rickenbacker Air Force Base in honor of World War I flying ace and Congressional Medal of Honor winner Eddie Rickenbacker, a native of Columbus, Ohio. Rickenbacker Air Force Base closed in April 1980 at which time the facility was turned over to the Ohio Air National Guard and renamed Rickenbacker Air National Guard Base.²

¹ *About Rickenbacker.* Columbus Regional Airport Authority. On-line at: <http://www.rickenbacker.org/about/history.asp/>. 2004.

² *About Rickenbacker.* Columbus Regional Airport Authority. On-line at: <http://www.rickenbacker.org/about/history.asp/>. 2004.

In June 1980, the Franklin County Commission established the Rickenbacker Port Authority (RPA) with the mission to receive and redevelop any land released for civilian use and to enter into a joint-use agreement with the U.S. Air Force to maintain the operation of the Rickenbacker airfield, potentially as an industrial park. The RPA and the U.S. Government entered into a joint use agreement and lease in January 1982, which authorized civil aircraft to use the airfield and established the U.S. Air Force as airfield manager until control could be transferred to the RPA (this occurred in October 1990). Redevelopment at LCK began in 1985 with the establishment of an air cargo hub and bulk sorting facility for Flying Tigers. Although Flying Tigers was sold to Federal Express in 1989 and most operations moved from LCK, the airport continued to develop throughout the 1990s. In late 2002, the City of Columbus, Franklin County, and the Columbus Municipal Airport Authority approved the merger of RPA and the Columbus Airport Authority, forming the new CRAA effective January 1, 2003.³

1.4.2 AIRPORT LOCATION

The area surrounding LCK encompasses numerous industrial parks, that are home to over 125 E-commerce fulfillment, international airfreight, freight forwarding and distribution companies, a Foreign Trade Zone (FTZ), and the future site of a planned rail-truck Intermodal Facility.⁴ **Exhibit 1-2** shows the location of LCK in relation to the Columbus Area.

The Rickenbacker Global Logistics Park is the newest industrial park in the LCK area and is located near the planned Intermodal Facility. The park will encompass 1,300 acres of land and includes 20 million square feet of development in 30 buildings spread over four campuses. This park also has the ability to obtain FTZ status as is seen at other locations throughout the LCK area.⁵

A FTZ is a site within the U.S. that is legally considered outside of Customs territory, which allows goods to be brought into the FTZ duty-free and without formal customs entry. The CRAA is grantee and operator of FTZ No. 138, which encompasses nearly 5,000 acres at LCK and can accommodate industrial and aeronautical uses.⁶

The planned rail/truck Intermodal Facility (IMF) at LCK is expected to be operational in 2007 and is the result of a partnership between CRAA and the Norfolk Southern Corporation. The facility will be used for the interchange of shipping containers between trains and trucks. The facility has also been designed to provide efficient access and economic benefits to companies that also ship air cargo at LCK.⁷ It is not anticipated that the IMF will contribute significantly to the growth of aircraft operations at LCK.

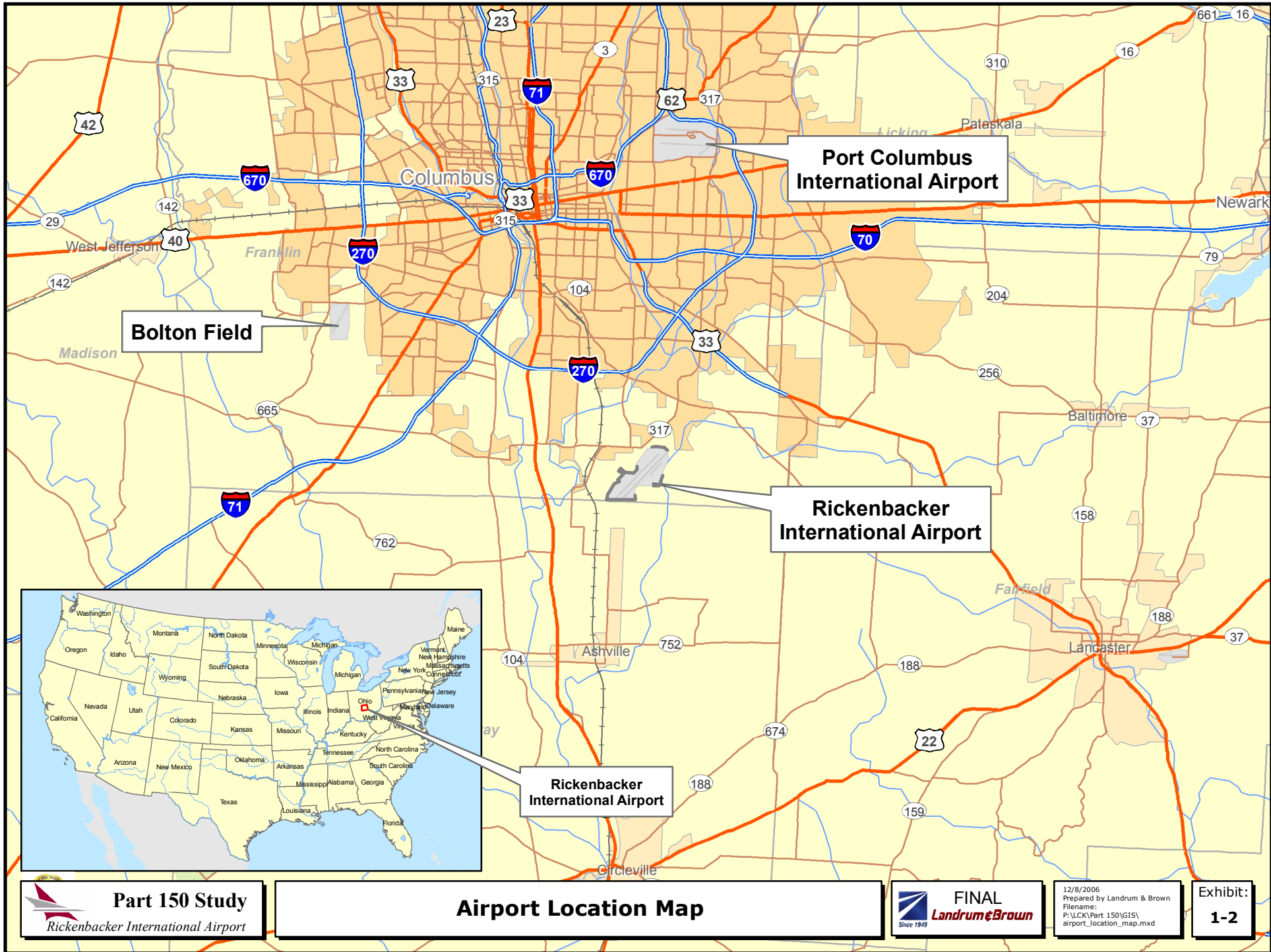
³ *About Rickenbacker*. On-line at: <http://www.rickenbacker.org/about/history.asp/>. 2004.

⁴ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/realestate/>. 2004.

⁵ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/realestate/glp2.asp/>. 2004.

⁶ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/ftz/>. 2004.

⁷ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/intermodal/>. 2004.



1.4.3 AIRPORT RUNWAYS

LCK consists of two parallel runways spaced approximately 1,000 feet apart. Runway 05R/23L is 12,102 feet long and 200 feet wide and Runway 05L/23R is (11,908) feet long and 150 feet wide with Runway 05L having a displaced threshold of (900) feet and Runway 23R having a displaced threshold of (992) feet. Runway 05R has a CAT II/III Instrument Landing System (ILS) and Runway 05L and Runway 23L have a CAT I ILS.

1.4.4 AIRPORT OPERATORS AND FACILITIES

As of September 2006, LCK was served by the following operators:

- Charter Airlines
 - Seasonal Charter Airlines
- Cargo Airlines
 - AirNet Systems
 - Air Tahoma
 - Atlas Air
 - Evergreen Airlines
 - Federal Express
 - Kalitta Air
 - United Parcel Service
- Military
 - 121st Air Refueling Wing – Ohio Air National Guard
 - Army Aviation Support Facility #2 – Ohio Army National Guard

1.4.4.1 Charter Terminal

The Charter Terminal at LCK is a two-gate facility that measures approximately 43,000 square feet. The Transportation Security Administration (TSA) provides security and baggage screening for charter passengers.⁸

1.4.4.2 Air Cargo Facilities

The Air Cargo Terminal Complex at LCK provides direct airside access for tenants. The complex includes three air cargo terminal buildings that feature over 164,000 total square feet of space. Dedicated facilities for Federal Express and Forward Air are also located within the complex.⁹

⁸ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/charter/>. 2004.

⁹ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/aircargo/facilities.asp/>. 2004.

1.4.4.3 Military Facilities

LCK is home to the 121st Air Refueling Wing of the Ohio Air National Guard and the Army Aviation Support Facility #2 of the Ohio Army National Guard. The facilities for both are located on the southwest side of the airport.

1.4.4.4 Midfield Terminal Area Plan

Recently, the Midfield Terminal Area Plan was completed for LCK in order to refine the landside portion of the 1997 Master Plan. The Plan was completed in order to establish a recommended development plan for LCK that would sufficiently meet the needs of airport operators based on projections of growth and future requirements. Highlights of the recommended development plan for the Midfield Terminal Area are included in the following sections.¹⁰

Air Cargo

The need for additional ramp space and cargo building development over the 20-year planning period exceeds currently available facilities. The plan provides for nearly one million additional square feet of building space and associated ramps for cargo-related development. As of April 2006, CRAA is designing a new Air Cargo Terminal to be constructed in 2007.

Charter Terminal

Constructed initially as a two-gate 43,000-square foot facility, the terminal could build-out at its current location to 150,000 square feet with ramp, auto parking, and vehicular access.

General Aviation

LCK is one of four airports serving the general aviation community within the Greater Columbus area. This sector of aviation activity at LCK is expected to increase over the planning period with a growing share of turbine-powered aircraft. An area to accommodate as many as four new 24,000-square-foot hangars and associated ramps is included in the plan to meet this growth.

Aircraft Maintenance

Available hangar and ramp space are already utilized for commercial aircraft maintenance activities in the Midfield area. Opportunities for additional aircraft maintenance facilities are accommodated in the Midfield Plan, including areas for large-aircraft maintenance operations.

¹⁰ Rickenbacker International Airport. On-line at:
http://www.rickenbacker.org/about/midfield_plan.asp/. Retrieved August 8, 2006.

Airfield Support Facilities

The Ohio Air National Guard (OANG) administers the ATCT and airport fire and safety protection at LCK. Alternatives were analyzed for relocating the existing Airport Rescue and Firefighting (ARFF) facility, which has exceeded its useful life. The recommended plan placed the ARFF facility in a centralized location on the line between the Midfield and OANG Cantonment areas. While assuming that the 1940s-era ATCT remains until later in the planning period, the plan recommends eventual relocation to an area south of the existing airfield. Such a location would provide an unimpeded line of sight to all existing runways. As of April 2006, the CRAA is undertaking an ATCT siting study. This study will involve an analysis and evaluation of alternate locations that may be suitable for the construction of a new ATCT.

All of the airport facilities at LCK are shown on **Exhibit 1-3, Existing Airport Layout**.

1.4.5 FIXED-BASE OPERATOR

Lane Aviation Corporation provides aircraft line services, fueling services, ramp parking, hangar parking/storage, parts, and maintenance for general aviation aircraft at LCK. Lane Aviation also offers aircraft sales and charter services at LCK. It is anticipated that AirNet will begin offering fueling services by 2007.

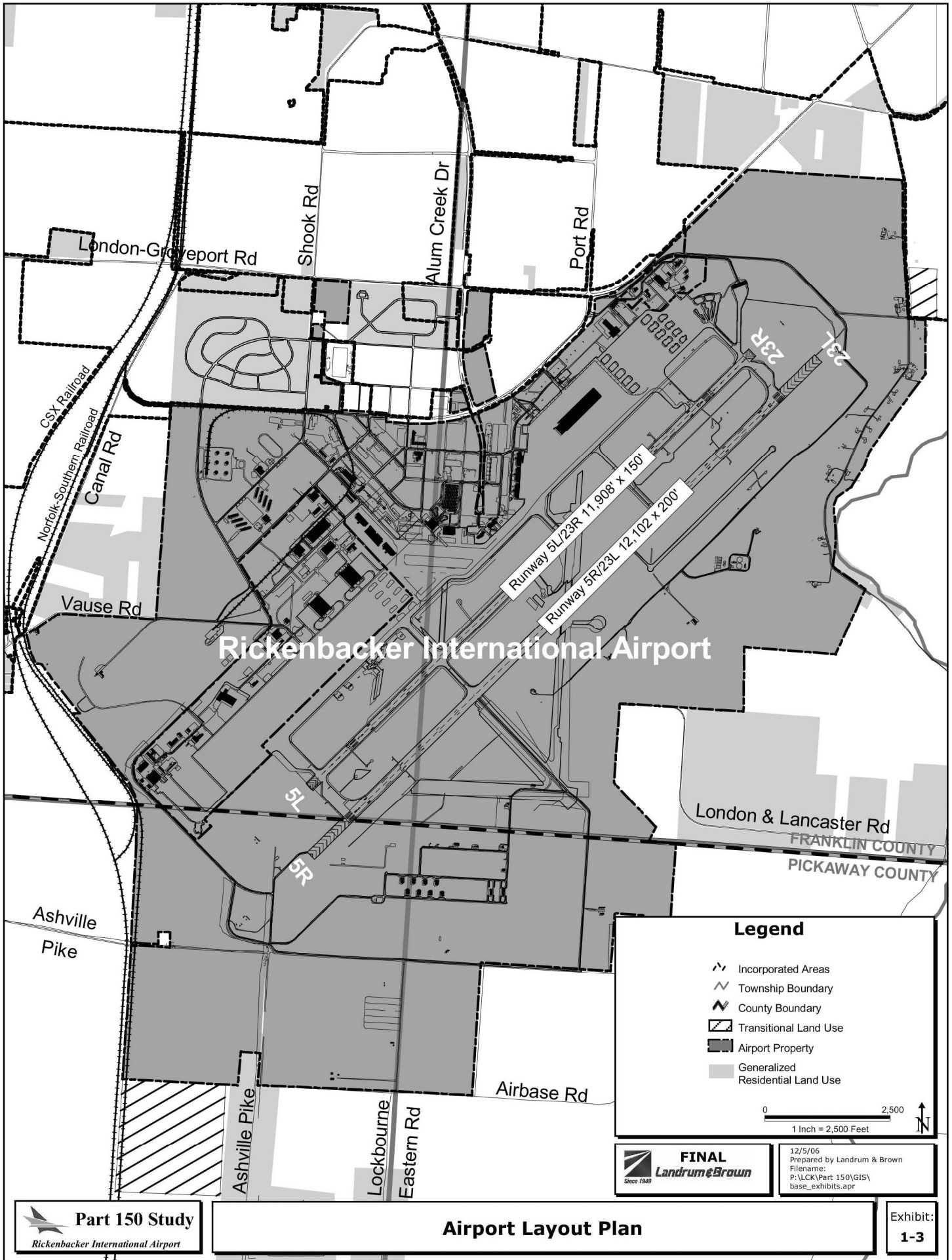
1.4.6 BASED AIRCRAFT

Table 1-1 provides the number of based aircraft at LCK by aircraft type. A total of 72 aircraft are based at the airport.

**Table 1-1
BASED AIRCRAFT
Rickenbacker International Airport**

AIRCRAFT TYPE	NUMBER
Single-engine Aircraft	10
Multi-engine Aircraft	4
Jet Aircraft	4
Helicopters	32
Military Aircraft	22
TOTAL	72

Source: Columbus Regional Airport Authority. Airport information published as of August 3, 2006.



Rickenbacker International Airport

Legend

- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Airport Property
- Generalized Residential Land Use

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1 Inch = 2,500 Feet

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Since 1949

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1.4.7 ANNUAL OPERATIONS

The number of annual operations at LCK for the baseline period (May 2004 to April 2005 with projections for the remainder of 2005) was approximately 67,160, which results in 184 average annual day operations. The number of annual operations at LCK was based on ATCT records, airport landing fee reports, and discussions with operators. A full year of operations data was projected for AirNet. AirNet began operation at LCK in May 2005. **Table 1-2** shows a breakdown of the 2006 operations by the primary user group. For a detailed breakdown of the annual operations, refer to Appendix C, *Noise Modeling Methodology*.

**Table 1-2
AIRCRAFT OPERATIONS BY USER GROUP
EXISTING (2006) BASELINE CONDITIONS
Rickenbacker International Airport**

USER GROUP	2006 EXISTING OPERATIONS	PERCENT OF TOTAL
Charter Jets	730	1.2%
Cargo Jets	4,380	6.5%
AirNet	29,200	43.5%
Air Taxi	2,920	4.3%
General Aviation Jets	3,650	5.4%
General Aviation Props	10,220	15.2%
Military	16,060	23.9%
TOTAL	67,160	100.0%

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

CHAPTER TWO

AFFECTED ENVIRONMENT

Airports and aircraft operations generally have direct benefits and impacts on surrounding communities as aviation activity is inherently intertwined with its neighbors. This includes both positive and negative impacts. Identifying and evaluating land uses surrounding an airport is an important step in quantifying potential impacts through the Part 150 process. This evaluation identifies the residential and other noise-sensitive land uses around the Rickenbacker International Airport (LCK). A discussion of the land use mapping methodology and zoning information is provided in Appendix D, *Land Use Methodology*.

2.1 AIRPORT LOCATION

LCK is located on the border of Pickaway and Franklin counties in Ohio approximately ten miles southeast of downtown Columbus, Ohio. These two counties and the jurisdictions contained within generally share both the benefits and the potentially negative impacts of airport operations at LCK, and therefore are the subject of the land use evaluation in this study.

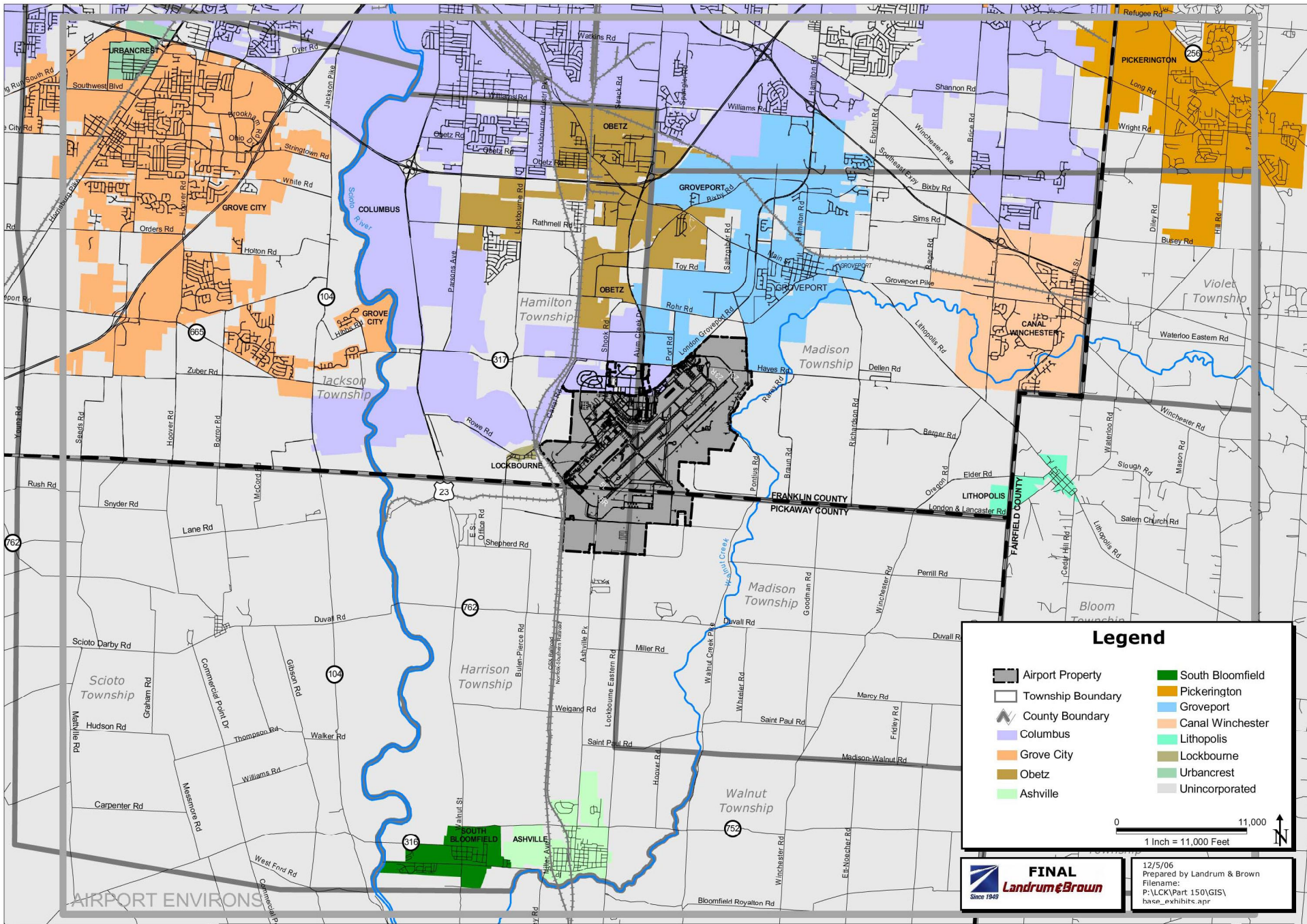
2.1.1 COLUMBUS REGIONAL AIRPORT AUTHORITY

LCK is owned and operated by the Columbus Regional Airport Authority (CRAA), which sets the policies under which the airport is operated. The CRAA is an independent governmental entity responsible for the operation of LCK as well as Port Columbus International Airport (CMH) and Bolton Field Airport (TZR). The creation of the CRAA was a result of a merger between the Columbus Municipal Airport Authority and the Rickenbacker Port Authority (RPA) on January 1, 2003.

A Board of Directors is the governing body of the CRAA and is composed of nine business and community leaders. The Mayor of the City of Columbus appoints four members of the Board, the Franklin County Board of Commissioners appoints four members, and one member is appointed jointly by the Mayor and the Franklin County Board of Commissioners. All Board members serve four-year staggered terms.

2.1.2 AIRPORT ENVIRONS

The airport environs refers to the regional area that may experience broader effects from the noise of aircraft operations. The airport environs for LCK is shown in **Exhibit 2-1, *Airport Environs*** and depicts the area of southern Franklin County, northern Pickaway County, and western Fairfield County, Ohio as well as the jurisdictions contained within. The map includes jurisdictional boundaries, local roads and major highways, the airport property line, and significant geographical features. The airport environs does not follow geographic boundaries, but rather



Legend

Airport Property	South Bloomfield
Township Boundary	Pickerington
County Boundary	Groveport
Columbus	Canal Winchester
Grove City	Lithopolis
Obetz	Lockbourne
Urbancrest	Ashville
Unincorporated	

1 Inch = 11,000 Feet

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encompasses an area approximately 14 x 19 miles (266 square miles). The area extends approximately five miles to the north and south of the airport and eight miles to the east and west.

The area is of adequate size to depict flight tracks and the jurisdictional boundaries used in this study.

The airport environs map generally extends to South Bloomfield and Ashville to the south, Canal Winchester and portions of Pickerington to the east, Grove City and Urbancrest to the west, and portions of the City of Columbus to the north. In addition to unincorporated areas in both Franklin and Pickaway Counties, the jurisdictions in the airport environs include the villages of Canal Winchester, Groveport, Lockbourne, and Obetz, as well as Hamilton, Jackson, and Madison Township in Franklin County; and the villages of Ashville, and South Bloomfield as well as Harrison, Madison, Scioto, and Walnut townships in Pickaway County.

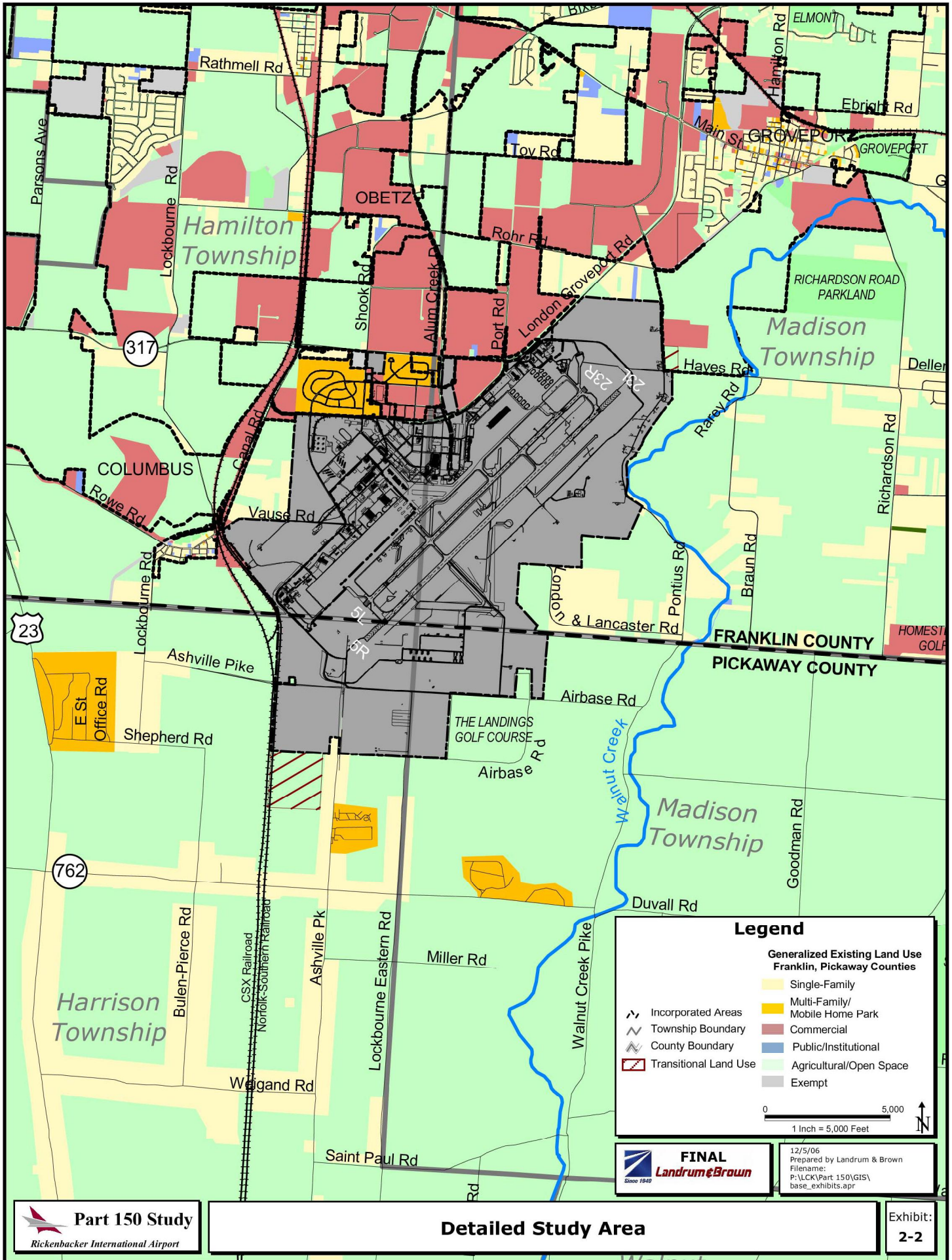
2.1.3 DETAILED STUDY AREA (DSA)

The Detailed Study Area (DSA) is defined as the area that experiences direct overflights of aircraft at low altitudes. The DSA was determined by examining the boundaries of previous 65 Day-Night Average Sound Level (DNL) noise exposure contours (the Federal Aviation Administration (FAA)-defined threshold for significant noise impacts), and by reviewing flight tracks of aircraft operating in the airport vicinity and/or under the control of the LCK Air Traffic Control Tower (ATCT). The DSA, shown in **Exhibit 2-2, Detailed Study Area** is the map extent used to show existing and future noise contours, as well as noise abatement alternatives in this document.

To the north, the DSA includes the villages of Groveport and Obetz. To the east, the DSA extends just beyond Richardson Road in Madison Township in Franklin County. To the south, the DSA extends past St. Paul Road in Harrison and Madison Townships in Pickaway County. To the west, the DSA extends to US Route 23 in Harrison Township.

2.1.4 EXISTING LAND USES IN THE STUDY AREA

Land uses in the DSA were identified, mapped, and categorized in terms of the general land use classifications presented in FAR Part 150, which includes residential (single and multi-family), commercial, public/institutional, and agriculture/open space. These uses were identified based on each county's Geographic Information System (GIS) database (where available), previous Part 150 studies, additional land use surveys provided by the CRAA or local jurisdictions, and was supplemented as necessary by field verification. Appendix D, *Land Use Methodology*, provides additional detailed information regarding the classification and identification of land uses in the DSA. **Exhibit 2-3, Existing Land Uses** depicts the existing land uses.



Legend

Generalized Existing Land Use Franklin, Pickaway Counties

- Single-Family
- Multi-Family/
Mobile Home Park
- Commercial
- Public/Institutional
- Agricultural/Open Space
- Exempt

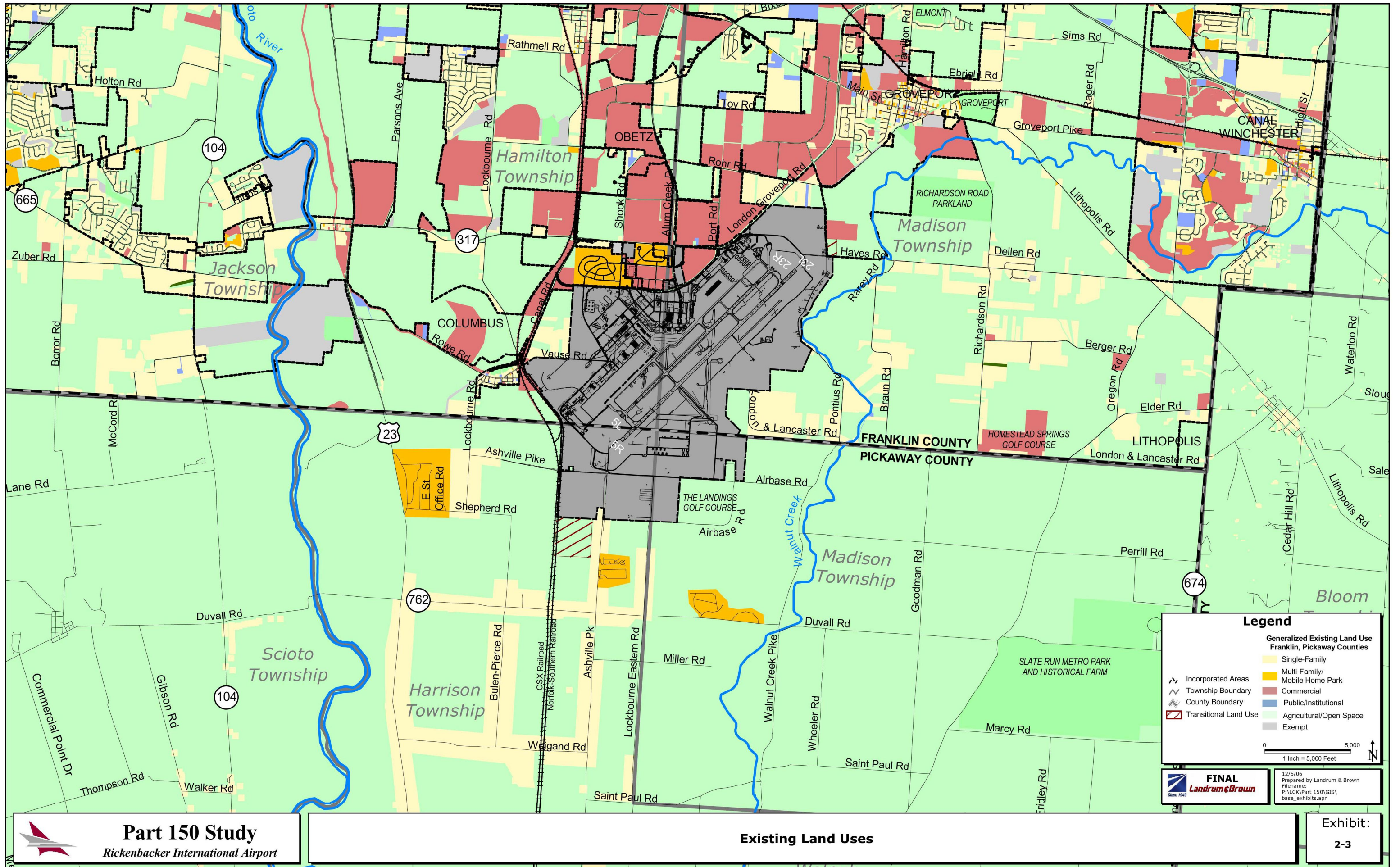
Incorporated Areas
 Township Boundary
 County Boundary
 Transitional Land Use

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**Generalized Existing Land Use
Franklin, Pickaway Counties**

- Single-Family
- Multi-Family/
Mobile Home Park
- Commercial
- Public/Institutional
- Agricultural/Open Space
- Exempt

- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use

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The area for which existing land uses were identified involves two levels of delineation: 1) the area directly adjacent to the airport and the areas directly in line with the northeast/southwest orientation of the runways that may be affected by specific localized impacts of noise abatement measures; and 2) the regional area that may experience the broader incompatibilities of aircraft overflight and noise impacts. To the immediate northeast and within previous 65 DNL noise exposure contours, land uses are characterized by agricultural land and open spaces, interspersed with low density residential land. Further to the northeast is the Village of Groveport, which contains a higher density of residential, commercial, and noise-sensitive development. Southwest of LCK, and throughout most of the northern portion of Pickaway County, land uses are dominated by low density residential land and agricultural uses.

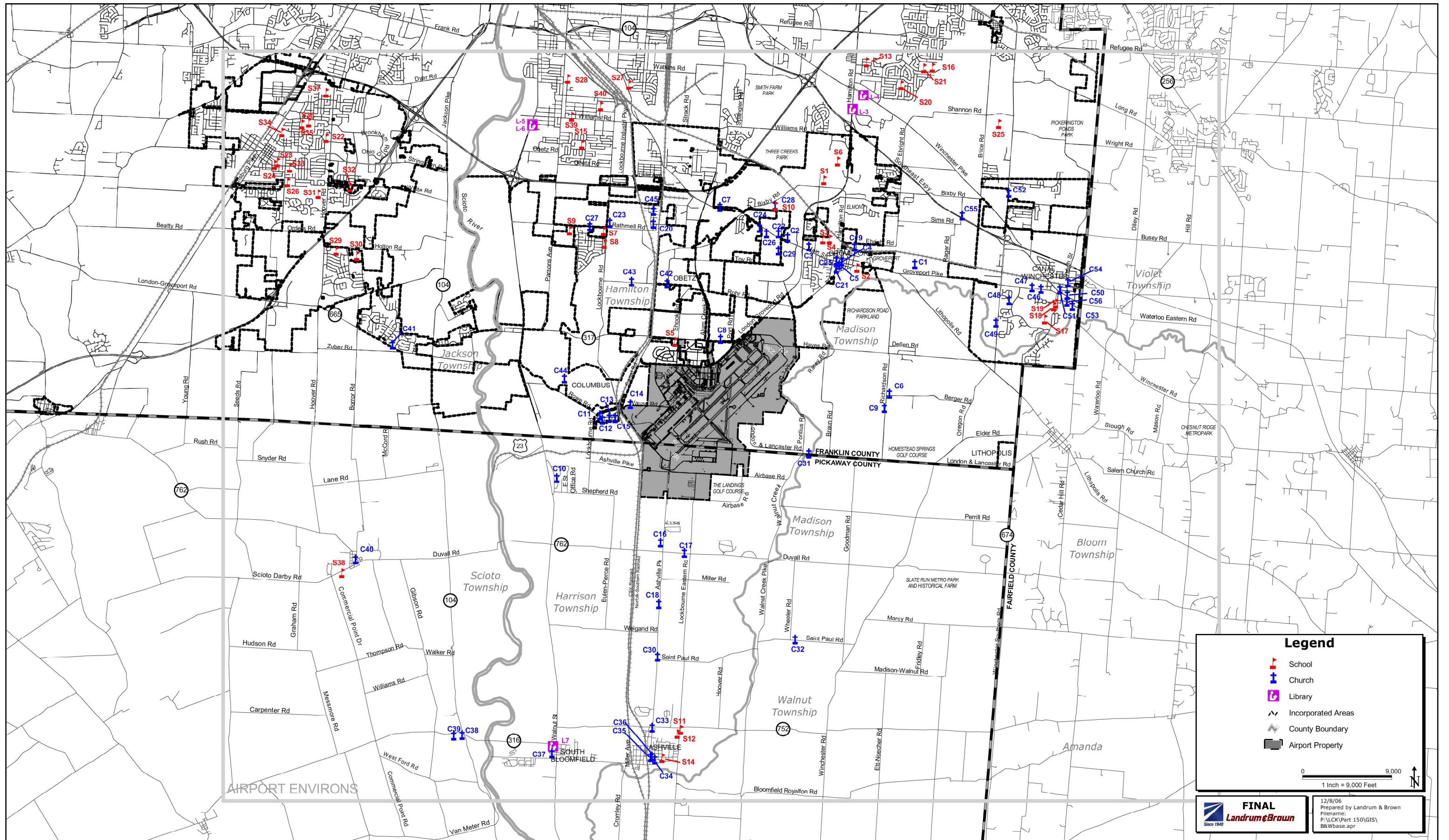
2.1.5 EXISTING NOISE-SENSITIVE PUBLIC FACILITIES IN THE STUDY AREA

Land uses that could be considered incompatible with airport operations include more than just residential uses. FAR Part 150 defines certain public facilities as noise-sensitive - churches, schools, nursing homes, libraries, and hospitals. Within the DSA there are 39 schools, 52 churches, and seven libraries as shown on **Exhibit 2-4, Existing Noise-Sensitive Public Facilities**. No hospitals or nursing homes are located in the study area. In Appendix D, *Land Use Methodology*, Table D-1 discusses the methodology for collecting and organizing the noise-sensitive facility data and provides a list of all facilities.

2.1.6 EXISTING HISTORIC SITES

The land use and noise-sensitive facilities data analysis included performing an inventory of sites with historical significance. Historically significant structures on LCK property include three former military barracks dating back to when LCK was owned by the U.S. Air Force. These structures have been preserved and are all that remain of 16 original structures.

The area surrounding LCK has several locations of note, including a covered bridge, several old churches, three historic districts in Canal Winchester, and the former site of the Ohio and Erie Canal which passed through the villages of Lockbourne and Canal Winchester. A search of sites on the national register of historic places revealed that there are no registered sites within the existing or future 65 DNL noise contour. There are 34 total sites within the overall airport environs. Historic sites are shown on **Exhibit 2-5, Historic Resources** and listed in **Table 2-1**.



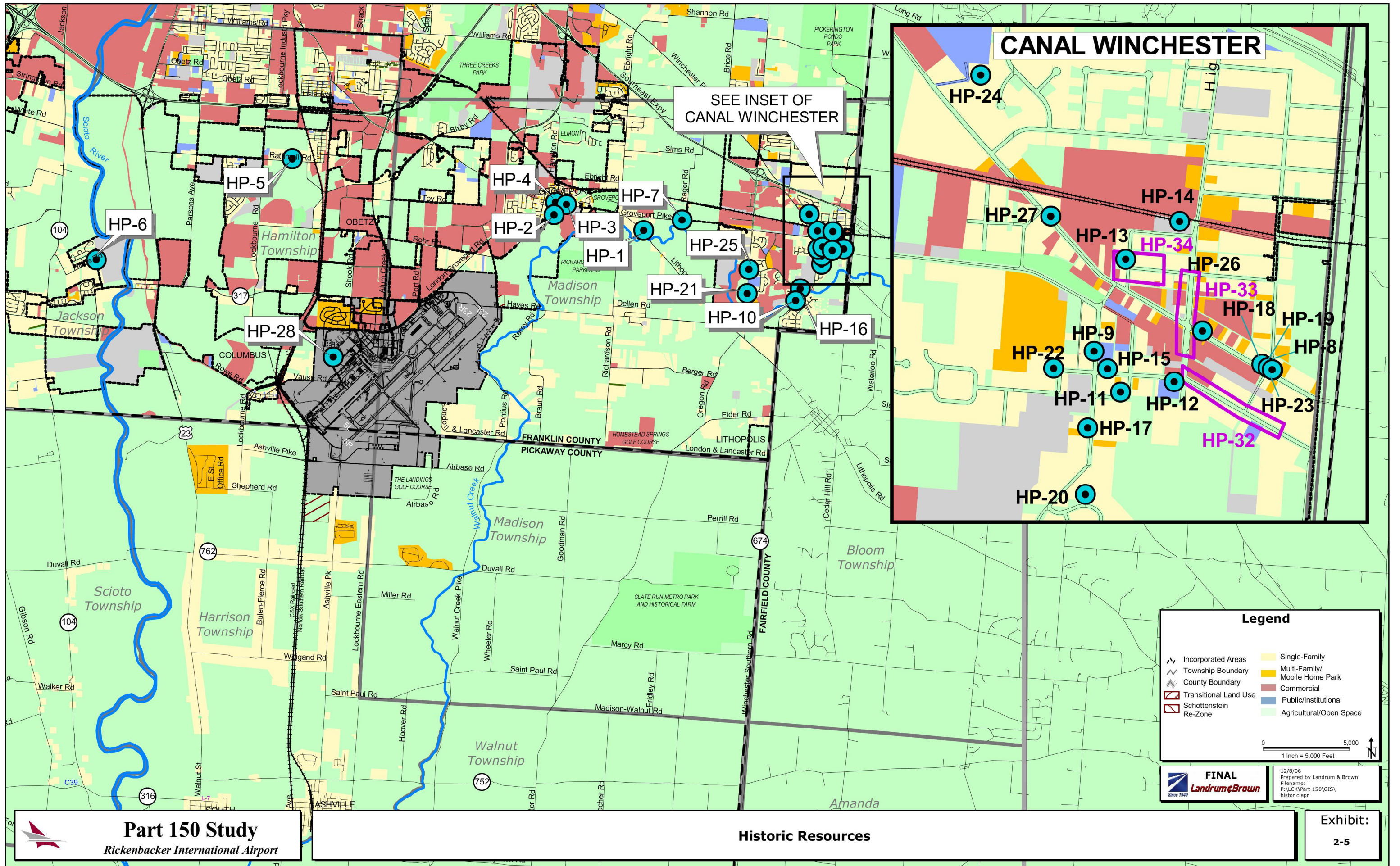
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- School
- Church
- Library
- Incorporated Areas
- County Boundary
- Airport Property

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SEE INSET OF
CANAL WINCHESTER

CANAL WINCHESTER

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	Single-Family
	Multi-Family/ Mobile Home Park
	Commercial
	Public/Institutional
	Agricultural/Open Space

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1 Inch = 5,000 Feet

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**Table 2-1
HISTORIC SITES
Rickenbacker International Airport**

Map ID	Name
HP-1	Decker, Elias, Farmhouse
HP-2	Groveport Log Houses
HP-3	Groveport Town Hall Historic Group
HP-4	Groveport United Methodist Church
HP-5	Herr, Christian, House
HP-6	Landes, Samuel, House
HP-7	Rager, John, Farmhouse
HP-8	Barnhardt - Bolenbaugh House
HP-9	Beery, Dr. L. W., House
HP-10	Bergstresser Covered Bridge
HP-11	Bruns - Wynkoop House
HP-12	Canal Winchester Methodist Church
HP-13	Carty, J. - R. J. Tussing House
HP-14	Chaney, O.P., Grain Elevator
HP-15	David's Reformed Church
HP-16	Deitz, Samuel, Farmhouse
HP-17	Epley, Henry J., House
HP-18	Foor - Alspach House
HP-19	Gayman, Christian, House
HP-20	Griffith, James, House
HP-21	Haffey, Parley, Farm Complex
HP-22	Helpman - Chaney House
HP-23	King, William, House
HP-24	Lehman, Abraham Farmhouse
HP-25	Thrush, Morgan, Farm Complex
HP-26	Times Building - Lodge Hall
HP-27	Zellers - Langel House
HP-28	Former Military Barracks

Source Ohio Historic Preservation Office, <http://www.ohiohistory.org/resource/histpres/>, 2006; Rickenbacker International Airport, Environmental Assessment for AirNet Systems, Inc. Relocation and Runway 05L CAT I ILS Projects, July 2004.

2.2 EXISTING LAND USE GUIDELINES/PLANNING DOCUMENTS

Neither the CRAA nor the Federal government has the authority to implement or enforce local land use policies and regulations. That responsibility falls to the local jurisdictions, which could include the county, city, village, or township. The Part 150 process includes a review of local comprehensive planning efforts, land use regulations, zoning ordinances, building codes, and subdivision regulations.

In most cities and counties, the chief land use regulatory document is the zoning ordinance, which regulates the types of uses, building height, bulk, and density permitted in various locations. Subdivision regulations are another important land use tool, regulating the platting of land. Local communities also regulate development through building codes and, in some cases, enforce noise regulations. The local capital improvements program, a schedule for constructing and improving public facilities such as streets, sewers, and water lines, is another important policy document that could influence development; although, on its own it does not involve regulation.

The Part 150 planning process does not propose, recommend, or fund the mitigation of future proposed development. It does, however, identify areas of potential future noise exposure for use by local planners in the development of comprehensive planning documents and land use policies. By preparing a comprehensive plan and setting land use policies, a jurisdiction or community can develop land appropriately and according to a locally accepted, approved plan. It is important that these planning efforts identify the likely development potential of land near the airport, within the published airport noise contours, or under existing or proposed future aircraft flight tracks. The local land use planning policies provide the airport sponsor with a description of the types of future development that should occur in areas not yet developed or to be redeveloped within the community.

In the LCK area, two counties, five municipalities, and three townships share the responsibility for land use regulation. Franklin County (which includes Hamilton and Madison townships) administers zoning, building, and subdivision regulations. Pickaway County administers subdivision regulations. The City of Columbus administers zoning, building, and subdivision regulations. The villages of Groveport, Canal Winchester, and Obetz each administer zoning, building, and subdivision regulations, while the Village of Lockbourne administers only building regulations. The three townships in Pickaway County (Madison, Harrison, and Scioto) each administer only zoning regulations. Summaries of the existing and future land use and zoning plans for these jurisdictions are included in Section 2.2.1 through Section 2.2.7 of this chapter. **Exhibit 2-6, Local Planning Jurisdictions** depicts the location of each planning jurisdiction.

2.2.1 FRANKLIN COUNTY

The Franklin County Commissioners most recently amended and readopted the Franklin County Code in June 2000. Ohio Revised Code 303.02 enables County Commissioners to regulate building and land use in unincorporated territory for public purpose. Section 303.02 states that "commissioners may in accordance with a comprehensive plan regulate by resolution the location, height, bulk, number of stories, and size of buildings and other structures, including tents, cabins, and trailer coaches..." A comprehensive plan is not statutorily required to be a separate document, and may in fact, be the zoning resolution if it formulates the reasons for its existence in a planned manner. The variety and intensity of land uses achievable in any area are largely dependent on the type and level of public services available, particularly water and sewer. In Franklin County, the City of Columbus is the primary provider of public water and sewer service. It is the city's policy to require lands to annex either to Columbus or to one of its sister village/cities prior to extension of Columbus water and sewer. Due to this policy, urban densities are not obtainable in much of unincorporated Franklin County. There are portions of Franklin County for which area or township plans may be appropriate. Annexations will continue to reduce the unincorporated territory, and without urban services, most areas must remain low density. There are pockets of certain townships that have county water and sewer service, but these areas are limited. Township plans provide important direction for land use and zoning decisions, and are incorporated into the Franklin County Code.¹

Hamilton and Madison townships are located within Franklin County (within the DSA) and are covered by the county's zoning resolution. Land in a township that has not already been rezoned for a specific purpose is automatically zoned in the Rural category. The majority of the unincorporated township areas in Franklin County fall within this category until the submission of specific development proposals or the annexation of land to a municipality. Permitted uses in this category include agriculture, single-family homes on a minimum of 2.5 acres, schools, churches, child day care facilities, and home occupations.²

Current land use in Franklin County is approximately 36 percent agricultural, 34 percent residential, 17 percent public, seven percent industrial, and six percent commercial. It is estimated that if current land use plans are followed, by 2030, most of the county's agricultural land will be transformed into residential land uses.³

¹ *The Franklin County Zoning Resolution*. Amended and readopted June 2000.

² *The Franklin County Zoning Resolution*. Amended and readopted June 2000.

³ *Franklin County Fact Sheet*, Mid-Ohio Regional Planning Commission. November 2005.

2.2.2 PICKAWAY COUNTY

Pickaway County administers subdivision regulations within its boundaries. These subdivision standards and regulations were adopted in 1971 and were amended in 1985.⁴ Each township in the county administers its own zoning code. Three townships in Pickaway County, (Madison, Harrison, and Scioto) are located within the LCK area. Pickaway County has, in cooperation with the City of Columbus, Harrison Township, and the villages of Ashville and South Bloomfield formed a Joint Economic Development District (JEDD) to promote economic development in the LCK area.⁵

Current land use in Pickaway County is approximately 91 percent agricultural, two percent residential, two percent commercial, and four percent public. Like Franklin County, it is estimated that if current land use plans are followed, by 2030, most of the county's agricultural land near LCK will be transformed into residential land uses.⁶ Several townships in Pickaway County lack zoning and land use plans. Much of the land in Harrison, Madison, and Scioto townships is zoned either agricultural or low density residential.

2.2.3 CITY OF COLUMBUS

The City of Columbus is the state capital of Ohio. It is the most populous city in the state of Ohio. The City's population growth has been facilitated by land area expansion over the past 50 years. Annexation has enabled Columbus to grow from approximately 40 square miles in 1950 to approximately 220 square miles today.⁷

The current Comprehensive Plan for the City of Columbus establishes a policy framework for the growth, development, and redevelopment of the city through 2010 in the areas of land use, economic development, infrastructure, and community facilities. The goals of the Comprehensive Plan are to: maintain, enhance, and protect neighborhoods; attract an equitable share of the regions' growth; expand transportation options; provide and maintain parks and recreation facilities, encourage compatibility between natural and built environments (developed and redeveloped environments); preserve cultural and physical history of the city; and to maintain and strengthen the role of the downtown as the primary commercial, cultural, and entertainment center, and a major retail and residential center.⁸

The City of Columbus has established an Airport Environs Overlay (AEO) District to "...protect the public health, safety, and welfare by regulating development and land

⁴ *Subdivision Standards and Regulations for Pickaway County, Ohio*. Adopted November 1971. Amended March 1985.

⁵ Telephone conversation between Consultant and Pickaway County Land Use Department. July 14, 2005.

⁶ *Pickaway County Fact Sheet*, Mid-Ohio Regional Planning Commission. October 2005.

⁷ *Regional Fact Book, Regional Growth Strategy, Central Ohio*, Mid-Ohio Regional Planning Commission. August 2004.

⁸ City of Columbus, *Comprehensive Plan*. December 1993.

use within airport environs and airport hazard areas; to ensure compatibility between among existing airports, and any future airport and surrounding land uses; and to protect said airports from incompatible encroachment.” The AEO is divided into three subdistricts (A,B,C), which represent different levels of noise impact. Subdistrict A includes the 65 DNL to 70 DNL noise exposure area. Subdistrict B includes the 70 DNL to 75 DNL noise exposure area. Subdistrict C includes the 75 DNL and greater noise exposure area.⁹ **Table 2-2** (on next page), shows permitted and prohibited uses within the AEO District.

Downtown Columbus is located approximately ten miles northwest of LCK. Due to its size, different areas of Columbus have different land use characteristics and development needs. Several neighborhood plans have been developed for specific areas of the City of Columbus. Those plans that concern the southern areas of the city closest to LCK (the South Central Accord; the South Alum Creek Neighborhood Plan; and the South Side Plan, the Tri-south Neighborhood Plan, and the Southeast Area Plan) are described in the following section.

2.2.3.1 South Central Accord

The South Central Accord (Accord) was cooperatively developed by the City of Columbus, Hamilton Township (with additional staffing from the Mid-Ohio Regional Planning Commission), and Franklin County to address land use, natural resources, transportation, public facilities, public services, and historic preservation within its planning area. The Accord was initially adopted in 1997, with amendments adopted in 2000 and 2004. The planning effort to develop the Accord is a result of the 1995 annexation of 2,026 acres of land in Hamilton Township by the City of Columbus and the subsequent 15-year agreement between Hamilton Township and the City of Columbus to plan jointly for development in the south central area. The planning area covers approximately 16 square miles and includes portions of LCK. The area is roughly bounded by Interstate 270 to the north, and Hamilton Township to the east, south, and west (excluding the villages of Obetz, Groveport, Lockbourne). Exhibit D-3 in Appendix D shows a map of the South Central Accord Planning Area. The South Central planning area falls under the jurisdiction of two zoning authorities. The Franklin County Zoning Resolution, administered by the Franklin County Development Department, covers the unincorporated Hamilton Township portions of the area. The Columbus Zoning Code, administered by the Development Regulation Division of the Department of Development, covers portions of the planning area within Columbus.¹⁰

⁹ City of Columbus Code, Title 33, Zoning Code, Chapter 3384, Airport Environs Overlay.

¹⁰ *South Central Accord*. August 1997. Amended October 2000 and March 2004. Adopted by Hamilton Township Board of Trustees, Columbus City Council, and Board of Franklin County Commissioners.

**Table 2-2
PERMITTED AND PROHIBITED USES WITHIN THE CITY OF COLUMBUS
AIRPORT ENVIRONS OVERLAY DISTRICT
Rickenbacker International Airport**

LAND USE	Subdistrict A	Subdistrict B	Subdistrict C
	65 DNL	70 DNL	75 DNL
RESIDENTIAL			
Single-, Two-, Three- or Four-Family	Y	N	N
Apartment	Y	N	N
Manufactured Housing, Mobile Homes	N	N	N
Hotels, Motels	Y	Y	N
Church, House of Worship	Y	Y	N
Public Park, Noncommercial Recreation	Y	Y	Y
All Other Residential	Y	Y	N
COMMERCIAL			
Retail	Y	Y	Y
Business Services	Y	Y	Y
Personal Services	Y	Y	N
Professional Services	Y	Y	Y
Offices	Y	Y	N
All Other Commercial	Y	Y	Y
MANUFACTURING			
Manufacturing, Warehousing, Distribution	Y	Y	Y
Parking Facilities	Y	Y	Y
All Other Manufacturing	Y	Y	Y
INSTITUTIONAL			
Hospitals, Nursing Homes	Y	Y	N
Other Medical Facilities	Y	Y	Y
Educational Facilities	Y	Y	N
Public Assembly	Y	Y	N
Government Facilities	Y	Y	Y
All Other Public and Semi-Public	Y	Y	Y
INDUSTRIALIZED UNIT	N	N	N
ALL OTHER USES	Y	Y	Y

Y = Permitted, N = Prohibited

Source: City of Columbus Code, Title 33, Zoning Code, Chapter 3384, Airport Environs Overlay.

The Accord recommends that land use in the Rickenbacker District be primarily industrial. LCK and associated properties comprise well over 50 percent of the district. Two multi-family residential complexes on the airport's northern edge and a cluster of large-lot single-family residential on the airport's western border are the other dominant land uses. The district also includes a school, a few businesses, a church, and two small single-family residential clusters. The portion of the district north of SR 317 is primarily agricultural in use, but is largely zoned for

manufacturing with several construction projects already underway. The villages of Groveport to the east and Obetz to the north of the district both plan for industrial land uses along their borders. The Accord recognizes this trend by illustrating the area as industrial with existing residential gradually transitioning to industrial uses. Extensive buffers and setbacks between industrial and residential land uses to minimize negative impacts resulting from this transition are recommended by the Accord. The Accord calls for the preservation of the large-lot single-family area to Rickenbacker's west as well as the multi-family complexes to the north. The Accord also recognizes the continued use of the elementary school located at the intersection of SR 317 and Shook Road as well as expanded commercial uses at that intersection. The Accord also recommends access management along Alum Creek Drive in the district with service roads to provide access to the interior of the large industrial tracts.¹¹

2.2.3.2 South Alum Creek Neighborhood Plan

The South Alum Creek Neighborhood Plan was developed to establish long-range policies for growth and redevelopment on the south side of the City of Columbus. The Plan's recommendations are designed to guide private investment, build strong neighborhoods, preserve the community's assets, and identify capital improvement priorities, as well as to assist the Columbus Development Commission and City Council in regulating land use as applications for variances and zoning changes are received and reviewed. The planning area covers 2,700 acres and is located approximately 3.5 miles southeast of downtown Columbus. It is roughly bounded by State Route 104 to the north, U.S. 33 and Interstate 270 to the east, the CSX railroad tracks south of Williams Road to the south, and the Norfolk Southern Railroad tracks east of Fairwood Avenue to the west. The planning area is zoned for varying densities of single-family and multi-family residential, commercial, and manufacturing uses. Nearly half of the planning area is currently developed with industrial and manufacturing uses. The area also contains three large residential developments (Alum Crest Acres, Madison Mills, and Williams Creek). The city's largest metro park, Three Creeks Park, is also located within the planning area and accounts for nearly one-third of the planning area. The recommended land use plan for South Alum Creek calls for rezoning and redevelopment of vacant properties for various commercial, residential, industrial, manufacturing, metropark, and agricultural uses. Overall, the recommendations call for separation between incompatible uses, requiring landscaping and/or screening for new development.¹²

2.2.3.3 South Side Plan and Trisouth Neighborhood Plan

The South Side Plan was adopted by the Columbus City Council in October 2002 and focuses on a relatively small portion of the city. Although the South Side Plan was developed within the framework of the Columbus Comprehensive Plan, it

¹¹ *South Central Accord*. August 1997. Amended October 2000 and March 2004. Adopted by Hamilton Township Board of Trustees, Columbus City Council, and Board of Franklin County Commissioners.

¹² *South Alum Creek Neighborhood Plan*. Adopted by City Council November 2004.

addresses more area-specific issues than the Columbus Comprehensive Plan. As such, its scope is narrower and its recommendations are more neighborhood-based. The South Side Planning Area is a fully developed, urban district that is approximately 2,700 acres in size. The area is located 1¼ miles south of downtown, midway between the core of the city and its southern boundary. Largely urban in nature, the South Side Planning Area is characterized by a mix of residential, commercial, industrial/manufacturing, and recreation land uses, as well as vacant land. The plan recommends the preservation and improvement of residential areas, encourages revitalization of commercial areas, and serves as a guide for redevelopment of vacant lands and development of industrial areas. Strategically placed parks, recreation areas, and open spaces are also recommended in the plan.¹³

The Trisouth Neighborhood Plan was created in 2003 with a similar purpose as the South Side Plan, to serve as a blueprint for future development, redevelopment, and revitalization of the residential, commercial, industrial, and vacant lands in the Trisouth planning area. This planning area is bounded by SR 104 on the north, the railroad tracks west of Alum Creek Drive on the east, Williams Road on the south, and the railroad tracks east of Parsons Avenue on the west. The majority of the area consists of distinct residential neighborhoods. The plan recommends the preservation and improvement of residential areas, the revitalization of commercial areas, and the redevelopment of vacant land.¹⁴

2.2.3.4 Southeast Area Plan

The Southeast Area Plan was adopted by the Columbus City Council in January 2000 to provide land use policies to guide the development and protection of a portion of southeast Columbus and Franklin County, particularly as it relates to the use of the land within the City of Columbus after annexation. The Southeast planning area is located in southeastern Franklin County and is roughly described as a triangle with points at Pickerington, Groveport, and Canal Winchester. The northern and western boundary of the study area is Blacklick Creek. The western and southern boundary is U.S. Route 33, and the eastern edge is the Franklin-Fairfield County line. Although unincorporated territory in Franklin County is not bound by the plan, it has been included in the planning area because of the possibility of its future annexation to the city of Columbus. A large portion of the 12.4 square mile planning area is agricultural in use, including several commercial agricultural operations. Additional land uses in the area include single-family residential, multi-family residential, and commercial. Recommendations of the plan state that approximately half of the planning area will be open space, protected areas concentrated along waterways, floodplains, and parks, with connections to nearby residential areas.

¹³ *The South Side Plan*. Adopted by Columbus City Council October 2002.

¹⁴ *Trisouth Neighborhood Plan*. Prepared by City of Columbus, 2003.

Another major focus of the plan is the development of neo-traditional villages, which will be pedestrian-oriented, transit-supportive, and mixed-use in nature. The plan calls for an emphasis to be placed on creation of public spaces.¹⁵

2.2.4 VILLAGE OF GROVEPORT

The Village of Groveport is located approximately four miles northeast of LCK. The Village administers zoning, building, and subdivision regulations within its property limits. The existing zoning map for the Village shows a predominance of rural/unzoned and residential areas. Planned future land uses include the transition of rural/un-zoned areas to residential and commercial uses.¹⁶

2.2.5 VILLAGE OF CANAL WINCHESTER

The Village of Canal Winchester is located approximately eight miles northeast of LCK. The Village of Canal Winchester administers zoning, building, and subdivision regulations. The existing zoning map for the Village shows a predominance of low density residential and general commercial areas and localized areas of limited manufacturing. Planned future land uses include medium to high density residential areas and additional commercial and manufacturing areas.¹⁷

2.2.6 VILLAGE OF OBETZ

The Village of Obetz is located approximately seven miles north of LCK. The Village administers zoning, building, and subdivision regulations. The Village is currently developing a plan for future retail, commercial, and residential development areas. Much of the land is zoned as low-density residential or industrial.

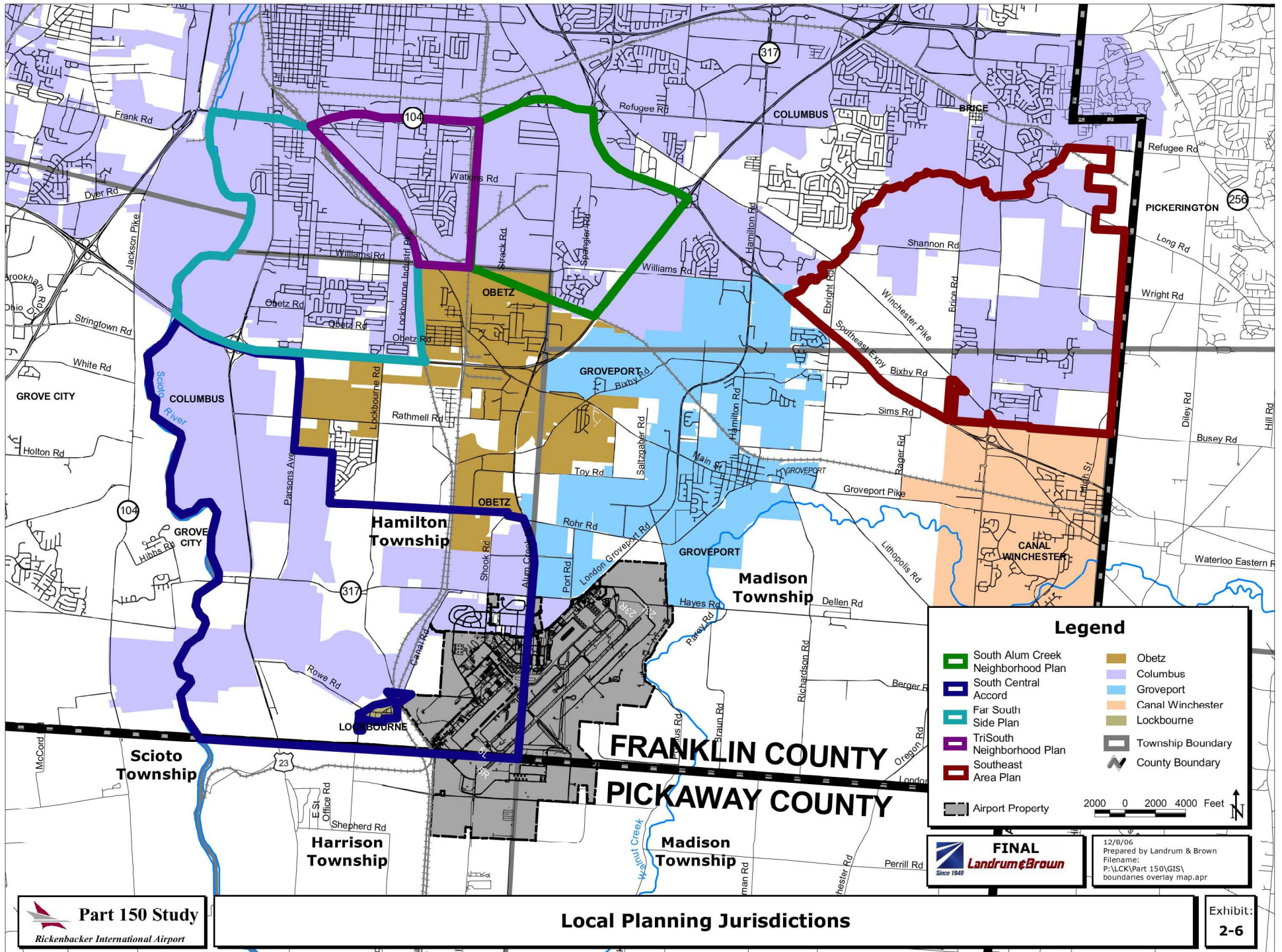
2.2.7 VILLAGE OF LOCKBOURNE

The Village of Lockbourne is located approximately two miles west of LCK. The Village administers its zoning ordinance that was created between 1993 and 1994. The Village is also in the process of formulating a comprehensive plan. There is little undeveloped land within the Village boundaries that is not within the floodplain. Any development would likely occur as a result of annexation. The Village is bound by the Scioto River to the north and the west and airport property to the east, therefore development is most likely to occur to the south. Any development other than low-density residential is also dependent upon the extension of sanitary sewer service provided by the City of Columbus.

¹⁵ *The Southeast Area Plan*. Adopted by Columbus City Council January 2000.

¹⁶ *Village of Groveport Zoning Ordinance*, March 2001. *Groveport, Ohio Comprehensive Plan*, September 2003.

¹⁷ *Village of Canal Winchester Zoning Map*, May 2005.



Legend

South Alum Creek Neighborhood Plan	Obetz
South Central Accord	Columbus
Far South Side Plan	Groveport
TriSouth Neighborhood Plan	Canal Winchester
Southeast Area Plan	Lockbourne
Township Boundary	County Boundary
Airport Property	

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 Landrum & Brown
 Since 1949

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2.3 GROWTH RISK/SIGNIFICANT DEVELOPMENT TRENDS

The Central Ohio Region¹⁸ is currently experiencing a rapid growth trend that began nearly 20 years ago. Between 1990 and 2000, the population of the Central Ohio Region grew by 15 percent, exceeding that of Cincinnati (nine percent) and Cleveland (three percent). The population of the region is projected to grow by an additional 36 percent between 2000 and 2030. Marked employment growth was also seen between 1990 and 2000 with an increase of 18 percent for the Central Ohio region.¹⁹

Land use and economic development initiatives near LCK include a Foreign-Trade Zone (FTZ) and a planned rail/truck Intermodal Facility to the southwest of LCK.

The Rickenbacker International Airport area is located within a FTZ. An FTZ is a site within the U.S. that is legally considered outside of Customs territory, which allows goods to be brought into the FTZ duty-free and without formal customs entry. The CRAA is grantee and operator of Foreign-Trade Zone No. 138, which encompasses nearly 5,000 acres at LCK and can accommodate industrial and aeronautical uses.²⁰

A planned rail/truck Intermodal Facility at LCK is expected to be operational in 2007 and is the result of a partnership between CRAA and the Norfolk Southern Corporation. The facility will be used for the interchange of shipping containers between trains and trucks. The facility has also been designed to provide efficient access and economic benefits to companies that also ship air cargo at LCK.²¹

Land use in the Central Ohio Region is changing in response to the growth trend. The amount of agricultural land decreased by ten percent from the early 1980s through the late 1990s. In the Central Ohio region, Franklin County has experienced the largest share of population growth over the past 20 years. However, its share of growth is projected to decline in the coming years as the surrounding counties attract more people. Forty percent of new houses are being built outside of Franklin County in low density residential areas at the outer edges of existing urbanized areas. Despite the growth trend in areas outside of Franklin County, it is estimated that Pickaway County will remain one of the least populated

¹⁸ The "Central Ohio Region" is defined by the Mid-Ohio Regional Planning Commission as the area contained in the seven counties of Delaware, Fairfield, Franklin, Licking, Madison, Pickaway, and Union. *Regional Fact Book, Regional Growth Strategy, Central Ohio*, Mid-Ohio Regional Planning Commission. August 2004.

¹⁹ *Regional Fact Book, Regional Growth Strategy, Central Ohio*, Mid-Ohio Regional Planning Commission. August 2004.

²⁰ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/ftz/>. 2004.

²¹ Rickenbacker International Airport. On-line at: <http://www.rickenbacker.org/intermodal/>. 2004.

counties in the Central Ohio Region in the future. However future land use maps show that the area around LCK is expected to experience an increase in residential development.²²

Predominant land uses in the areas surrounding LCK are medium to high density residential (as is seen in the neighborhoods in the southern areas of the City of Columbus) and low density to rural residential (as is seen in the villages, townships, and unincorporated areas located within the DSA). Future plans for the counties and municipalities within DSA include the preservation of existing residential neighborhoods and the development of new neighborhoods and associated commercial services.

Future residential growth near LCK is inevitable and, if not specifically restricted through zoning, could occur within areas that receive noise in excess of 65 DNL. While there are no known plans for residential development at this time, the area south of the airport in northern Pickaway County is the likely location for it to occur. Field observations have found a number of new residential developments along Route 23, two to three miles southwest of LCK. North of LCK, land is being developed primarily for industrial uses. In addition, the 65 DNL noise contour does not extend as far to the north, further reducing the likelihood that incompatible development would occur in this area.

²² *Regional Fact Book, Regional Growth Strategy, Central Ohio*, Mid-Ohio Regional Planning Commission. August 2004.

CHAPTER THREE

BASELINE NOISE EXPOSURE

3.1 OVERVIEW

The land uses in the vicinity of Rickenbacker International Airport (LCK) may be generally described as compatible with the aircraft noise present there. Under the Federal guidance that indicates significant impact by aircraft noise on incompatible land uses within the 65 Day-Night Average Sound Level (DNL) contour (see Appendix A, *FAA Policies, Guidance, and Regulations*), portions of the Village of Groveport and portions of Harrison Township southwest of the airport, are significantly affected. It is within these areas that this Part 150 study is primarily focused.

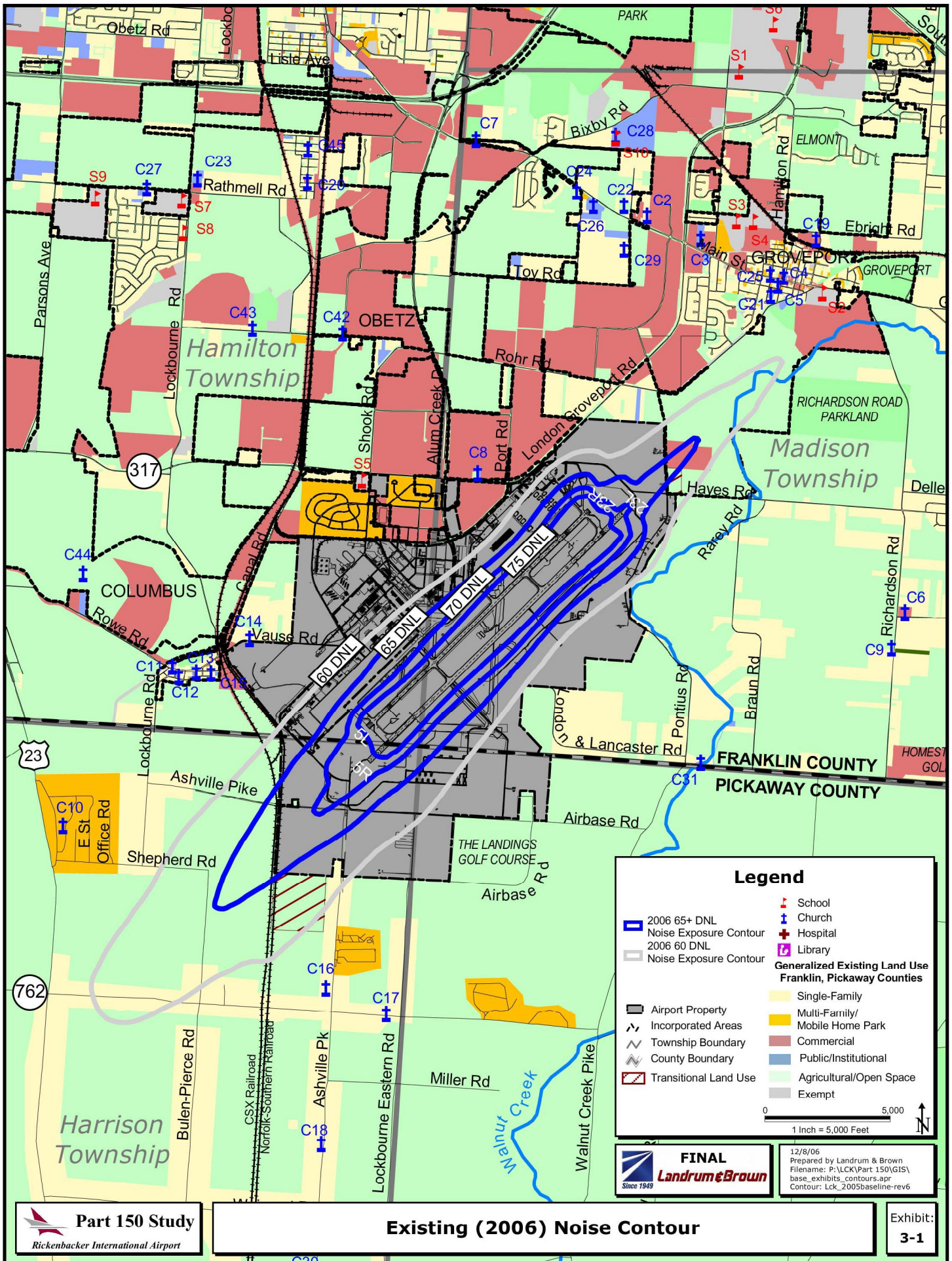
As may be discerned from the description of noise complaint locations and the noise measurement program provided in Appendix B, *Field Noise Measurements and Noise Complaints*, residents of areas exposed to noise less than 65 DNL are concerned about the noise in their neighborhoods. No homes are located in the 65 DNL and greater noise contours. While FAA guidance does not consider the areas exposed to less than 65 DNL to be significantly impacted for Part 150 purposes, they are exposed to over flights by aircraft that produce single-event noise levels, which some residents may find offensive. Where Part 150 recommendations can benefit both the areas within and beyond the 65 DNL contour, every effort is made to do so.

Appendix C, *Noise Modeling Methodology*, presents the information necessary to compute the noise exposure patterns in the vicinity of the airport with the Integrated Noise Model (INM), Version 6.1. This information details the operating characteristics in use at the airport, the number of operations, and the use of flight paths to and from the airport both now and as they are expected to be in 2011. Variations from the average noise levels may be in part attributed to unidentified ambient noise sources not related to aircraft flight operations.

This chapter provides information about the current and potential noise levels in 2011 if no action is taken to change the noise exposure pattern through abatement. The noise patterns are presented on exhibits and the numbers of persons and housing units that fall within them are quantified.

3.2 EXISTING (2006) BASELINE NOISE CONTOUR

The number of operations, runway use, flight track, and trip length data presented in Appendix C, *Noise Modeling Methodology*, are used as input to the INM computer model for calculation of noise exposure in the airport environs. **Exhibit 3-1, Existing (2006) Noise Contour** reflects the average annual noise exposure pattern present at the airport during the current baseline period and **Table 3-1** summarizes the area within each noise contour level.



Legend

2006 65+ DNL Noise Exposure Contour	School	
2006 60 DNL Noise Exposure Contour	Church	
Noise Exposure Contour	Hospital	
Airport Property	Library	
Incorporated Areas	Generalized Existing Land Use Franklin, Pickaway Counties	
Township Boundary	Single-Family	
County Boundary	Multi-Family/ Mobile Home Park	
Transitional Land Use	Commercial	
	Public/Institutional	
	Agricultural/Open Space	
	Exempt	

0 5,000
1 Inch = 5,000 Feet

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Landrum & Brown
Since 1949

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**Table 3-1
AREAS WITHIN EXISTING NOISE EXPOSURE CONTOUR (IN SQUARE MILES)
Rickenbacker International Airport**

CONTOUR RANGE	EXISTING (2006) BASELINE
60-65 DNL	3.39
65-70 DNL	1.43
70-75 DNL	0.55
75 + DNL	0.92
65 + DNL	2.90

Contour: LCK_2005Baseline-rev6

Source: Landrum & Brown, 2006.

The noise contour does not represent the noise levels present on any specific day, but, rather, represents the energy-average of all 365 days of operation during the year. The noise contour pattern extends from the airport along each extended runway centerline, reflective of the flight tracks used by all aircraft. The relative distance of the contour from the airport along each route is a function of the frequency of use of each runway end for total arrivals and departures, as well as its use at night, and the type of aircraft assigned to it.

The shape of the noise contour is primarily a function of the combination of flight tracks and runway use at LCK. Currently the airport operates 65 percent of the time in south flow (Runways 23L/23R) and 35 percent of the time in north flow (Runways 05L/05R). Between 11:00 p.m. and 7:00 a.m., the airport operates in contra-flow. The contra-flow procedures call for aircraft to arrive from the south on Runways 5R and 5L and depart to the south on Runways 23L and 23R. As a result the noise contour is longer and wider to the southwest of the airport than to the northeast.

Southwest of the airport, the noise contour primarily reflects usage by aircraft departing to the south and to a lesser degree arriving from the south. The 65 DNL noise contour extends approximately 1.5 miles beyond the south end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural land uses located in Harrison Township. Although the FAA defines the 65 DNL as the compatibility line, the 60 DNL is shown because it indicates marginal noise impacts. The 60 DNL noise contour extends approximately 2.5 miles beyond the south end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural and residential land uses located in Harrison Township. The 70 and 75 DNL noise contours remain over airport property.

To the northeast of the airport, the noise contour primarily reflects usage by aircraft arriving from the northeast and to a lesser degree aircraft departing to the northeast. The 65 DNL noise contour extends approximately 0.8 miles beyond the north end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural

land uses in the Village of Groveport. The 60 DNL noise contour extends approximately 1.5 miles beyond the north end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural & industrial land uses located in the Village of Groveport. The 70 and 75 DNL contours remain over airport property.

3.3 FUTURE (2011) BASELINE NOISE CONTOUR

The baseline noise exposure contour projected for 2011 is presented in **Exhibit 3-2, Future (2011) Baseline Noise Contour**. This projected contour assumes growth as forecasted in the *Aviation Activity Forecast for Rickenbacker International Airport* (See Appendix J). This forecast was approved by the FAA October 2, 2006. The future 2011 contour is larger than the existing 2006 noise contour, owing to an increase in the number of operations. **Table 3-2** provides a comparison of the areas within the Existing (2006) and Future (2011) Baseline noise exposure patterns.

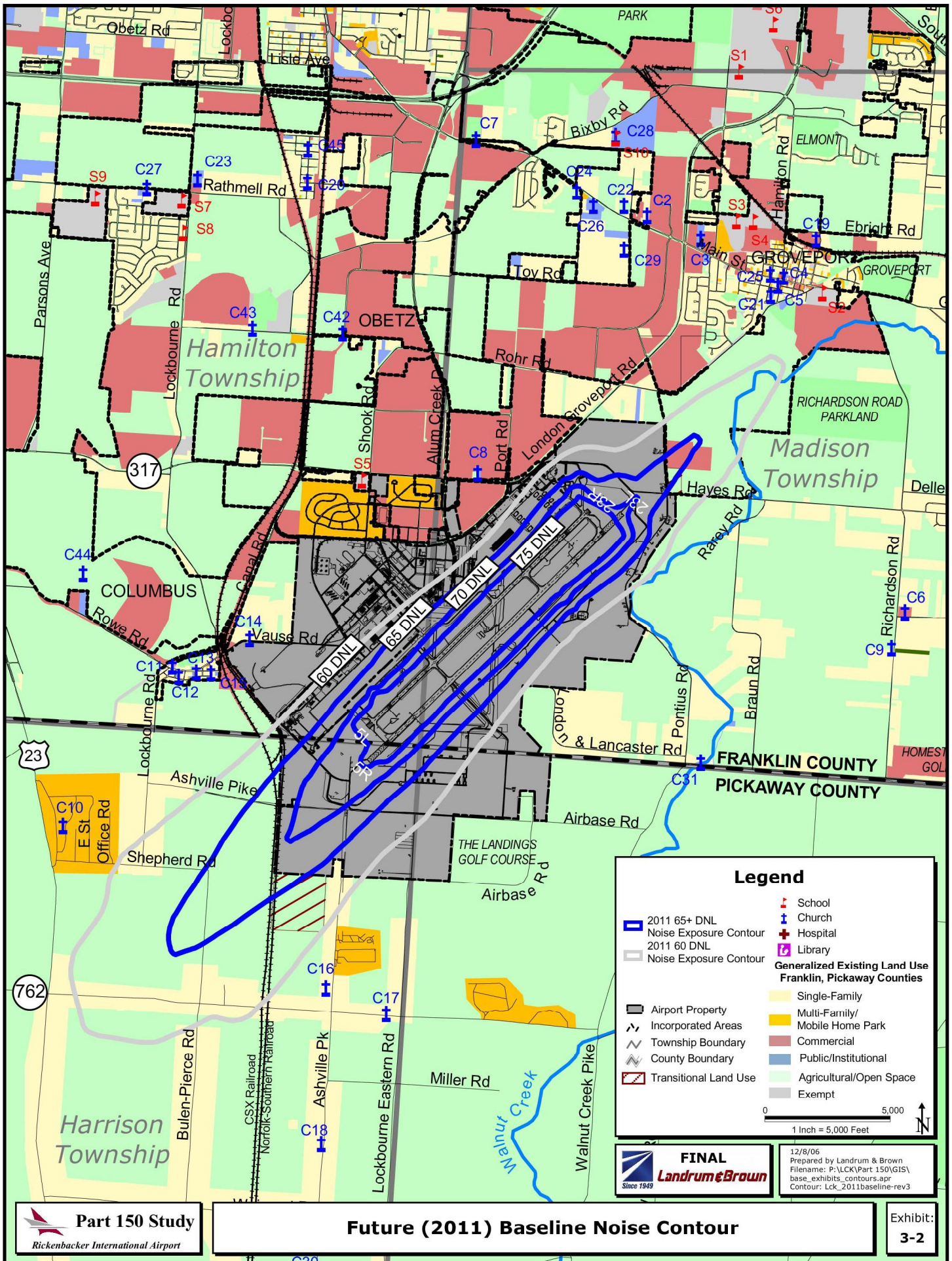
**Table 3-2
COMPARISON OF AREAS WITHIN FUTURE (2011) AND EXISTING (2006)
NOISE EXPOSURE CONTOUR (IN SQUARE MILES)
Rickenbacker International Airport**

CONTOUR RANGE	FUTURE (2011) BASELINE	EXISTING (2006) BASELINE	DIFFERENCE
60-65 DNL	4.03	3.39	0.64
65-70 DNL	1.78	1.43	0.35
70-75 DNL	0.67	0.55	0.12
75 + DNL	1.01	0.92	0.09
65 + DNL	3.46	2.90	0.56

Contour: LCK_2005Baseline-rev6/LCK_2011Baseline-rev3

Source: Landrum & Brown, 2006.

The Future (2011) noise contour is larger in size than the Existing (2006) noise contour. To the north, the 65 DNL and 60 DNL noise contours extend approximately the same distance beyond the end of runways as the existing contours, although the width of the contour increases along the east side of the 60 DNL noise contour. This increase in width is due to the increase in forecasted operations for the year 2011. To the south, the 65 DNL and 60 DNL contours increase uniformly, as compared to the Existing (2006) contours. The growth in the 2011 noise contour is due to the forecasted two percent growth in operations by 2011.



Legend

2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Noise Exposure Contour	Hospital
	Library
Generalized Existing Land Use Franklin, Pickaway Counties	
Single-Family	
Multi-Family/ Mobile Home Park	
Commercial	
Public/Institutional	
Agricultural/Open Space	
Exempt	

0 5,000
1 Inch = 5,000 Feet

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Landrum & Brown
Since 1949

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Contour: Lck_2011baseline-rev3

3.4 BASELINE NOISE CONTOUR INCOMPATIBILITIES

Identifying and evaluating all land uses within the airport environs is necessary to quantify residential and other noise-sensitive land uses impacted by aircraft noise. Chapter Two, *Affected Environment*, and Appendix D, *Land Use Assessment Methodology*, summarize the land use data collection process. The FAA has created land use compatibility guidelines relating types of land use to airport sound levels. These guidelines are defined in 14 CFR Part 150, *Land Use Compatibility with Yearly Day-Night average Sound Levels*. The compatibility table is reproduced in Appendix A, *FAA Policies, Guidance, and Regulations*, of this document (see Table A-1).

These guidelines show the compatibility parameters for residential, public (schools, churches, nursing homes, hospitals, libraries), commercial, manufacturing and production, and recreational land uses. All land uses exposed to noise levels below the 65 DNL noise contour are generally considered compatible with airport operations.

Summaries of the residential population, housing units, and noise-sensitive facilities affected by noise levels exceeding 60 DNL for the Existing (2006) and Future (2011) Baseline noise contours are provided in **Table 3-3** and **Table 3-4**. A comparison of the Existing (2006) and Future (2011) is provided in **Table 3-5**.

No homes or noise-sensitive facilities (schools, churches, libraries, hospitals, nursing homes) are located in the 65 DNL of the Existing (2006) noise contour. There are 11 housing units and 30 residents in the 60 DNL of the Existing (2006) noise contour. In 2011, no homes or noise-sensitive facilities will be located in the 65 DNL noise contour. There will be 38 housing units and 104 residents in the 60 DNL of the Future (2011) noise contour. All of the homes within the 60 DNL of both the Existing and Future noise contour are located in Harrison Township in Pickaway County.

**Table 3-3
EXISTING (2006) BASELINE HOUSING, POPULATION, AND
NOISE-SENSITIVE FACILITY INCOMPATIBILITIES
Rickenbacker International Airport**

CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	11	0	0	0	0
Population	30	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	3.39	1.43	0.55	0.92	2.90
Acres	2,170	915	352	589	1,856

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006.

**Table 3-4
FUTURE (2011) BASELINE HOUSING, POPULATION, AND
NOISE-SENSITIVE FACILITY INCOMPATIBILITIES
Rickenbacker International Airport**

CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006

**Table 3-5
EXISTING (2006) BASELINE VERSUS FUTURE (2011) BASELINE HOUSING,
POPULATION, AND NOISE-SENSITIVE FACILITY INCOMPATIBILITIES
Rickenbacker International Airport**

CATEGORY	EXISTING (2006) BASELINE	FUTURE (2011) BASELINE
Housing Units		
60-65 DNL *	11	38
65-70 DNL	0	0
70-75 DNL	0	0
75+ DNL	0	0
65+ DNL	0	0
Population		
60-65 DNL *	30	104
65-70 DNL	0	0
70-75 DNL	0	0
75+ DNL	0	0
65+ DNL	0	0
Noise Sensitive Facilities (Schools, Churches, and Nursing Homes)		
60-65 DNL *	0	0
65-70 DNL	0	0
70-75 DNL	0	0
75+ DNL	0	0
65+ DNL	0	0
Area		
Square Miles		
60-65 DNL *	3.39	4.03
65-70 DNL	1.43	1.78
70-75 DNL	0.55	0.67
75+ DNL	0.92	1.01
65+ DNL	2.90	3.46
Acres		
60-65 DNL *	2,170	2,579
65-70 DNL	915	1,139
70-75 DNL	352	429
75+ DNL	589	646
65+ DNL	1,856	2,214

**Table 3-5, Continued
EXISTING (2006) BASELINE VERSUS FUTURE (2011) BASELINE HOUSING,
POPULATION, AND NOISE-SENSITIVE FACILITY INCOMPATIBILITIES
Rickenbacker International Airport**

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006

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					
<p>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></p>	CRAA, FAA	None	None	None	This measure is currently implemented.
<p>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.</p>	CRAA, FAA	None	None	None	This measure is currently implemented.
<p>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.</p>	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>	<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-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
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>	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-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:

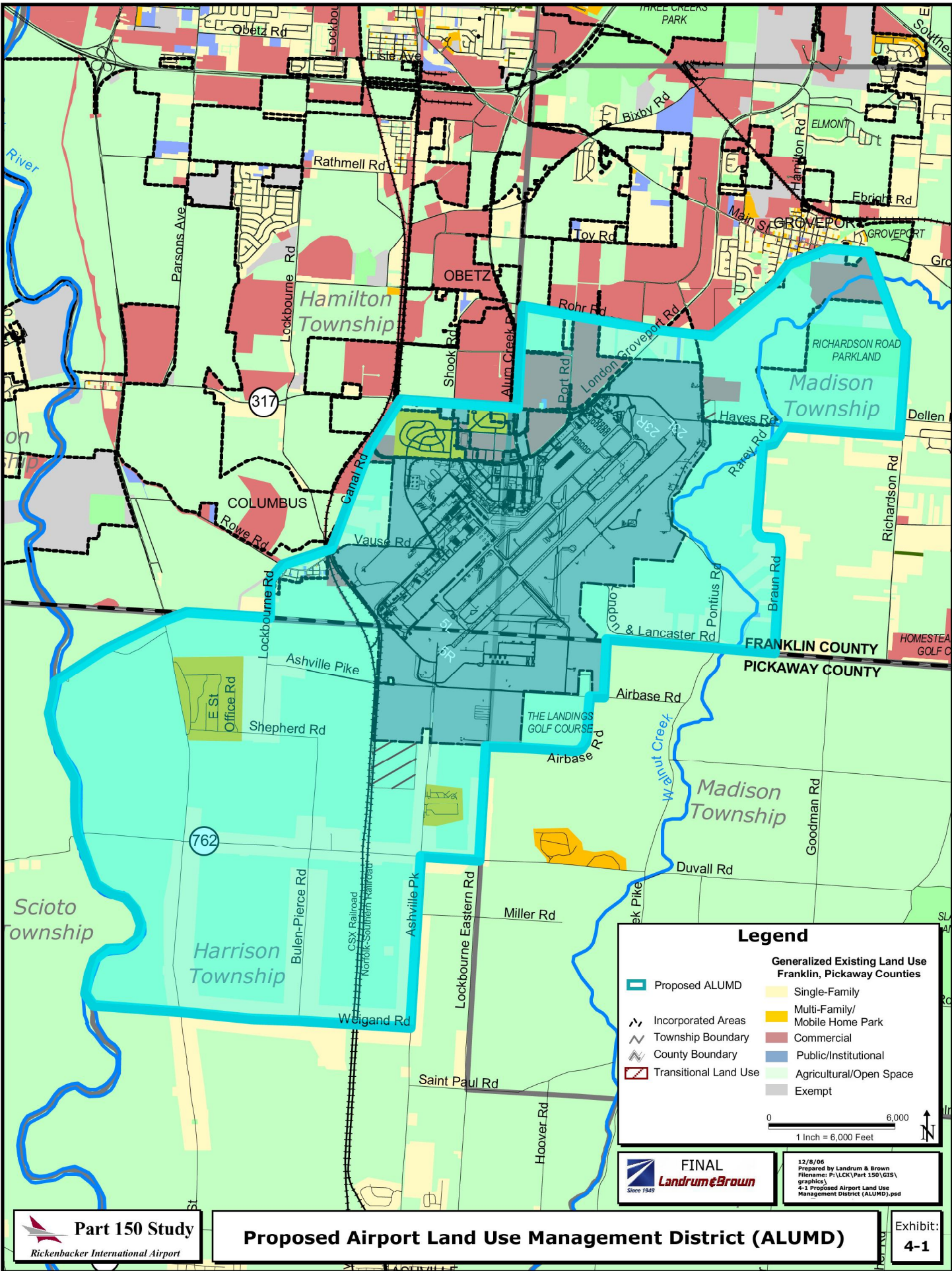
Steps:

- 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.

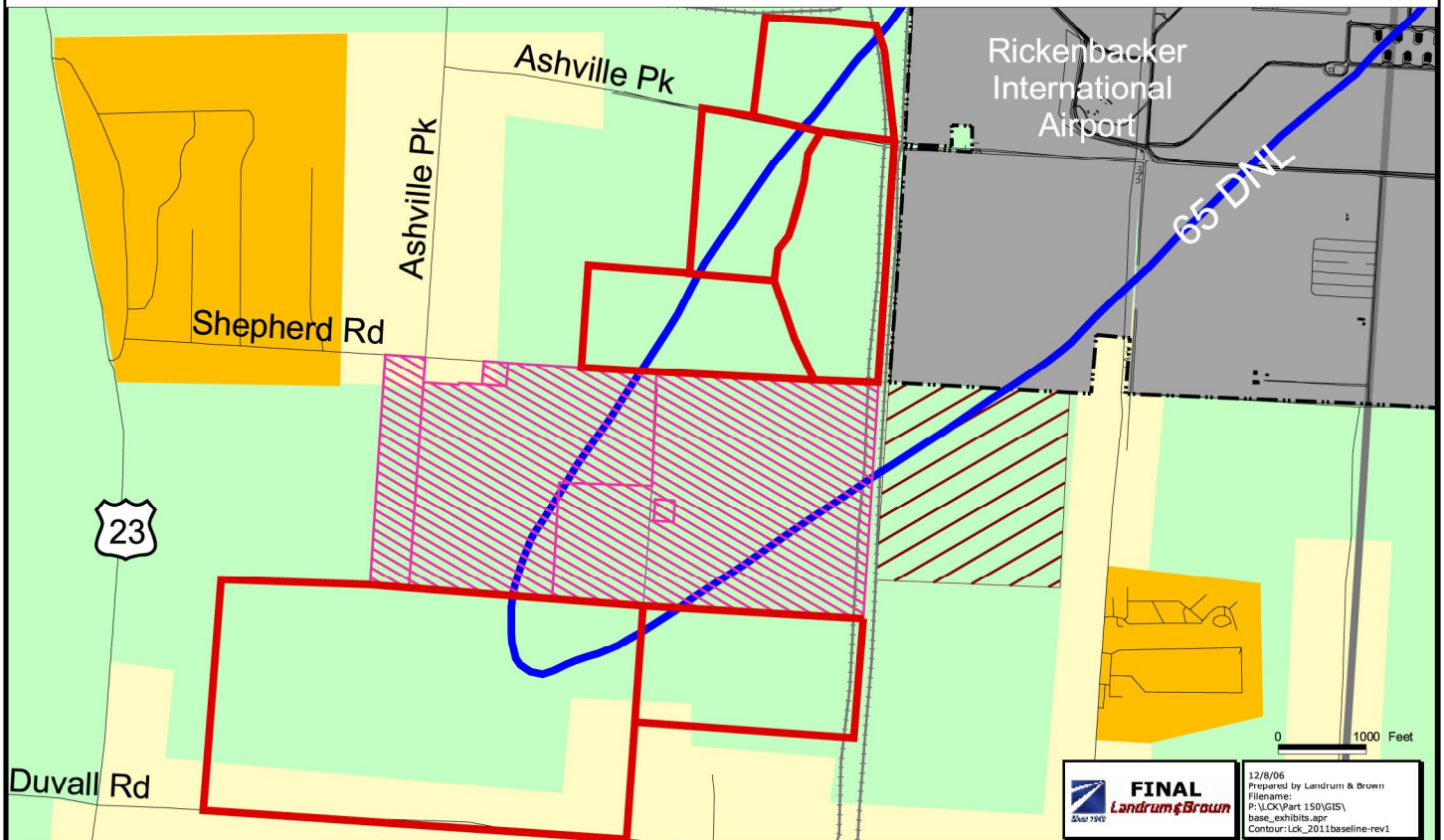
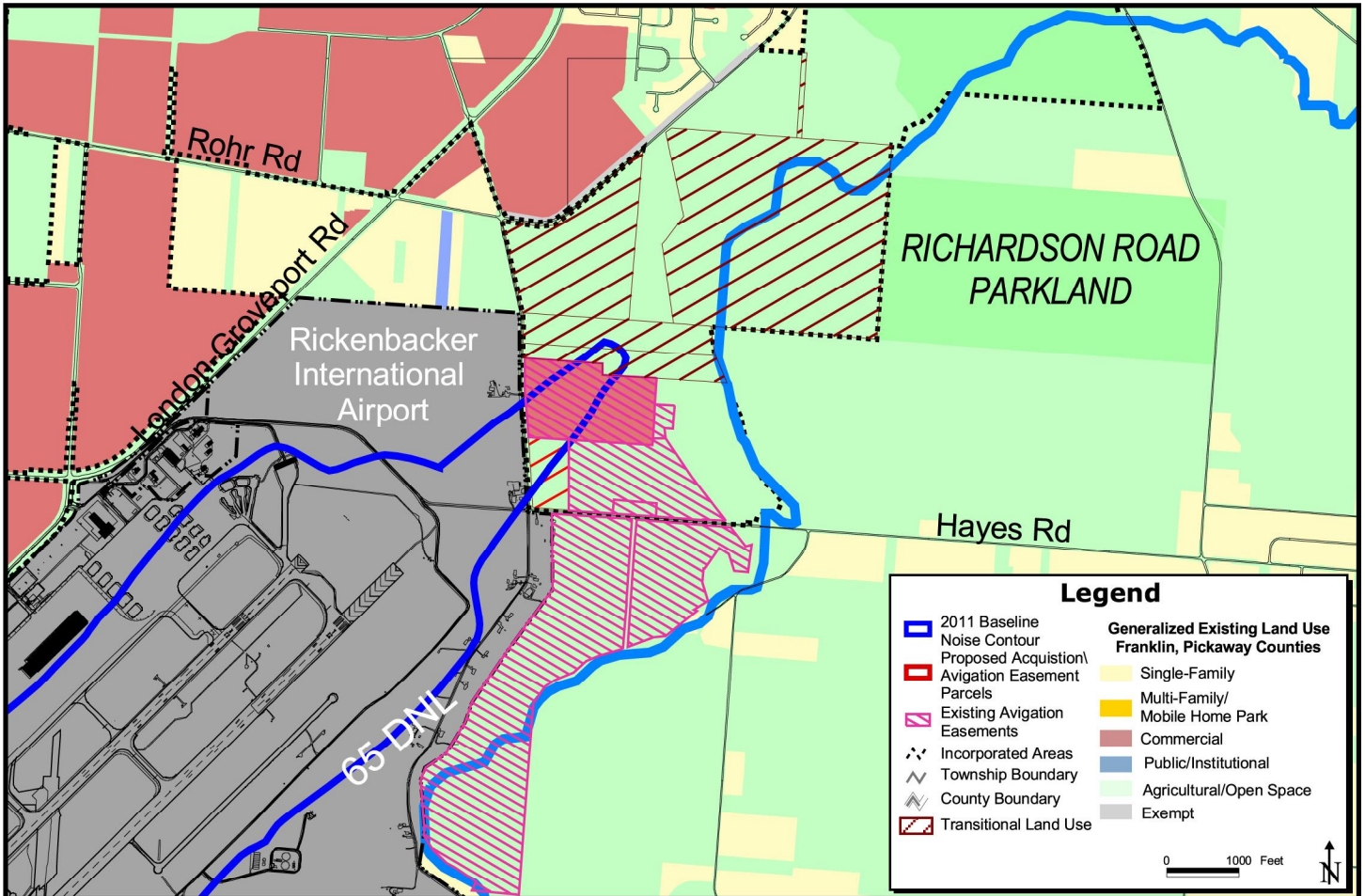
Costs: There are approximately 589 undeveloped acres that would be eligible based on zoning within the 65 DNL noise contour of the Future (2011) NEM/NCP. Assuming a 100 percent participation rate, at \$50,000 to \$75,000 per acre,⁶ the total purchase price would be between \$29,450,000 and \$44,175,000.

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.

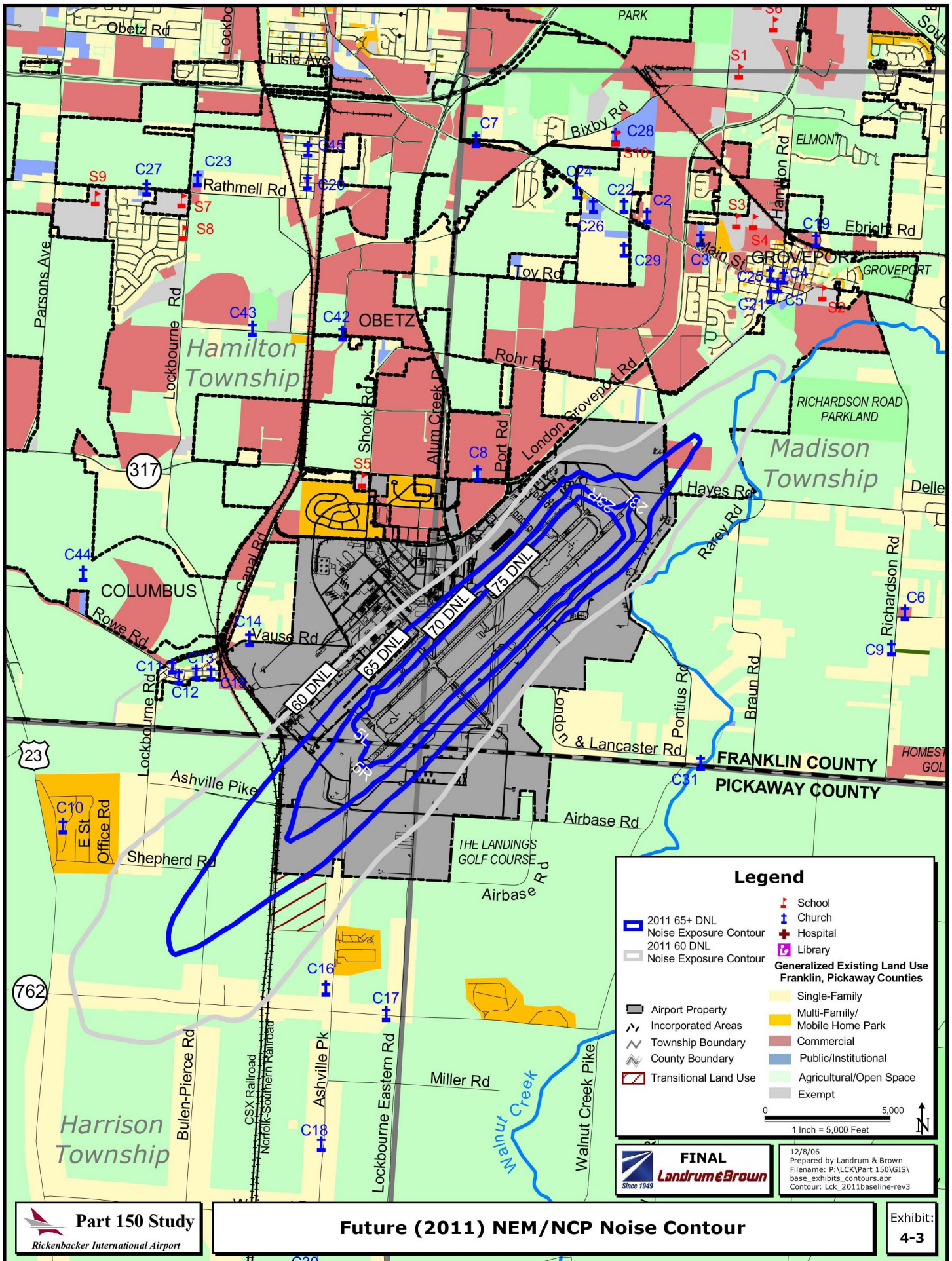
Notes: The CRAA-funded mitigation actions recommended for implementation are eligible for Federal matching funds amounting to approximately 95 percent of the total program cost.

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.



APPENDIX A

FAA POLICIES, GUIDANCE, AND REGULATIONS

A.1 NOISE CONTROL POLICIES AND GUIDANCE

The Federal Aviation Administration (FAA) has promulgated a series of regulations based on directions from Congress as provided in a series of authorizing statutes. Four separate Federal Aviation Regulations (FAR) have been developed to specifically address permissible aircraft noise levels, operating procedures and studies of aircraft noise levels. These regulations apply to activity within the U.S. Additionally, the International Civil Aviation Organization (ICAO) has developed and accepted similar regulations which control the noise levels generated by aircraft operating in international airspace.

A.1.1 FEDERAL AVIATION REGULATION (FAR) PART 36

FAR Part 36 sets forth noise levels that are permitted for aircraft of various weights, engine number, and date of certification. Originally released in 1974 as a result of Congress' modification of the Federal Aviation Act of 1958 through the Noise Control Act of 1972, aircraft were divided into three classes, based on the amount of noise they produced at three specific noise measurement locations during certification testing. These classes (or stages) were:

Stage 1 – the oldest and loudest aircraft, typically of the first generation of jets, designed before 1974, and having measured noise levels that exceed the standards set for the other classes of aircraft. This group included many of the first generation of jet aircraft used in passenger and cargo service, including the B-707, early B-727 and B-737 aircraft, and early DC-8s. Under FAR Part 91, all such aircraft weighing more than 75,000 pounds were removed from the U.S. operating fleet by 1985, unless modified to meet Stage 2 noise standards.

Stage 2 – aircraft that were type certified before November 15, 1975 that met noise levels defined by the FAA at takeoff, sideline, and approach measurement locations. The permissible amount of noise increased with the weight of the aircraft above 75,000 pounds and the number of engines. This category included many of the second-generation jet aircraft such as the B-727, B-737-200, and DC-9 that were extensively used in passenger and cargo service. Under FAR Part 91, all such aircraft weighing more than 75,000 pounds were removed from the U.S. operating fleet by 2000, unless modified to meet Stage 3 noise standards.

Stage 3 – aircraft that meet the most stringent noise level requirements at takeoff, sideline, and approach measurement locations for their weight and engine number. This category includes the great majority of active business jet aircraft and all aircraft in passenger and cargo service that weigh more than 75,000 pounds.

Although discussions have taken place on establishing more restrictive noise levels, no action had been taken by the end of 2005 to establish a phase out schedule for Stage 3 aircraft.

Stage 4 – all jet and transport-category airplanes with a maximum take-off weight of 12,500 pounds or more for which application of a new type design is submitted on or after Jan. 1, 2006.

The FAA's final FAR Part 36 Stage 4 noise levels are a cumulative 10 EPNdB (effective perceived noise level in decibels) less than the current Stage 3 limits. They are based on the work of the ICAO's committee on aviation environmental protection, in which the FAA and the International Business Aviation Council are active members.

All business jets currently manufactured meet Stage 3 limits (by law), and nearly all would qualify to be recertified to meet Stage 4. Although the proposal doesn't contain a Stage 4 retrofit requirement and the FAA said it has no plans to impose such a requirement, one of the committee's recommendations called for a phase-out of Stage 3 airplanes with a maximum take-off weight of more than 75,000 pounds by 2020.

A.1.2 FAR PART 91

FAR Part 91, as applied to noise, established schedules for phasing louder equipment out of the operating fleet of aircraft weighing more than 75,000 pounds. The schedules called for all Stage 1 aircraft over 75,000 pounds to be removed from the fleet by 1982, with the exception of two engine aircraft in small city service, which were allowed to continue in service until 1985. The schedule for the retirement of Stage 2 aircraft called for the removal of all such aircraft by the end of 1999, with interim retirement dates of 1994, 1996, and 1998 for the removal of portions of the Stage 2 fleet.

No retirement schedules have been imposed for aircraft weighing less than 75,000 pounds.

A.1.3 FAR PART 150

FAR Part 150 sets forth the standards under which a Part 150 Noise Compatibility Study is conducted. The background and requirements for such studies are presented in Chapter One, *Background*, of this document. Notably, the preparation of a Noise Compatibility Program (NCP) under FAR Part 150 is a voluntary action by an airport proprietor. The process of preparing the plan is intended to open/enhance lines of communication between the airport, its neighbors and users. It is the only mechanism to provide for the mitigation of aircraft noise impacts on noise-sensitive surrounding areas that is not directly tied to airfield development or airspace utilization conducted subject to the rules for preparation of an Environmental Impact Statement (EIS) or Environmental Assessment (EA).

Through Fiscal Year 2003, airports receiving Federal Airport Improvement Program (AIP) grant monies as a result of approved Part 150 NCPs, completed since 1982, have received grants totaling more than \$3.5 billion for the implementation of Part 150 NCP recommendations. Additionally, another \$2.7 billion has been committed to noise mitigation actions funded by Passenger Facility Charges (PFCs) authorized for collection for as many as 49 years into the future at different airports.

A.1.4 FAR PART 161

FAR Part 161 was published in 1991, subsequent to passage of the Airport Capacity and Noise Act of 1990 (ACNA). That act established the requirement and schedule for the phase out of Stage 2 aircraft over 75,000 pounds. In return for that action, Congress severely restricted the ability of local communities to impose actions that would restrict the aircraft access to any airport. Different levels of requirements were established for voluntary restrictions, restrictions on Stage 2 aircraft, and restrictions on Stage 3 aircraft. These requirements are applicable to all aircraft except propeller-driven aircraft weighing less than 12,500 pounds, supersonic aircraft, and Stage 1 aircraft.

A.1.4.1 Restrictive Agreements

Subpart B of FAR Part 161 sets notification requirements for the implementation of Stage 3 restrictions through agreements between airport operators and all affected airport users. (Presumably, this same procedure would be followed for implementing agreements for Stage 2 restrictions.) Before going into effect, notice of these proposed agreements must be published in local newspapers of area wide circulation, posted prominently at the airport, and sent directly to all regular airport users; the FAA; Federal, state, and local agencies with land use control authority; community groups and business organizations; and any aircraft operators that are known to be interested in providing service to the airport (new entrants). After this notification period, the agreement can be implemented if all current users and any new entrants proposing to serve the airport within 180 days sign on to the proposed restriction.

Stage 2 Restrictions

Subpart C of FAR Part 161 sets forth the requirements for establishing restrictions on Stage 2 aircraft operations. It requires a study of the proposed restriction that must include:

1. an analysis of the costs and benefits of the proposed restriction;
2. a description of the alternative restrictions;
3. a description of the non-restrictive alternatives that were considered and a comparison of the costs and benefits of those alternatives to the costs and benefits of the proposed restriction.

It further requires that the study use the noise methodology and land use compatibility criteria established in FAR Part 150.¹ The study must also use currently accepted economic methodology. Where restrictions on Stage 2 aircraft weighing less than 75,000 pounds are involved, the study must include separate detail on how the restriction would apply to aircraft in this class.

After completing the study, the airport operator must publish a notice of the proposed restriction and an opportunity for public comment in a newspaper of general circulation in the area, post a notice prominently in the airport; and notify the FAA, local governments, all airport tenants whose operations might be affected by the proposed restrictions, and community groups and business organizations.² The FAA must publish an announcement of the proposed restriction in the *Federal Register*.³

The required study and public notice must be completed at least 180 days before the airport operator implements the proposed restriction.⁴ There is no specific provision in ANCA or Part 161 for FAA action on the airport's proposed Stage 2 restriction. In practice, the FAA has reviewed Stage 2 Part 161 Studies for completeness. No specific deadlines for this review process are set in Part 161.

Stage 3 Restrictions

Subpart D of FAR Part 161 establishes the requirements that an airport operator must follow in order to implement a noise or access restriction on Stage 3 aircraft. The required analysis must include the same elements required for a proposed restriction on Stage 2 aircraft. In addition, the required Part 161 Study must demonstrate "by substantial evidence that the statutory conditions are met." These six conditions, specified in ANCA are:

- Condition 1: The restriction is reasonable, non-arbitrary, and non-discriminatory.
- Condition 2: The restriction does not create an undue burden on interstate or foreign commerce.
- Condition 3: The proposed restriction maintains safe and efficient use of the navigable airspace.
- Condition 4: The proposed restriction does not conflict with any existing Federal statute or regulation.
- Condition 5: The applicant has provided adequate opportunity for public comment on the proposed restriction.
- Condition 6: The proposed restriction does not create an undue burden on the national aviation system.⁵

¹ 14 CFR Part 161, Secs. 161.9, 161.11, and 161.205(b).

² 14 CFR Part 161, Sec. 161.203(b).

³ 14 CFR Part 161, Sec. 161.203(e).

⁴ 14 CFR Part 161, Sec. 161.203(a).

⁵ 14 CFR Part 161, Sec. 161.305(e).

The applicant must also prepare an EA or documentation supporting a categorical exclusion.⁶

After submission by an airport operator of a complete Part 161 application package, the FAA has 30 days to review it for completeness. Notice of the proposed restriction must be published by the FAA in the *Federal Register*. After reviewing the application and public comments, the FAA must issue a decision approving or disapproving the proposed restriction within 180 days after receipt of a complete application. This decision is a final decision of the FAA Administrator for purposes of judicial review.⁷

A.1.4.2 Consequences of Failing to Comply with Part 161

Subpart F describes the consequences of an airport operator's failure to comply with Part 161. The sanction provided for in Subpart F is the termination of the airport's eligibility to receive airport grant funds and to collect PFCs.⁸ Most of Subpart F describes the process for notifying airport operators of apparent violations, dispute resolution, and implementation of the required sanctions.

A.1.5 ICAO RULES

The Convention on International Civil Aviation (also known as the *Chicago Convention*), was signed on December 7, 1944 by 52 states. Pending ratification of the Chicago Convention by 26 states, the Provisional International Civil Aviation Organization (PICAO) was established. It functioned from June 6, 1945 until April 4, 1947. By March 5, 1947 the 26th ratification was received. ICAO came into being on April 4, 1947. In October of the same year, ICAO became a specialized agency of the United Nations and is now 185 nations strong.

During 2000 and 2001, ICAO's Committee on Aviation Environmental Protection (CAEP) has evaluated the introduction of a new noise standard. In September 2001, the ICAO Council met and agreed to the following:

- Established a new Stage 4 standard that is ten decibels (dB) quieter than Stage 3 for aircraft newly-certified after 2006.
- If a member state decides to permit noise restrictions on any Stage 3 aircraft, the ICAO Assembly recommends that such restriction:
 - Be based on the noise performance of the aircraft (the European Union has imposed a restriction based on engine by-pass ratio);
 - Be tailored to the noise problem of the airport concerned in accordance with the **balanced approach**;
 - Be partial in nature, whenever possible, rather than the complete withdrawal of operations at an airport;

⁶ 14 CFR Part 161, Sec. 161.305(c).

⁷ 14 CFR Part 161, Sec. 161.313(b)(2).

⁸ 14 CFR Part 161, Sec. 161.501.

- Take into account possible consequences for air transport services for which there are no suitable alternatives, such as long-haul service;
- Consider the special circumstances of operators from developing countries in order to avoid undue economic hardship on them and by granting them exemptions;
- Introduce such restrictions gradually over time, where possible, in order to take into account the economic impact on affected operators;
- Give operators a reasonable period of advance notice;
- Take into account the economic and environmental impact on civil aviation in terms of recent events; and
- Inform ICAO and other states of all such restrictions imposed.

The balanced approach to noise management endorsed by the ICAO Assembly consists of "identifying the noise problem at an airport and then analyzing the various measures available to reduce noise through the exploration of four principal elements with the goal of addressing the noise problem in the most cost-effective manner." The four principal elements of the balanced approach are:

- Reduction of noise at the source
- Land-use planning and management
- Noise abatement operational procedures
- Operating restrictions

A.2 NOISE RESEARCH AND DEVELOPMENT ACTIVITY

The National Aeronautics and Space Administration (NASA) has been charged with providing pre-competitive research endeavors in long-term, high-risk, high-payoff technologies and to "provide revolutionary advancements that protect U.S. leadership for future generations. The impact of NASA's research on our national transportation system, our national security, the environment, and our economy demonstrates a clear government role in support of the public good."⁹

To that end, NASA has conducted the Advanced Subsonic Transport (AST) program which has now transformed into the Quiet Aircraft Technology (QAT) program. To help conduct research, NASA has created the Technical Working Group made up of NASA and FAA experts, industry leaders, and academia.

The goal of the QAT Program is to develop technology that, when implemented, reduces the impact of aircraft noise to benefit airport neighbors, the aviation industry, and travelers. NASA's goals for the QAT program include a balanced approach to noise reduction through determining "Community Noise Impact," "Airframe System Noise Reduction," and "Engine System Noise Reduction."

⁹ Excerpt from NASA's Aeronautics & Space Transportation Technology : Three Pillars for Success, Message from the Administrator, Daniel S. Goldin, March 1997

Noise Reduction Goal: Reduce the perceived noise levels of future aircraft by a factor of two (10 dB) from today's subsonic aircraft within 10 years, and by a factor of four (20 dB) within 25 years relative to 1997 "best in fleet" (757, 777 aircraft).

A.3 LAND USE POLICIES AND GOVERNANCE

This section discusses the role of land use controls, who is responsible for implementing those controls, and the FAA Mitigation Policy.

A.3.1 THE ROLE OF LAND USE CONTROLS IN PART 150 PLANS

The FAR Part 150 Program was established under the Aviation Safety and Noise Abatement Act of 1979 (ASNA) and allows airport operators to voluntarily submit noise exposure maps (NEMs) and NCPs to the FAA for review and approval. An NCP sets forth the measures that an airport operator "has taken" or "has proposed" for the reduction of existing incompatible land uses and the prevention of additional incompatible land uses within the area covered by NEMs. Typically recommended noise abatement measures fall into three categories:

1. **Operational** measures – these measures are applied at the airfield or to aircraft operations and include changes in runway use or changes in flight-track location.
2. **Preventive** measures – land use control measures to prevent the new noise-sensitive land uses from occurring in the existing and future airport noise contours; such measures include compatible land use zoning or noise overlay zoning within off-airport noise exposure areas.
3. **Corrective (Remedial)** measures – mitigation measures applied to existing incompatible land uses; such measures include acquisition or sound insulation of noise-sensitive property. (Noise-sensitive property is defined as houses, schools, churches, nursing homes, hospitals, and libraries.)

The FAA adopted land use compatibility guidelines relating types of land use to airport sound levels when it promulgated FAR Part 150 in 1985. These guidelines, reproduced here as **Table A-1, Land Use Compatibility Guidelines – FAR Part 150**, show the compatibility parameters for residential, public (schools, churches, nursing homes, hospitals, libraries), commercial, manufacturing and production, and recreational land uses.

**Table A-1
LAND USE COMPATIBILITY GUIDELINES - FAR PART 150**

<u>LAND USE</u>	YEARLY DAY-NIGHT AVERAGE SOUND LEVEL (DNL) IN DECIBELS					
	BELOW 65	65-70	70-75	75-80	80-85	OVER 85
<u>RESIDENTIAL</u>						
Residential, other than mobile homes and transient lodgings	Y	N ¹	N ¹	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N ¹	N ¹	N ¹	N	N
<u>PUBLIC USE</u>						
Schools, hospitals, nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y ²	Y ³	Y ⁴	N ⁴
Parking	Y	Y	Y ²	Y ³	Y ⁴	N
<u>COMMERCIAL USE</u>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail -- building materials, hardware, and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
Retail trade, general	Y	Y	25	30	N	N
Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
Communication	Y	Y	25	30	N	N
<u>MANUFACTURING AND PRODUCTION</u>						
Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<u>RECREATIONAL</u>						
Outdoor sports arenas and spectator sports	Y	Y	Y ⁵	N ⁵	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

**Table A-1, Continued
LAND USE COMPATIBILITY GUIDELINES - FAR PART 150**

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key To Table A-1

Y (Yes) Land use and related structures compatible without restrictions.

N (No) Land use and related structures are not compatible and should be prohibited.

NLR Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure

25, 30, 35 Land use and related structures generally compatible; measures to achieve a NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table A-1

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as five, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require a NLR of 25 dB.
7. Residential buildings require a NLR of 30 dB.
8. Residential buildings not permitted.

Source: FAR Part 150 Airport Noise Compatibility Planning, Appendix A, Table 1.

The Part 150 guidelines are the basis for defining areas potentially eligible for Federal funding through the AIP. The *Airport Improvement Handbook* states, "Noise compatibility projects usually must be located in areas where noise measured in day-night average sound level (DNL) is 65 (dB) or greater."¹⁰ Federal funding is available at noise levels below 65 DNL if the airport operator (Sponsor) determines that incompatible land uses exist below 65 DNL and the FAA concurs with the Sponsor's determination.

As shown in Table A-1, all land uses within areas below 65 DNL are considered to be compatible with airport operations. Residential land uses are generally incompatible with noise levels above 65 DNL. In some areas, residential land use may be permitted in the 65 to 70 DNL with appropriate sound insulation measures implemented. This is done at the discretion of local communities. Schools and other public use facilities located between 65 and 75 DNL are generally incompatible without sound insulation. Above 75 DNL, schools, hospitals, nursing homes, and churches are considered incompatible land uses. The information presented in Table 1 is meant to act as a guideline. According to FAR Part 150, "Adjustments or modifications of the descriptions of the land-use categories may be desirable after consideration of specific local conditions."¹¹

Therefore, specific land use controls are implemented at the discretion of local governments. An airport Sponsor typically does not have the authority to implement local land use controls.

Land use management measures used for Part 150 purposes include both preventive and corrective techniques. Preventive land use management techniques seek to prevent the introduction of additional noise-sensitive land uses within existing and future airport noise contours. Preventive measures include two categories – regulatory and policy:

Regulatory

- Compatible Use Zoning: commercial, industrial, or farmland zoning
- Zoning Changes, Residential Density: large-lot zoning, planned development, multi-family zoning
- Noise Overlay Zoning: special regulations within high-noise areas
- Transfer of Development Rights: zoning framework to authorize private sale of development rights to encourage sparse development in high-noise areas
- Environmental Zoning: environmental protection zoning to support airport land use compatibility
- Subdivision Regulation Changes: require dedication of noise and avigation easements, plat notes

¹⁰ FAA Order 5100.38A, Chapter 7, paragraph 710.b.

¹¹ FAR Part 150, Part B Noise Exposure Map Development, Section A150.101 Noise contours and land usages, paragraph (c).

- Building Code Changes: require soundproofing in new construction
- Dedicated Noise and Avigation Easements: require for development permits
- Fair Disclosure Regulations: require seller to notify buyer of aircraft noise

Policy

- Comprehensive Planning: policies supporting land use compatibility. Can involve specific land use plans and policies to guide rezoning, variances, conditional uses, public projects
- Capital Improvement Programming: public investments which support airport land use compatibility

Corrective land use management techniques seek to remedy existing and projected future unavoidable noise impacts in existing areas of incompatible land use. Corrective land use management techniques can also be classified in one of two general categories: modify use and maintain use. Corrective measures include:

Modify Existing Use

- Guaranteed Purchase (Fee Simple): outright purchase of property with the intent of removing incompatible use by demolition of structure
- Development Rights Purchase: purchase of rights to develop property
- Land Banking: acquisition of vacant land for long-term airport facility needs
- Redevelopment: acquisition and redevelopment of property

Maintain Existing Use

- Purchase Assurance: airport Sponsor acts as buyer of last resort, sound insulates house, sells property, retains easement
- Sales Assistance: airport Sponsor sound insulates house, guarantees that the property owner will receive the appraised value, or some increment thereof, regardless of final sales value that is negotiated with a buyer, retains easement
- Sound Attenuation: sound insulation of homes, noise-sensitive public facilities, retains easement
- Noise and Avigation Easement Purchase: purchase of easement only

A.3.2 FAA FINAL POLICY ON PART 150 NOISE MITIGATION MEASURES

The FAA issued a final policy to establish a distinction between remedial and preventive noise mitigation measures proposed by airport operators and submitted for approval by the FAA under noise compatibility planning regulations. In the notice of final policy¹² effective October 1, 1998, the FAA stated the following:

- As of October 1, 1998, the FAA will approve under 14 CFR Part 150 only remedial noise mitigation measures for existing incompatible development and only preventive noise mitigation measures in areas of potential new incompatible development.
- The FAA will not approve remedial noise mitigation measures for new incompatible development that occurs in the vicinity of airports.
- The use of AIP funds will be affected to the extent that such use depends on approval under Part 150.

The Airport Noise Compatibility Planning Program (14 CFR Part 150) was established under the Aviation Safety and Noise Abatement Act of 1979 (49 U.S.C. 47501 through 47509, hereinafter referred to as ASNA). The Part 150 program allows airport operators to submit NEMs and NCPs to the FAA voluntarily. According to the ASNA, an NCP sets forth the measures that an airport operator has taken or has proposed for the reduction of existing incompatible land uses and the prevention of additional incompatible land uses within the area covered by NEMs.

The ASNA embodies strong concepts of local initiative and flexibility. The submission of NEMs and NCPs is left to the discretion of local airport operators. Airport operators also may choose to submit NEMs without preparing and submitting an NCP. The types of measures that airport operators may include in an NCP are not limited by the ASNA, allowing airport operators substantial latitude to submit a broad array of measures--including innovative measures--that respond to local needs and circumstances.

The criteria for approval or disapproval of measures submitted in a Part 150 program are set forth in the ASNA. The ASNA directs the Federal approval of an NCP, except for measures relating to flight procedures: (1) if the program measures do not create an undue burden on interstate or foreign commerce; (2) if the program measures are reasonably consistent with the goal of reducing existing incompatible land uses and preventing the introduction of additional incompatible land uses; and (3) if the program provides for its revision if necessitated by the submission of a revised NEM. Failure to approve or disapprove an NCP within 180 days, except for measures relating to flight procedures, is deemed to be an approval under the ASNA. Finally, the ASNA sets forth criteria under which grants may be made to carry out noise compatibility projects, consistent with ASNA's overall deference to local initiative and flexibility.

¹² FAA Notice of Final Policy, October 1, 1998.

The FAA is authorized, but not obligated, to fund projects via the AIP to carry out measures in an NCP that are not disapproved by the FAA. Such projects also may be funded with local PFC revenue upon the FAA's approval of an application filed by a public agency that owns or operates a commercial service airport, although the use of PFC revenue for such projects does not require an approved NCP under Part 150.

In establishing the airport noise compatibility planning program, which became embodied in FAR Part 150, the ASNA did not change the legal authority of state and local governments to control the uses of land within their jurisdictions. Public controls on the use of land are commonly exercised by zoning. Zoning is a power reserved to the states under the U. S. Constitution. It is an exercise of the police powers of the states that designates the uses permitted on each parcel of land. This power is usually delegated in states enabling legislation to local levels of government.

Many local land use control authorities (cities, counties, etc.) have not adopted zoning ordinances or other controls to prevent incompatible development (primarily residential) within the noise impact areas of airports. An airport noise impact area, identified within noise contours on an NEM, may extend over a number of different local jurisdictions that individually control land uses.

While airport operators have included measures in NCPs submitted under Part 150 to prevent the development of new incompatible land uses through zoning and other controls under the authorities of appropriate local jurisdictions, success in implementing these measures has been mixed.

One or more of the factors hindering effective land use controls may be of sufficient importance to preclude some jurisdictions from following through on the land use recommendations of an airport's Part 150 NCP. When either an airport sponsor's or a non-airport sponsor's jurisdiction allows additional incompatible development within the airport noise impact area, it can result in noise problems for the people who move into the area. This can, in turn, result in noise problems for the airport operator in the form of inverse condemnation or noise nuisance lawsuits, public opposition to proposals by the airport operator to expand the airport's capacity, and local political pressure for airport operational and capacity limitations to reduce noise. Some airport operators have taken the position that they will not provide any financial assistance to mitigate aviation noise for new incompatible development. Other airport operators have determined that it is a practical necessity for them to include at least some new residential areas within their noise assistance programs to mitigate noise impacts that they were unable to prevent in the first place. Over a relatively short period of time, the distinctions blur between what is "new" and what is "existing" residential development with respect to airport noise issues.

Airport operators currently may include new incompatible land uses, as well as existing incompatible land uses, within their Part 150 NCPs and recommend that remedial noise mitigation measures--usually either property acquisition or noise

insulation--be applied to both situations. These measures have been considered to qualify for approval by the FAA under 49 USC 47504 and 14 CFR Part 150. The Part 150 approval enables noise mitigation measures to be considered for Federal funding under the AIP, although it does not guarantee that Federal funds will be provided.

Final Policy

Therefore, as of October 1, 1998, the FAA will approve remedial noise mitigation measures under Part 150 only for incompatible development which exists as of that date. Incompatible development that potentially may occur on or after October 1, 1998, may only be addressed in Part 150 programs with preventive noise mitigation measures. This policy will affect the use of AIP funds to the extent that such funding is dependent on approval under Part 150. Approval of remedial noise mitigation measures for bypassed lots or additions to existing structures within noise impacted neighborhoods, additions to existing noise impacted schools or other community facilities required by demographic changes within their service areas, and formerly noise compatible uses that have been rendered incompatible as a result of airport expansion or changes in airport operations, and other reasonable exceptions to this policy on similar grounds must be justified by airport operators in submittals to the FAA and will be considered by the FAA on a case-by-case basis. This policy does not affect AIP funding for noise mitigation projects that do not require Part 150 approval, that can be funded with PFC revenue, or that are included in FAA-approved environmental documents for airport development.

APPENDIX B

FIELD NOISE MEASUREMENTS AND NOISE COMPLAINTS

This appendix provides the results of temporary noise monitoring conducted to provide information to the development of noise contour modeling and the complaints about aircraft noise documented by the airport's management staff.

B.1 NOISE MEASUREMENTS

A noise measurement program was conducted during the week of June 27, 2005, following Federal Aviation Regulations (FAR) Part 150 Guidelines. This field measurement program was intended to provide numerous measurements of individual aircraft overflight events. The measurements were compared with pre-existing database information related to aircraft noise level and performance characteristics. The information collected during the measurement program included acoustical output, as measured at known locations, as well as flight trajectory data (the aircraft's three-dimensional location), relative to the noise measurement site.

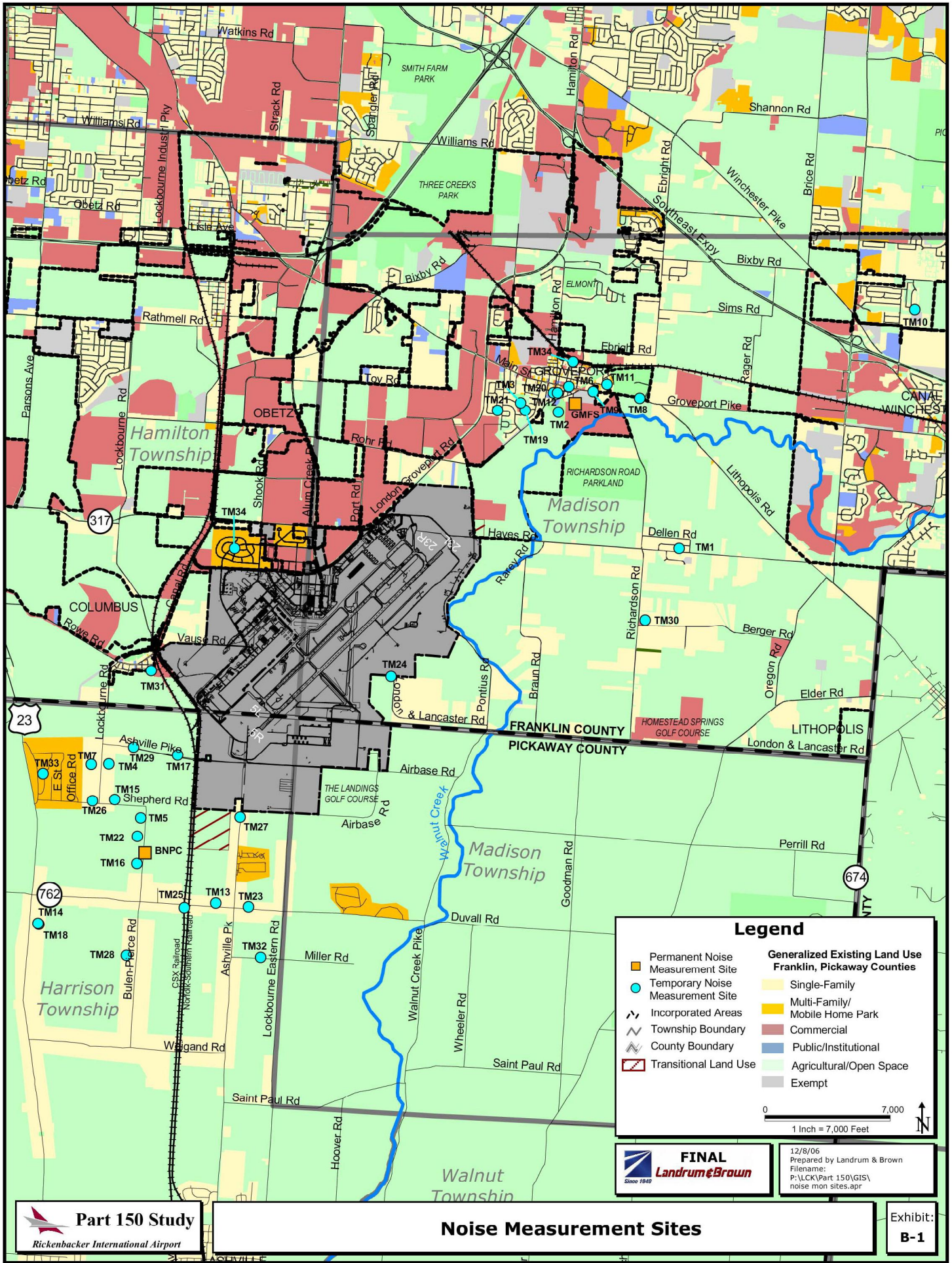
Measurements made for short periods are unique to that one period, and may not represent the average of the events that would occur at that location over a longer period of time. The relationship between field measurements and computer-modeled average noise levels is comparable to that between a book and its cover. While the cover (single-event measurements) may indicate something of the character of a book and receive inordinate attention based on its color or graphics, the total story (average noise level) is in all the words that constitute the story. It is on the total story that the critic makes his assessment. In other words, the modeling process simulates overall average annual conditions (the book) while field measurements (the cover) reflect only a small part of the whole story.

Aircraft noise measurements concentrated on the collection of a variety of single overflight noise information, with emphasis on the noise generated by aircraft during arrival and departure north and south of the airport. Measurements occurred during all times that the airport was operating.

B.2 NOISE MEASUREMENT SITES

Noise monitoring sites were chosen at 33 locations based on their proximity to the airport, the flow of aircraft operations during the measurement program, and areas of historic noise concerns. **Exhibit B-1** illustrates the locations of the noise measurement sites. General sites were selected on the basis of ambient noise level (or more specifically, the absence of loud ambient noise), locations of flight tracks derived from preliminary early analysis of the Total Airport Management Information System (TAMIS) information, locations of noise complaints received by the airport, and the locations of concentrations of residential use in overflown areas.

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Legend

<ul style="list-style-type: none"> Permanent Noise Measurement Site Temporary Noise Measurement Site Incorporated Areas Township Boundary County Boundary Transitional Land Use 	<p>Generalized Existing Land Use Franklin, Pickaway Counties</p> <ul style="list-style-type: none"> Single-Family Multi-Family/ Mobile Home Park Commercial Public/Institutional Agricultural/Open Space Exempt
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Landrum & Brown
Since 1949

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Part 150 Study
 Rickenbacker International Airport

Noise Measurement Sites

Exhibit:
B-1

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Specific locations were suggested by airport staff and members of the public, as well as through application of consultant experience. Specific selection criteria included the following:

- Emphasis on areas of numerous aircraft noise events according to earlier evaluations.
- Representative sampling of all major types of operations and aircraft using the Rickenbacker International Airport (LCK).
- Screening of each site for local noise sources or unusual terrain characteristics, which could affect measurements.
- Location in or near areas from which complaints about aircraft noise were received, or where there are concentrations of people exposed to numerous aircraft overflights.

While there is no end to the number of locations available for monitoring, the selected sites fulfill the above criteria and provide a representative sampling of the varying aircraft noise conditions in the vicinity of the airport. Information collected during the noise measurement program included single-event peak decibel (dB) levels (Lmax), Sound Exposure Levels (SEL), event duration, time of occurrence and aircraft type.¹

B.3 ACOUSTICAL MEASUREMENTS

This section provides a technical description of the acoustical measurements that were performed for the LCK Part 150 Study. Described here are the instrumentation that was employed, calibration procedures followed, and related data collection items and procedures.

B.3.1 INSTRUMENTATION

Two types of acoustical instrumentation and analysis equipment were used in order to obtain acoustical data to compare with standard data associated with aircraft noise. The major instrumentation that was used is listed in **Table B-1**.

¹ Lmax refers to the maximum A-weighted noise level recorded for a single noise event. SEL is a logarithmic expression of the all the sound energy for a single noise event compressed into one second. Durations are expressed in seconds and the identification of aircraft types was done visually from the ground as the aircraft passed over head and through a review of TAMIS data.

**Table B-1
ACOUSTICAL MEASUREMENT INSTRUMENTATION
Rickenbacker International Airport**

NUMBER	INSTRUMENT TYPE
2	Larson Davis 814 Type 1 Integrating Sound Level Meter/Real-Time Analyzer
1	Larson Davis 820 Sound Level Meter
2	Larson Davis ½" microphone type PRM902 w/Windscreens
1	Larson Davis ½" microphone type 40AE w/Windscreen
3	Type 1 Precision Microphone Calibrator, 94 or 114 db output, 1kHz, ½" opening

Source: Landrum & Brown, 2006.

B.3.2 MEASUREMENT PROCEDURES

Aircraft noise levels were recorded using the equipment indicated in the above table for each of the 33 sites. TAMIS data was obtained from the Columbus Regional Airport Authority (CRAA) to compare to measured events. The noise-monitoring program was designed to provide a sampling of single events throughout the study area. It was not designed to record cumulative noise levels. All of the monitors were calibrated before measurements began and were attended while active to ensure that only aircraft noise events were recorded. The monitoring procedure called for the operator to enable the noise monitor when a noise event first became audible and continue monitoring that event until the noise level receded back to ambient levels, usually lasting a duration of 20 to 50 seconds. After the event, the operator recorded the average noise level (Lavg), the SEL, the event duration, and the Lmax. Other information, such as aircraft type and operational characteristics, was also annotated, as available.

The LCK program provided for the collection of a large number of single-event measurements at a variety of locations throughout the community at distances ranging from several hundred feet to several miles between the aircraft and the monitoring site. This information allowed, when correlated with the TAMIS records and operating schedules, the determination of applicable noise curves and performance characteristics within the Integrated Noise Model (INM) database for the most significant aircraft and operators. The measured data generally reflected the noise levels within the INM database for those aircraft operated by the jet operators at the airport. Based on an analysis of flight profiles and measured noise levels no modification of any noise curves or standard operational data was conducted.

B.3.3 WEATHER INFORMATION

The measurements were recorded during both clear and overcast sky conditions. The average temperature ranged from a low of 68 to a high of 91. The winds were light and generally came from the southwest.

B.3.4 OBSERVED OPERATING CONDITIONS

The noise measurement program observed a variety of operating conditions at LCK. Due to the wind/weather conditions and the nighttime runway use program, arrivals were observed on all runway ends while departures were limited to Runway 23L and Runway 23R. Midday operations mainly consisted of training exercises performed by the Ohio Air National Guard's 121st Air Refueling Wing. General aviation operations were also observed during this time period. During the evening hours the airport had a relatively small number of operations. The operations that did occur during this time period were general aviation and cargo operations. The late evening and overnight hours were the busiest observed during the measurement period. Starting at approximately 9:00 p.m., a bank of AirNet arrivals occurred with a bank of AirNet departures following around 10:00 p.m. Operations observed after 11:00 p.m. were a mix of arrivals and departures operating in contra-flow, consistent with the nighttime runway use program. The contra-flow procedures call for aircraft to arrive from the south on Runway 5R and Runway 5L and depart to the south on Runways 23L and 23R between 11:00 p.m. and 7:00 a.m. This procedure was observed during the measurement period including AirNet's early morning arrival (4:00 a.m. – 5:00 a.m.) and departure (5:00 a.m. – 6:00 a.m.) banks.

B.3.5 MEASUREMENT RESULTS SUMMARY

The noise measurement program revealed a wide range of noise exposure levels from aircraft activity in the airport environs. The measured noise levels from departing aircraft tended to produce SEL and peak dB levels several dB higher than those of arriving aircraft. This difference is caused by two characteristics of the separate operations. First, exposure to noise above the background levels from arriving aircraft is typically shorter than from departing aircraft, resulting in less cumulative energy to be factored into the SEL exposure level. Second, the power settings used during approach are less than those necessary to climb during the takeoff, resulting in several dB less noise than measured at similar locations during departure.

An evaluation of the SEL and Lmax)levels measured at the various locations indicates that the SEL always runs several dB louder than the Lmax. When the Lmax is low, the SEL may be as much as 10 to 15 dB higher than the peak level, but when the Lmax is high, the SEL is typically only 6 to 12 dB louder. Again, this characteristic is the result of longer exposure to noise levels above background levels during takeoff events. **Table B-2**, at the end of this appendix, provides a synopsis of the measurements. For reference during the following discussion, Exhibit B-1 shows the noise monitoring sites.

Immediately to the north of the airport, a number of measurements were taken in the residential areas of the Village of Groveport. Measurements recorded closer to the airport resulted in Lmax noise levels ranging from the lower 50s to 96 dB.

**Table B-2
TEMPORARY NOISE MONITORING RESULTS
Rickenbacker International Airport**

SITE NO.	LOCATION	DATE MONITORED	TYPE OF EVENTS	HOURS MONITORED	SEL RANGE (DB)	PEAK AIRCRAFT	MAX RANGE (DB)
TM1	4999 Johnanne Dr., Groveport	06/28/05	Arrivals & Touch-and-Gos	12:00 p.m. - 1:00 p.m.	60.3 - 91.9	KC135	52.0 - 84.8
TM2	Heritage Park	06/28/05	Arrivals	1:10 p.m. - 2:10 p.m.	60.9 - 73.5	KC135	52.0 - 66.4
TM3	Degenhart Park, Groveport	06/28/05	Arrivals	7:30 p.m. - 8:40 p.m.	60.6 - 83.9	Lear35	53.6 - 76.6
TM4	Ashville Pike	06/28/05	Departures (1 Arr.)	11:10 p.m. - 11:55 p.m.	74.6 - 84.7	C208	67.7 - 79.3
TM5	Bulen Pierce Road	06/29/05	Departures (3 Arr.)	4:50 a.m. - 5:55 a.m.	60.4 - 85.6	CVLP	58.8 - 76.2
TM6	Freshman School (Main St), Groveport	06/29/05	Arrivals	12:10 p.m. - 1:00 p.m.	72.7 - 90.8	KC135	68.6 - 82.8
TM7	Shepherd & Bulen Pierce	06/29/05	Arrivals	4:00 a.m. - 4:50 a.m.	63.4 - 78.7	C208	54.0 - 77.1
TM8	7400 Groveport Rd. Groveport Service Bldg	06/29/05	Arrivals	1:45 p.m. - 2:45 p.m.	67.7 - 85.2	KC135	60.3 - 76.7
TM9	814 Main St., Groveport	06/29/05	Arrivals	9:00 p.m. - 10:15 p.m.	63.3 - 102.3	B742	52.6 - 96.4
TM10	5691 Readers, Canal Winchester	06/29/05	Arrivals	10:45 p.m. - 11:45 p.m.	58.5 - 66.9	Lear35	52.6 - 66.2
TM11	Delane & Elm Street	06/30/05	Arrivals	12:45 p.m. - 1:45 p.m.	69.2 - 89.0	F16	55.6 - 82.6
TM12	Canal & College Street	06/28/05	Arrivals	9:15 p.m. - 10:15 p.m.	60.1 - 84.6	KC135	54.3 - 75.3
TM13	Harrison Twp School, Duvall Road	06/28/05	Departures	7:00 p.m. - 8:00 p.m.	62.4 - 90.0	DC10	48.2 - 80.1
TM14	US Route 23	06/28/05	1 Departure	8:05 p.m. - 9:05 p.m.	85.5	DC8	76.3
TM15	Bulen Pierce Road	06/28/05	Departures (4 Arr.)	10:20 p.m. - 11:20 p.m.	73.2 - 99.9	B727	61.2 - 89.5
TM16	Bulen Pierce Road	06/28/05	Departures (1 Arr.)	11:25 p.m. - 12:00 a.m.	73.3 - 89.6	Lear35	62.3 - 82.3
TM17	Ashville Pike	06/29/05	Arrivals	4:00 a.m. - 4:45 a.m.	64.2 - 90.7	C208	55.3 - 79.5
TM18	US Route 23	06/29/05	Departures	4:55 a.m. - 5:55 a.m.	72.4 - 88.7	Lear35	60.0 - 74.5
TM19	Harbinger Drive	06/29/05	Arrivals	9:00 p.m. - 10:10 p.m.	56.8 - 86.4	B742	45.7 - 75.8
TM20	Church of Christ in Christian Union, Canal & Center Street	06/29/05	Arrivals	10:10 p.m. - 11:10 p.m.	63.4 - 76.9	C208	54.6 - 69.4
TM21	Tallman & Shadow Run	06/28/05	Arrivals	9:10 p.m. - 10:00 p.m.	69.7 - 89.9	Lear35	58.0 - 80.1
TM22	Bulen Pierce Road	06/28/05	Departures	8:40 p.m. - 10:05 p.m.	53.9 - 83.2	Lear35	42.6 - 73.5
TM23	Duvall Road	06/28/05	Departures	12:10 p.m. - 1:10 p.m.	53.9 - 84.1	KC135	42.6 - 80.5
TM24	London - Lancaster Rd.	06/28/05	Departures	1:30 p.m. - 2:20 p.m.	52.9 - 71.6	KC135	42.7 - 60.6
TM25	Duvall Road	06/28/05	Departures	7:05 p.m. - 8:30 p.m.	46.9 - 58.4	C208	57.3 - 62.6
TM26	Shepherd Road	06/28/05	Departures (2 Arr.)	10:15 p.m. - 11:20 p.m.	67.1 - 88.9	B727	55.9 - 77.9

**TABLE B-2, Continued
TEMPORARY NOISE MONITORING RESULTS
Rickenbacker International Airport**

SITE NO.	LOCATION	DATE MONITORED	TYPE OF EVENTS	HOURS MONITORED	SEL RANGE (DB)	PEAK AIRCRAFT	MAX RANGE (DB)
TM27	Ashville Pike	06/28/05	Departures	11:30 p.m. - 12:00 a.m.	63.3 – 79.0	PA31	52.0 – 84.8
TM28	Bulen Pierce Road	06/29/05	Arrivals	4:05 a.m. – 5:10 a.m.	42.4 – 75.9	Lear35	48.6 – 66.3
TM29	Ashville Pike	06/29/05	Departures	5:15 a.m. – 5:50 a.m.	68.1 – 86.0	PA31	53.1 – 74.9
TM30	New Vision Baptist Church, Richardson Rd.	06/29/05	Arrivals & Departures	12:25 a.m. - 1:20 a.m.	57.9 – 83.1	KC135	46.6 - 72.2
TM31	Miller & Lozier St., Lockbourne	06/29/05	Departures	9:30 p.m. – 10:26 p.m.	55.7 – 79.3	Lear35	50.6 - 72.1
TM32	Miller Rd.	06/30/05	Arrivals	3:45 a.m. – 4:40 a.m.	49.0 – 65.6	Lear35	42.2 – 54.8
TM33	Ole Tyme Freewill Baptist Church	06/30/05	Departures	4:50 a.m. – 6:00 a.m.	61.6 – 82.2	Lear35	51.7 - 70.5

SEL: Sound Exposure Level Lmax: Maximum Noise Level

DBA : A-Weighted Decibels

Source: Landrum & Brown, 2005.

The loudest aircraft observed at these sites were a Boeing 747, KC135 and Lear 35. Farther west in Madison Township, the Lmax noise levels ranged from 52 to 91 dB, mainly consisting of touch-and-go operations performed by KC135 aircraft.

To the south of the airport, measurement sites were selected in Pickaway County, and the Village of Lockbourne. These sites captured both arrivals and departures. The Lmax noise levels at these sites ranged from 42 to 89 dB. In almost all cases, the loudest aircraft observed at these sites were the Boeing 727, DC10 and Lear 35.

Results from the noise measurement program were correlated against TAMIS data collected for the same time period. The purpose of the correlation was to assist in the selection of the aircraft performance profiles included in the INM. The departure profiles included in the INM are organized as a number (1-7) or "stage" which related to a specific departure weight for an individual aircraft. Departure stage is typically assigned based on the distance to destination. Stage lengths are defined as follows:

- | | |
|---|-----------------------------|
| 1 | 0 to 500 nautical miles |
| 2 | 500 to 1000 nautical miles |
| 3 | 1000 to 1500 nautical miles |
| 4 | 1500 to 2500 nautical miles |
| 5 | 2500 to 3500 nautical miles |
| 6 | 3500 to 4500 nautical miles |
| 7 | over 4500 nautical miles |

The theory is that the longer the trip, the heavier the average takeoff weight is due to increased fuel requirements. Historically, it has been easier to obtain trip length data than average weight data, so distance has been used as a surrogate for aircraft takeoff weight.

Results from the correlation of noise levels and altitude distances found that the DC-8 and Boeing 727-200 may be heavier than what their distance-based stage length defined them to be. Therefore, a higher stage length was assigned when modeling these aircraft to more accurately reflect their measured noise levels and departure profiles. This is not uncommon for cargo aircraft. For example, a flight from LCK to Louisville would typically be assigned the lowest weight profile based on the distance being less than 500 miles. But, in the case of a cargo flight, the aircraft is likely to be considerably heavier due to maximizing payload.

In addition to the comparison of INM databases, noise levels near the two permanent noise monitoring sites were collected. The results of this assessment found the following:

Noise Measurement Site 1: Groveport Freshman School

- Correlation of noise levels from the permanent noise monitor was consistent with the noise levels collected during the temporary monitoring program (+/- 1 dB).

Noise Measurement Site 2: Bulen Pierce Road

- Correlation of noise levels from the permanent noise monitor was generally consistent with the noise levels collected during the temporary monitoring program (+/- 2 dB).
- Based on these findings, the CRAA conducted a system check of this noise monitor and found no errors. Therefore, it is concluded that the permanent noise monitor is operating correctly and that other environmental factors are likely to have resulted in the differences observed during the temporary noise measurement program.

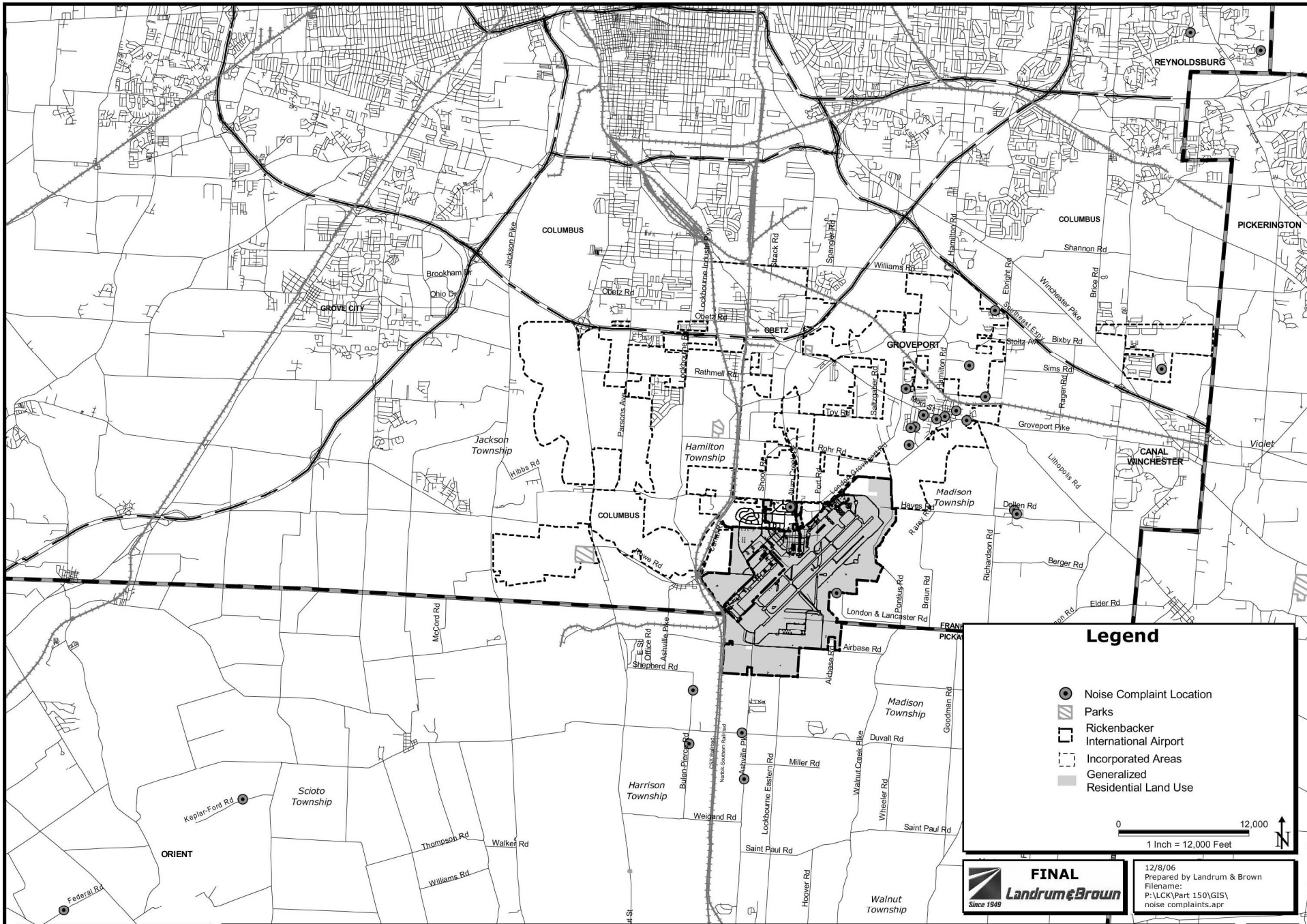
B.4 NOISE COMPLAINT HISTORY

Prior to 2003, LCK was operated by the Rickenbacker Port Authority. During this time period a dedicated noise complaint hotline did not exist, making it difficult for local residents to register noise complaints. The largest number of noise complaints received prior to 2003 was 15, occurring in 1998. In 2003, the Rickenbacker Port Authority merged with the Columbus Airport Authority, creating the CRAA, allowing the communities surrounding LCK access to the CRAA Noise Complaint Hotline. After the 2003 merger, noise complaints at LCK increased. This increase is most likely attributed to the availability of the Noise Complaint Hotline that was previously not available to register noise complaints at LCK. The airport received 51, 23, and 42 noise complaints in 2003, 2004, and 2005 respectively. The largest number of complaints occurred in the Groveport area, northeast of the airport.

People living in the Canal Winchester area, located to the northeast of the airport, registered the second highest number of complaints. The remainder of the noise complaints were scattered across Columbus, the Village of Lockbourne, Ashville and Hilliard. **Exhibit B-2, Location of Noise Complaints (2004 through 2005)**, illustrates the geographic locations of the noise complaints from January 2004 through December 2005.

The noise complaint information provided by CRAA was used to assist in the identification of noise concerns and in the development of mitigation and noise abatement measures.

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APPENDIX C

NOISE MODELING METHODOLOGY

This appendix sets forth the background material necessary for the reader to understand the principles of noise, as well as the preparation of noise exposure contours and the development of estimates of noise impacts associated with those contours. The data is derived from a variety of sources including, but not limited to, records maintained by Columbus Regional Airport Authority (CRAA) airport management and the Federal Aviation Administration (FAA), and mapping available from Rickenbacker International Airport (LCK) and local planning agencies.

Section C.1 and C.2 provides background information necessary to understand the properties of sound and noise, including how noise levels are measured and expressed mathematically.

Section C.3 provides basic information on the noise metric and computer model used to compute noise and a statement relative to the comparability of baseline information and the years indicated on the official noise mapping for the airport.

Section C.4 sets forth the detailed input data that was used to prepare noise exposure contours for 2006 and year 2011 baseline conditions as shown in Chapter 3, *Baseline Noise Exposure*.

Section C.5 summarizes operating information related to the proposed Noise Compatibility Program (NCP) contours that are shown in Chapter 4, *Noise Compatibility Plan*.

C.1 SOUND AND NOISE

Sound is created by a vibrating source that induces vibrations in the air. The vibration produces alternating bands of relatively dense and sparse particles of air, spreading outward from the source like ripples on a pond. Sound waves dissipate with increasing distance from the source. Sound waves can also be reflected, diffracted, refracted, or scattered. When the source stops vibrating, the sound waves disappear almost instantly and the sound ceases.

Sound conveys information to listeners. It can be instructional, alarming, pleasant and relaxing, or annoying. Identical sounds can be characterized by different people, or even by the same person at different times, as desirable or unwanted. Unwanted sound is commonly referred to as "noise."

Sound can be defined in terms of three components:

1. Level (amplitude)
2. Pitch (frequency)
3. Duration (time pattern)

C.1.1 Sound Level

The level of sound is measured by the difference between atmospheric pressure (without the sound) and the total pressure (with the sound). Amplitude of sound is like the relative height of the ripples caused by the stone thrown into the water. Although physicists typically measure pressure using the linear Pascal scale, sound is measured using the logarithmic decibel (dB) scale. This is because the range of sound pressures detectable by the human ear can vary from *1 to 100 trillion units*. A logarithmic scale allows us to discuss and analyze noise using more manageable numbers. The range of audible sound ranges from approximately 1 to 140 dB, although everyday sounds rarely rise above about 120 dB. The human ear is extremely sensitive to sound pressure fluctuations. A sound of 140 dB, which is sharply painful to humans, contains *100 trillion (10^{14}) times more* sound pressure than the least audible sound.

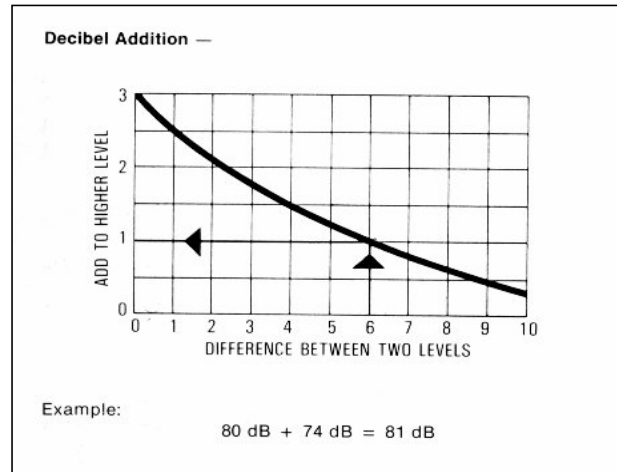
By definition, a 10 dB increase in sound is equal to a tenfold (10^1) increase in the mean square sound pressure of the reference sound. A 20 dB increase is a 100-fold (10^2) increase in the mean square sound pressure of the reference sound. A 30 dB increase is a 1,000-fold (10^3) increase in mean square sound pressure.

A logarithmic scale requires different mathematics than used with linear scales. The sound pressures of two separate sounds, expressed in dB, are not arithmetically additive. For example, if a sound of 80 dB is added to another sound of 74 dB, the total is a 1 dB increase in the louder sound (81 dB), not the arithmetic sum of 154 dB (See **Exhibit C-1**). If two equally loud noise events occur simultaneously, the sound pressure level from the combined events is 3 dB higher than the level produced by either event alone.

Logarithmic averaging also yields results that are quite different from simple arithmetic. Consider the example shown in **Exhibit C-2**. Two sound levels of equal duration are averaged. One has an Lmax of 100 dB, the other 50 dB. Using conventional arithmetic, the average would be 75 dB. The true result, using logarithmic math, is 97 dB. This is because 100 dB has far more energy than 50 dB (100,000 times as much!) and is overwhelmingly dominant in computing the average of the two sounds.

Human perceptions of changes in sound pressure are less sensitive than a sound level meter. People typically perceive a tenfold increase in sound pressure, a 10 dB increase, as a doubling of loudness. Conversely, a 10 dB decrease in sound pressure is normally perceived as half as loud. In community settings most people perceive a 3 dB increase in sound pressure (a doubling of the sound pressure or energy) as just noticeable. (In laboratory settings, people with good hearing are able to detect changes in sounds of as little as 1 dB.)

**Exhibit C-1:
EXAMPLE OF ADDITION OF TWO DECIBEL LEVELS**



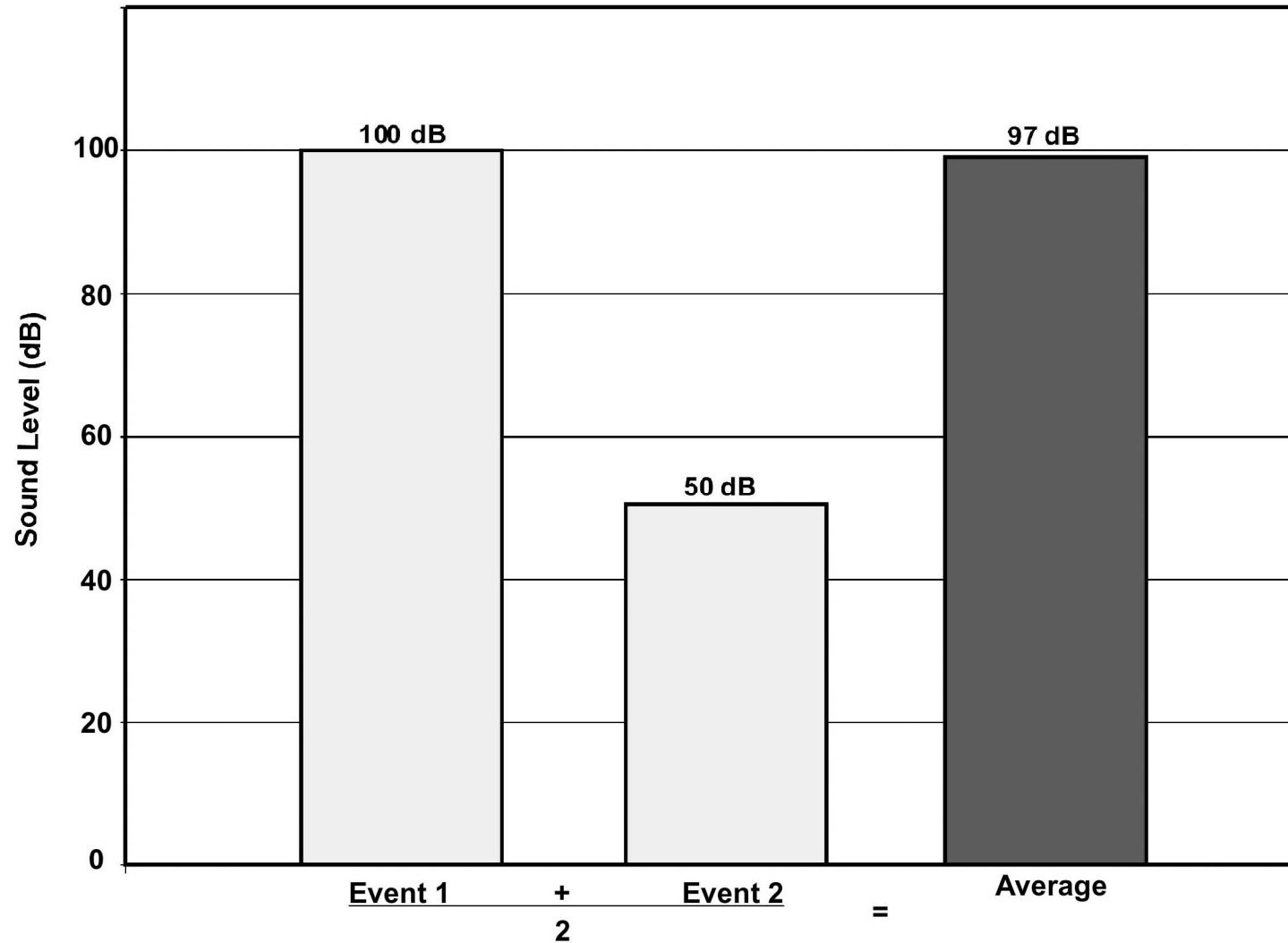
Source: *Information on Levels*. EPA. March 1974.

C.1.2 Sound Frequency

The pitch (or frequency) of sound can vary greatly from a low-pitched rumble to a shrill whistle. If we consider the analogy of ripples in a pond, high frequency sounds are vibrations with tightly spaced ripples, while low rumbles are vibrations with widely spaced ripples. The rate at which a source vibrates determines the frequency. The rate of vibration is measured in units called "Hertz" -- the number of cycles, or waves, per second. One's ability to hear a sound depends greatly on the frequency composition. Humans hear sounds best at frequencies between 1,000 and 6,000 Hertz. Sound at frequencies above 10,000 Hertz (high-pitched hissing) and below 100 Hertz (low rumble) are much more difficult to hear.

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Assume two sound levels of equal duration...
What is the average level?



$$(100\text{dB} + 50\text{dB}) / 2 = 97\text{dB}$$

The decibel (dB) scale is logarithmic -
100 dB is 100,000 times more energy than 50 dB!

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If we are attempting to measure sound in a way that approximates what our ears hear, we must give more weight to sounds at the frequencies we hear well and less weight to sounds at frequencies we do not hear well. Acousticians have developed several weighting scales for measuring sound. The A-weighted scale was developed to correlate with the judgments people make about the loudness of sounds. The A-weighted decibel scale (dBA) is used in studies where audible sound is the focus of inquiry. The U.S. Environmental Protection Agency (USEPA) has recommended the use of the A-weighted decibel scale in studies of environmental noise.¹ Its use is required by the FAA in airport noise studies.² For the purposes of this analysis, dBA was used as the noise metric and dB and dBA are used interchangeably.

C.1.3 Duration of Sounds

The duration of sounds – their patterns of loudness and pitch over time – can vary greatly. Sounds can be classified as *continuous* like a waterfall, *impulsive* like a firecracker, or *intermittent* like aircraft overflights. Intermittent sounds are produced for relatively short periods, with the instantaneous sound level during the event roughly appearing as a bell-shaped curve. An aircraft event is characterized by the period during which it rises above the background sound level, reaches its peak, and then recedes below the background level.

C.2 STANDARD NOISE DESCRIPTORS

Given the multiple dimensions of sound, a variety of descriptors, or metrics, have been developed for describing sound and noise. Some of the most commonly used metrics are discussed in this section. They include:

1. Maximum Level (**L_{max}**)
2. Time Above Level (**TA**)
3. Sound Exposure Level (**SEL**)
4. Equivalent Sound Level (**Leq**)
5. Day/Night Average Sound Level (**DNL**)

C.2.1 Maximum Level (L_{max})

L_{max} is simply the highest sound level recorded during an event or over a given period of time. It provides a simple and understandable way to describe a sound event and compare it with other events. In addition to describing the peak sound level, L_{max} can be reported on an appropriate weighted decibel scale (A-weighted, for example) so that it can disclose information about the frequency range of the sound event in addition to the loudness.

¹ Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety. U.S. Environmental Protection Agency, Office of Noise Abatement and Control. 1974, P. A-10.

² "Airport Noise Compatibility Planning." 14 CFR Part 150, Sec. A150.3.

L_{max}, however, fails to provide any information about the duration of the sound event. This can be a critical shortcoming when comparing different sounds. Even if they have identical L_{max} values, sounds of greater duration contain more sound energy than sounds of shorter duration. Research has demonstrated that for many kinds of sound effects, the total sound energy, not just the peak sound level, is a critical consideration.

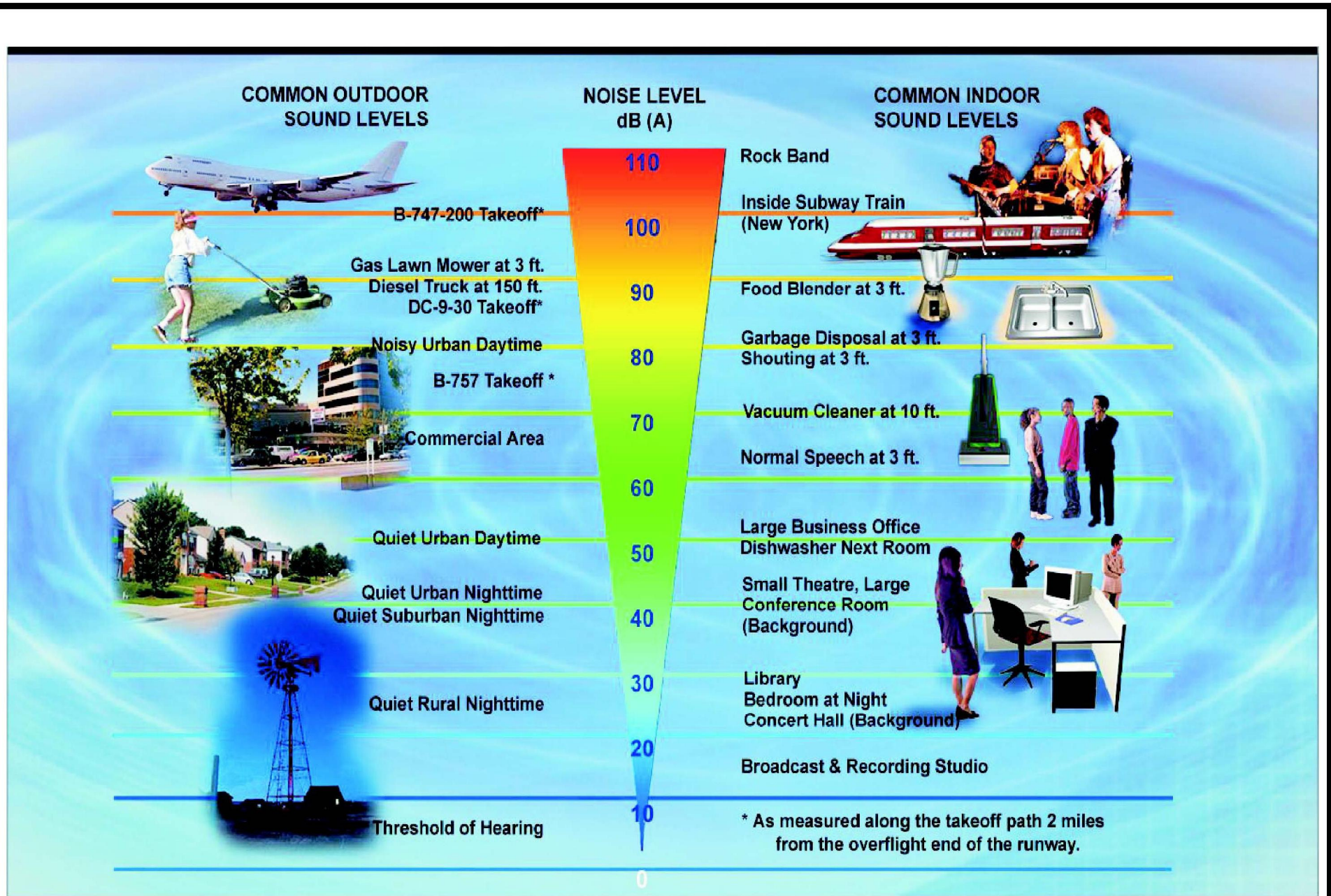
C.2.2 Time Above Level (TA)

The “time above,” or TA, metric indicates the amount of time that sound at a particular location exceeds a given sound level threshold. TA is often expressed in terms of the total time per day that the threshold is exceeded. The TA metric explicitly provides information about the duration of sound events, although it conveys no information about the peak levels during the period of observation.

C.2.3 Sound Exposure Level (SEL)

The sound exposure level, or SEL metric, provides a way of describing the total sound energy of a single event. In computing the SEL value, all sound energy occurring during the event, within 10 dB of the L_{max}, is mathematically integrated over one second. (Very little information is lost by discarding the sound below the 10 dB cut-off, since the highest sound levels completely dominate the integration calculation.) Consequently, the SEL is always greater than the L_{max} for events with a duration greater than one second. SELs for aircraft overflights typically range from five to 10 dB higher than the L_{max} for the event.

Exhibit C-3 shows graphs of instantaneous sound levels for three different events: an aircraft flyover, roadway noise, and a firecracker. The L_{max} and the duration of each event differ greatly. The pop of the firecracker is quite loud, 102 dB but lasts less than a second. The aircraft flyover has a considerably lower L_{max} at 90 dB, but the event lasts for over a minute. The L_{max} from the roadway noise is even quieter at only 72 dB, but it lasts for 15 minutes. By considering the loudness and the duration of these very different events simultaneously, the SEL metric reveals that the total sound energy of all three is identical. This can be a critical finding for studies where total noise dosage is the focus of study. As it happens, research has shown conclusively that noise dosage is crucial in understanding the effects of noise on animals and humans.



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C.2.4 Equivalent Sound Level (Leq)

The equivalent sound level (Leq) metric may be used to define cumulative noise dosage, or noise exposure, over a period of time. In computing Leq, the total noise energy over a given period of time, during which numerous events may have occurred, is logarithmically averaged over the time period. The Leq represents the steady sound level that is equivalent to the varying sound levels actually occurring during the period of observation. For example, an 8-hour Leq of 67 dB indicates that the amount of sound energy in all the peaks and valleys that occurred in the 8-hour period is equivalent to the energy in a continuous sound level of 67 dB. Leq is typically computed for measurement periods of 1 hour, 8 hours, or 24 hours, although any time period can be specified.

Exhibit C-4 shows the relationship of Leq to Lmax and SEL. In this example, four noise events occur during one hour. The SELs for each event range from 90dB to 108 dB. The Leq for this one-hour period would be 75 dB. Note that this Leq value is derived from only four events during the one-hour period. When converted to SELs, the sound events accounted for only four seconds during the hour; silence occurred during the remaining 3,596 seconds. This again indicates the dominance of loud events in noise summation and averaging computations.

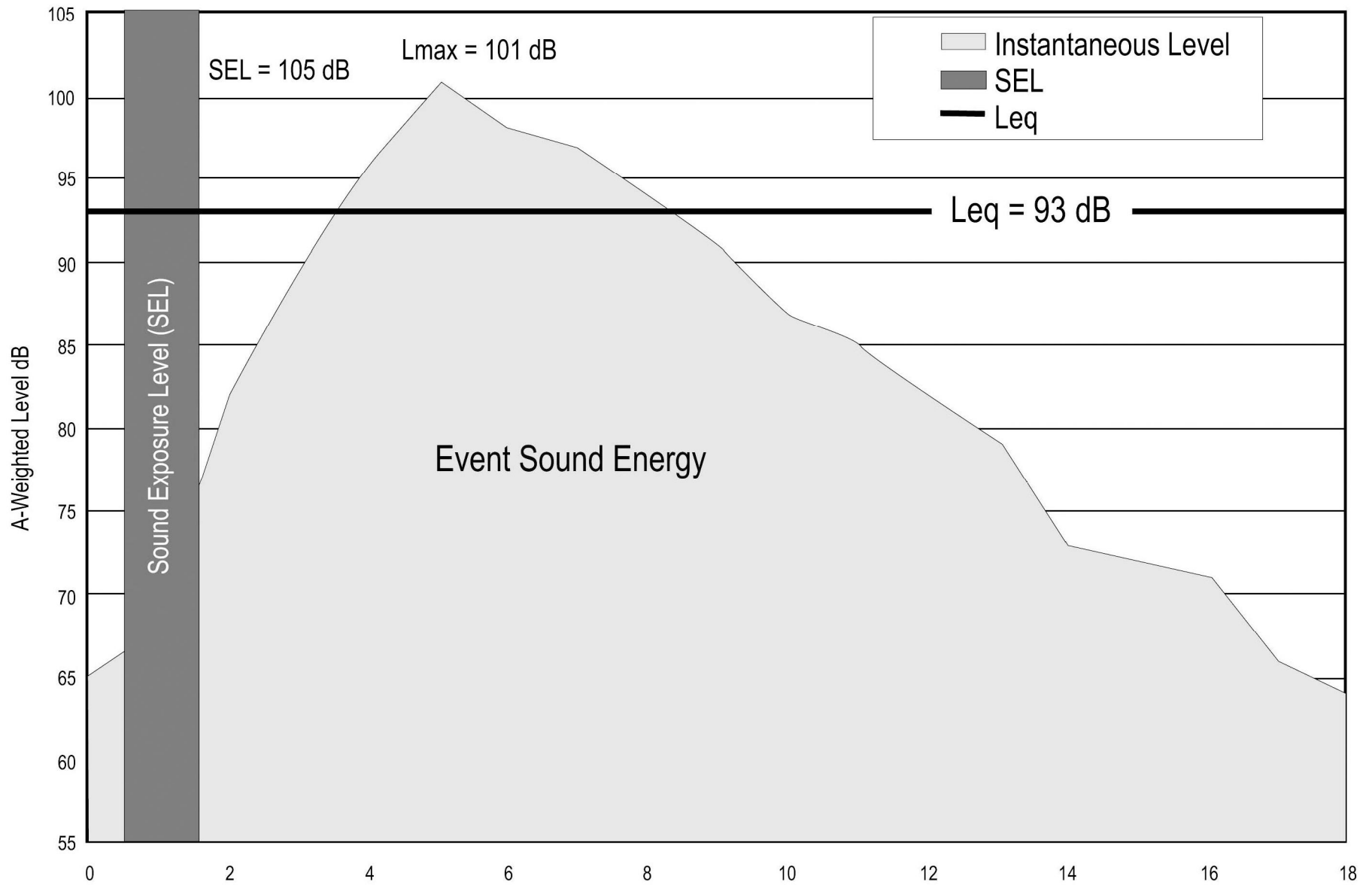
Leq is a critical noise metric for many kinds of analysis where total noise dosage, or noise exposure, is under investigation. As already noted, noise dosage is important in understanding the effects of noise on both animals and people. Indeed, research has led to the formulation of the "equal energy rule." This rule states that it is the total acoustical energy to which people are exposed that explains the effects the noise will have on them. That is, a very loud noise with a short duration will have the same effect as a lesser noise with a longer duration if they have the same total sound energy.

C.2.5 Day/Night Average Sound Level (DNL)

The DNL metric is really a variation of the 24-hour Leq metric. Like Leq, the DNL metric describes the total noise exposure during a given period. Unlike Leq, however, DNL, by definition, can only be applied to a 24-hour period. In computing DNL, an extra weight of 10 dB is assigned to any sound levels occurring between the hours of 10:00 p.m. and 7:00 a.m. This is intended to account for the greater annoyance that nighttime noise is presumed to cause for most people. Recalling the logarithmic nature of the dB scale, this extra weight treats one nighttime noise event as equivalent to 10 daytime events of the same magnitude.

As with Leq, DNL values are strongly influenced by the loud events. For example, 30 seconds of sound of 100 dB, followed by 23 hours, 59 minutes, and 30 seconds of silence would compute to a DNL value of 65 dB. If the 30 seconds occurred at night, it would yield a DNL of 75 dB.

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This example can be roughly equated to an airport noise environment. Recall that an SEL is the mathematical compression of a noise event into one second. Thus, 30 SELs of 100 dB during a 24-hour period would equal DNL 65 dB, or DNL 75 dB if they occurred at night. This situation could actually occur in places around a real airport. If the area experienced 30 overflights during the day, each of which produced an SEL of 100 dB, it would be exposed to DNL 65 dB. Recalling the relationship of SEL to the Lmax of an aircraft overflight, the Lmax recorded for each of those overflights (the peak level a person would actually hear) would typically range from 90 to 95 dB.

C.2.5.1 Federal Requirements to Use DNL in Environmental Noise Studies

DNL is the standard metric used for environmental noise analysis in the U.S. This practice originated with the USEPA's effort to comply with the Noise Control Act of 1972. The USEPA designated a task group to "consider the characterization of the impact of airport community noise and develop a community noise exposure measure."³ The task group recommended using the DNL metric. The USEPA accepted the recommendation in 1974, based on the following considerations:

1. The measure is applicable to the evaluation of pervasive, long-term noise in various defined areas and under various conditions over long periods of time.
2. The measure correlates well with known effects of the noise environment on individuals and the public.
3. The measure is simple, practical, and accurate.
4. Measurement equipment is commercially available.
5. The metric at a given location is predictable, within an acceptable tolerance, from knowledge of the physical events producing the noise.⁴

Soon thereafter, the Department of Housing and Urban Development (HUD), Department of Defense, and the Veterans Administration adopted the use of DNL.

At about the same time, the Acoustical Society of America developed a standard (ANSI S3.23-1980) which established DNL as the preferred metric for outdoor environments. This standard was reevaluated in 1990 and they reached the same conclusions regarding the use of DNL (ANSI S12.40-1990).

³ *Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety.* U.S. Environmental Protection Agency, Office of Noise Abatement and Control. 1974, P. A-10.

⁴ *Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety.* U.S. Environmental Protection Agency, Office of Noise Abatement and Control. 1974, Pp. A-1–A-23.

In 1980, the Federal Interagency Committee on Urban Noise (FICUN) met to consolidate Federal guidance on incorporating noise considerations in local land use planning. The committee selected DNL as the best noise metric for the purpose, thus endorsing the USEPA's earlier work and making it applicable to all Federal agencies.⁵

In response to the requirements of the Aviation Safety and Noise Abatement (ASNA) Act of 1979 and the recommendations of FICUN and USEPA, the FAA established DNL in 1981 as the single metric for use in airport noise and land use compatibility planning. This decision was incorporated into the final rule implementing ASNA, Federal Aviation Regulation (FAR) Part 150, in 1985.

In the early 1990s, Congress authorized the creation of a new interagency committee to study airport noise issues. The Federal Interagency Committee on Noise (FICON) was formed with membership from the USEPA, the FAA, the U.S. Air Force, the U.S. Navy, HUD, the Department of Veterans Affairs (VA), and others. FICON concluded in its 1992 report that Federal agencies should "continue the use of the DNL metric as the principal means for describing long term noise exposure of civil and military aircraft operations."⁶ FICON further concluded that there were no new sound descriptors of sufficient scientific standing to substitute for the DNL cumulative noise exposure metric.⁷

In 1993, the FAA issued its *Report to Congress on Effects of Airport Noise*. Regarding DNL, the FAA stated, "Overall, the best measure of the social, economic, and health effects of airport noise on communities is the Day-Night Average Sound Level (DNL)."⁸

C.3 GENERAL INFORMATION

The same noise metrics and noise model was used to compute all noise contours and other evaluations prepared for the Part 150 Study Update for LCK.

C.3.1 Noise Metrics

The FAA has stipulated that noise exposure maps prepared for Part 150 studies will be based on the annual DNL. This noise metric (measurement description) was developed under the auspices of the USEPA and embodies extensive information regarding the physical description of transportation noise as related to human annoyance in residential areas. DNL is defined as the average A-weighted sound level during a 24-hour period with a 10 dB penalty applied to noise events that occur at night (10:00 p.m. to 6:59 a.m.). Noise contours are lines connecting points of equal noise level; typically, for Part 150 studies, these levels are 65, 70,

⁵ *Guidelines for Considering Noise in Land Use Planning and Control*. Federal Interagency Committee on Urban Noise (FICUN). 1980.

⁶ *Federal Agency Review of Selected Airport Noise Analysis Issues*. Federal Interagency Committee on Noise (FICON). August 1992, Pp. 3-1.

⁷ *Federal Agency Review of Selected Airport Noise Analysis Issues*, Technical Report, Volume 2. Federal Interagency Committee on Noise (Technical). August 1992, Pp. 2-3.

⁸ *Report to Congress on Effects of Airport Noise*. Federal Aviation Administration. 1993, P. 1.

and 75 DNL. Airports may choose to show noise impacts at levels lower than 65 DNL. Showing noise levels below 65 DNL does not change the FAA's policy on eligibility for mitigation; rather it provides a broader picture of noise exposure in the community. This information is useful in land use planning exercises. For this Part 150 Study Update the 60 DNL is shown for land use planning purposes.

C.3.2 Noise Model

The noise levels were computed during this study using Version 6.1 of the Integrated Noise Model (INM). The INM was developed under the guidance of the FAA and is the only model generally approved by the FAA for use in Part 150 studies. The noise pattern calculated by the INM for an airport is a function of several factors, including; the number of aircraft operations during the period evaluated, the types of aircraft flown, the time of day when they are flown, the way they are flown, how frequently each runway is used for landing and takeoff, and the routes of flight used to and from the runways. Substantial variations in any one of these factors may, when extended over a long period of time, cause marked changes to the noise pattern.

C.3.3 Comparability of Conditions

Noise evaluations for the Existing (2006) Baseline condition are based on actual operating levels for the period of May 2004 through April 2005, with adjustments made for the opening of AirNet Systems Cargo operation in May 2005. The total operations for this period (with adjustments) were 67,160. An analysis of the first six months of activity for 2006, projected out for a full year, shows the operation levels to be approximately 67,880 annual operations. Based on this analysis, the operating levels used to prepare the Existing (2006) Baseline are essentially the same as the actual operating levels in 2006 (<1%). No significant changes in runway layout, runway use, fleet mix, or flight tracks has occurred, therefore the Existing (2006) Baseline condition is representative of 2006 operating conditions.

C.4 BASELINE NOISE EXPOSURE PATTERNS

Several types of operational information are required to produce baseline noise exposure patterns for the airport. These include estimates of the numbers of actual operations by specific aircraft types at different periods of the day, flight path locations, runway and flight path utilization, and aircraft operating characteristics.

C.4.1 Runway Definition

There are two north/south parallel runways (05L/23R and 05R/23L) spaced approximately 1,000 feet apart. The following provides the current runways and lengths at LCK:

<u>Runway</u>	<u>Length (feet)</u>
05L/23R	11,908 (with displaced thresholds)
05R/23L	12,102

C.4.2 Number of Operations

The average daily numbers of aircraft arrivals and departures during the Existing (2006) Baseline period are presented in **Table C-1** for the several categories of users that operate at LCK. **Table C-2**, details the individual aircraft types by day or night operation. The number of operations and their distribution during the day are derived from operations schedules and radar records collected for the airport. **Tables C-3 and C-4** provide similar information for the 2011 Baseline. The FAR Part 36 noise stage of each aircraft is also indicated. A forecast update was prepared for the Part 150 Study Update. The forecast was updated to account for the relocation of AirNet Systems Cargo from Port Columbus International Airport in May 2005. The forecast is provided in Appendix J.

**Table C-1
AVERAGE DAY OPERATIONS
EXISTING (2006) BASELINE CONDITIONS
Rickenbacker International Airport**

USER GROUP	ARRIVALS		DEPARTURES		TOTAL	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Charter Jets	1	0	1	0	2	0
Cargo Jets	3	3	2	4	5	7
AirNet	9	31	9	31	18	62
Air Taxi	2	2	4	0	6	2
General Aviation Jets	5	0	5	0	10	0
General Aviation Props	13	1	13	1	26	2
Military	<u>21</u>	<u>1</u>	<u>22</u>	<u>0</u>	<u>43</u>	<u>1</u>
Total	54	38	56	36	110	74

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

**Table C-2
AVERAGE DAY OPERATIONS BY AIRCRAFT TYPE –
EXISTING (2006) BASELINE
Rickenbacker International Airport**

USER GROUP & INM TYPE	PART 36 STAGE	AIRCRAFT TYPE	ARRIVALS		DEPARTURES		TOTAL	
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Charter Jets								
737300	3	Boeing 737-300	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>
<i>Subtotal</i>			1	0	1	0	2	0
Cargo Jets								
A300	3	Airbus 300	0	1	0	1	0	2
727EM2	3	Boeing 727-200	0	1	0	1	0	2
74720B	3	Boeing 747-20B	1	0	0	1	1	1
DC870	3	DC8	0	1	0	1	0	2
DC1010/MD11	3	DC-10-10	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>
<i>Subtotal</i>			3	3	2	4	5	7
AirNet								
BEC58P	NA	Baron 58, Piper Navajo	2	14	3	13	5	27
GASEPF	NA	Cessna 208	2	3	2	3	4	6
LEAR35	NA	Learjet 35	<u>5</u>	<u>14</u>	<u>4</u>	<u>15</u>	<u>9</u>	<u>29</u>
<i>Subtotal</i>			9	31	9	31	18	62
Air Taxi								
DHC6	NA	Swearingen Merlin IV	1	0	1	0	2	0
GASEPF	NA	Cessna 208	1	1	2	0	3	1
HS748A	NA	Fokker 27	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
<i>Subtotal</i>			2	2	4	0	6	2
General Aviation Jets								
GV	NA	Business Jet	1	0	1	0	2	0
MU3001	NA	Business Jet	1	0	1	0	2	0
CIT3	NA	Business Jet	1	0	1	0	2	0
LEAR25	NA	Business Jet	1	0	1	0	2	0
LEAR35	NA	Business Jet	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>
<i>Subtotal</i>			5	0	5	0	10	0
General Aviation Props								
CNA441	NA	Turbo Prop	1	0	1	0	2	0
BEC58P	NA	Turbo Prop	4	0	3	1	7	1
DHC6	NA	Turbo Prop	1	0	1	0	2	0
GASEPF	NA	Single Engine Prop	4	0	4	0	8	0
GASEPV	NA	Single Engine Prop	<u>3</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>1</u>
<i>Subtotal</i>			13	1	13	1	26	2
Military								
B212	NA	Bell Helicopter	1	0	1	0	2	0
C130	NA	C-130	1	0	1	0	2	0
SK70	NA	Sikorsky Helicopter	1	0	1	0	2	0
707320	NA	KC135E	1	0	1	0	2	0
KC135R	NA	KC135R	<u>17</u>	<u>1</u>	<u>18</u>	<u>0</u>	<u>35</u>	<u>1</u>
<i>Subtotal</i>			21	1	22	0	43	1
Grand Total			54	38	56	36	110	74

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

**Table C-3
 AVERAGE DAY OPERATIONS – FUTURE (2011) BASELINE
 Rickenbacker International Airport**

USER GROUP	ARRIVALS		DEPARTURES		TOTAL	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Charter Jets	2	0	2	0	4	0
Cargo Jets	3	4	2	5	5	9
AirNet	9	31	9	31	18	62
Air Taxi	2	2	4	0	6	2
General Aviation Jets	5	0	5	0	10	0
General Aviation Props	13	1	13	1	26	2
Military	<u>23</u>	<u>1</u>	<u>24</u>	<u>0</u>	<u>47</u>	<u>1</u>
Total	57	39	59	37	116	76

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

**Table C-4
AVERAGE DAY OPERATIONS BY AIRCRAFT TYPE -
FUTURE (2011) BASELINE
Rickenbacker International Airport**

USER GROUP & INM TYPE	PART 36 STAGE	AIRCRAFT TYPE	ARRIVALS		DEPARTURES		TOTAL	
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Charter Jets								
737300	3	Boeing 737-300	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>
<i>Subtotal</i>			2	0	2	0	4	0
Cargo Jets								
A300	3	Airbus 300	0	1	0	1	0	2
727EM2	3	Boeing 727-200	0	2	0	2	0	4
74720B	3	Boeing 747-20B	1	0	0	1	1	1
DC870	3	DC8	0	1	0	1	0	2
DC1010/MD11	3	DC-10-10	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>0</u>
<i>Subtotal</i>			3	4	2	5	5	9
AirNet								
BEC58P	NA	Baron 58, Piper Navajo	2	14	3	13	5	27
GASEPF	NA	Cessna 208	2	3	2	3	4	6
LEAR35	NA	Learjet 35	<u>5</u>	<u>14</u>	<u>4</u>	<u>15</u>	<u>9</u>	<u>29</u>
<i>Subtotal</i>			9	31	9	31	18	62
Air Taxi								
DHC6	NA	Swearingen Merlin IV	1	0	1	0	2	0
GASEPF	NA	Cessna 208	1	1	2	0	3	1
HS748A	NA	Fokker 27	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
<i>Subtotal</i>			2	2	4	0	6	2
General Aviation Jets								
GV	NA	Business Jet	1	0	1	0	2	0
MU3001	NA	Business Jet	1	0	1	0	2	0
CIT3	NA	Business Jet	1	0	1	0	2	0
LEAR25	NA	Business Jet	1	0	1	0	2	0
LEAR35	NA	Business Jet	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>
<i>Subtotal</i>			5	0	5	0	10	0
General Aviation Props								
CNA441	NA	Turbo Prop	1	0	1	0	2	0
BEC58P	NA	Turbo Prop	4	0	3	1	7	1
DHC6	NA	Turbo Prop	1	0	1	0	2	0
GASEPF	NA	Single Engine Prop	4	0	4	0	8	0
GASEPV	NA	Single Engine Prop	<u>3</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>1</u>
<i>Subtotal</i>			13	1	13	1	26	2
Military								
B212	NA	Bell Helicopter	1	0	1	0	2	0
C130	NA	C-130	1	0	1	0	2	0
SK70	NA	Sikorsky Helicopter	1	0	1	0	2	0
707320	NA	KC135E	1	0	1	0	2	0
KC135R	NA	KC135R	<u>19</u>	<u>1</u>	<u>20</u>	<u>0</u>	<u>39</u>	<u>1</u>
<i>Subtotal</i>			23	1	24	0	47	1
Grand Total			57	39	59	37	116	76

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

C.4.3 Runway Utilization

The usage of the runways at the airport is a principal element in the definition of the noise exposure pattern. The more frequently jet aircraft use a runway end, particularly at night and for departures, the greater the noise exposure energy associated with that runway end. The proportional use of the runway ends is based largely on the relationship of aircraft relative to their position to the terminal, as well as the average conditions of wind direction and velocity. There are two currently approved noise abatement procedures affecting the runway use at LCK. The first procedure occurs between 11:00 p.m. and 7:00 a.m. when the airport operates in contra-flow. The contra-flow procedures call for aircraft to arrive from the south on Runways 05R and 05L and depart to the south on Runways 23L and 23R. The second noise abatement procedure calls for military touch-and-go operations to depart Runways 23L and 23R as often as wind, weather, and operational restrictions allow.

Wind direction is the primary factor in determining the direction in which the airport operates. Currently 65 percent of the operations operate in south flow (arrive/depart runways 23L and 23R) and 35 percent of the operations operate in north flow (arrive/depart runways 05L and 05R). The distribution of aircraft between the two runways was based on runway utilization records derived from the automated Total Airport Management Information System (TAMIS) for the time period of May 2004 through April 2005. The Standard Terminal Automation Replacement System (STARS) radar data that is collected by TAMIS provides definitive information relative to the runways used by specific aircraft or users, as well as the location of aircraft in flight in the airport environs. This information was supplemented with TAMIS data from May through June 2005 to account for AirNet operations at LCK. **Table C-5** provides the runway utilization derived from the TAMIS for the Existing (2006) Baseline condition. The same runway utilization was assumed to be used for the Future (2011) Baseline conditions.

**Table C-5
EXISTING (2006) BASELINE AND FUTURE (2011) BASELINE CONDITIONS
DETAILED RUNWAY END UTILIZATION BY USER GROUP
Rickenbacker International Airport**

<u>User Group</u>		<u>Runway</u>				<u>Total</u>
		<u>05L</u>	<u>05R</u>	<u>23L</u>	<u>23R</u>	
Charter Jets	<u>Takeoff</u>					
	Daytime	15.1%	16.1%	41.4%	27.4%	100%
	Nighttime	6.3%	18.8%	31.3%	43.6%	100%
	<u>Landing</u>					
	Daytime	6.8%	32.6%	48.0%	12.6%	100%
	Nighttime	0.0%	67.6%	24.3%	8.1%	100%
Cargo Jets	<u>Takeoff</u>					
	Daytime	5.9%	13.3%	50.3%	30.5%	100%
	Nighttime	3.0%	8.2%	60.2%	28.6%	100%
	<u>Landing</u>					
	Daytime	2.7%	38.0%	55.8%	3.5%	100%
	Nighttime	2.9%	76.7%	19.5%	0.9%	100%
AirNet	<u>Takeoff</u>					
	Daytime	26.1%	10.4%	15.5%	48.0%	100%
	Nighttime	15.1%	4.1%	20.2%	60.6%	100%
	<u>Landing</u>					
	Daytime	30.7%	8.2%	14.1%	47.0%	100%
	Nighttime	49.4%	17.2%	9.4%	24.0%	100%
Air Taxi/ General Aviation Prop	<u>Takeoff</u>					
	Daytime	14.5%	15.3%	36.5%	33.7%	100%
	Nighttime	7.8%	7.4%	47.6%	37.2%	100%
	<u>Landing</u>					
	Daytime	10.5%	29.6%	38.5%	21.4%	100%
	Nighttime	12.1%	44.1%	27.7%	16.1%	100%
General Aviation Jet	<u>Takeoff</u>					
	Daytime	10.5%	20.3%	41.0%	28.2%	100%
	Nighttime	7.5%	17.0%	34.0%	41.5%	100%
	<u>Landing</u>					
	Daytime	7.4%	29.2%	40.4%	23.0%	100%
	Nighttime	9.3%	65.1%	20.9%	4.7%	100%
Military	<u>Takeoff</u>					
	Daytime	10.9%	24.9%	47.8%	16.4%	100%
	Nighttime	8.3%	33.3%	50.1%	8.3%	100%
	<u>Landing</u>					
	Daytime	3.0%	27.5%	59.2%	10.3%	100%
	Nighttime	2.8%	26.6%	58.7%	11.9%	100%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

C.4.4 Flight Track Locations and Use

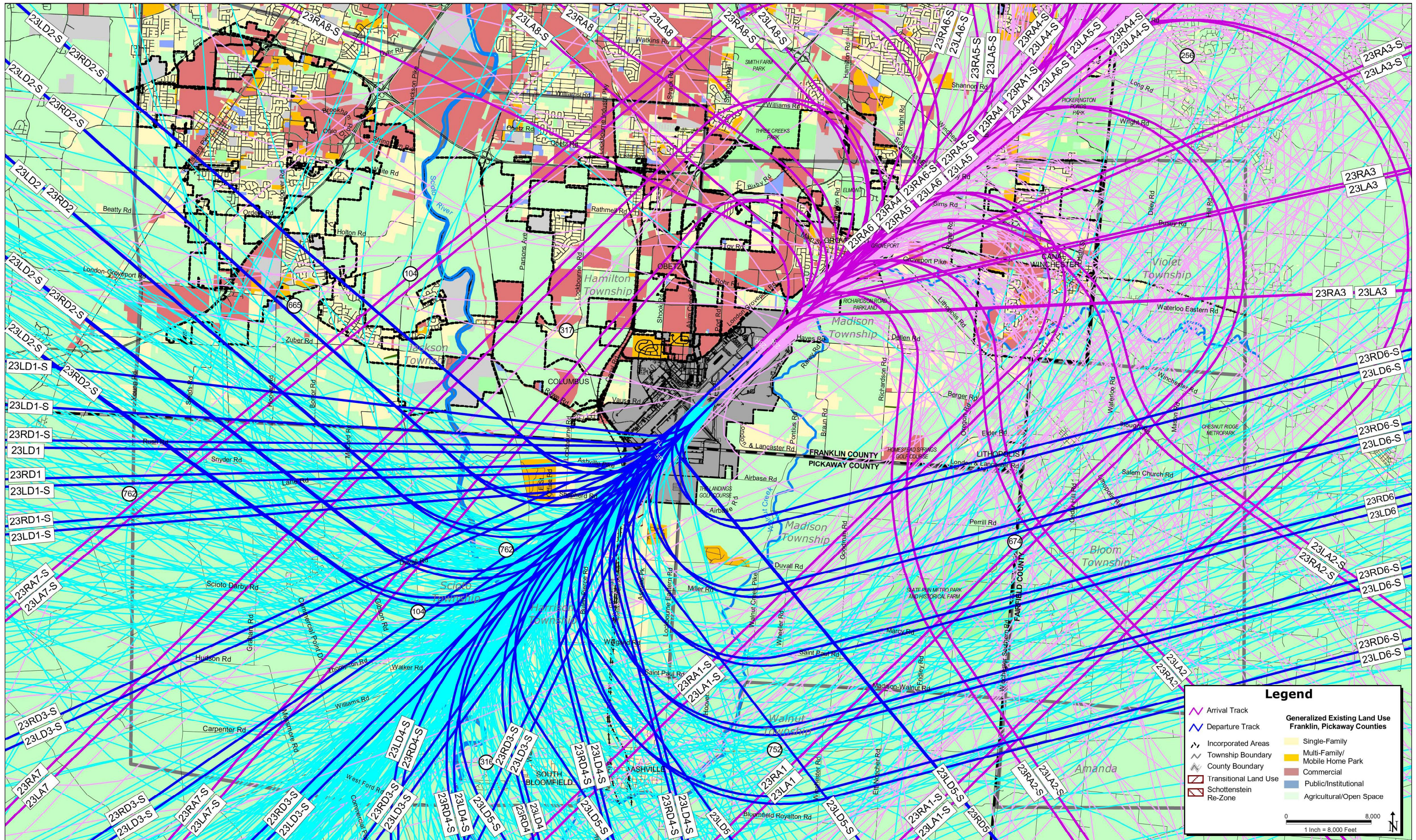
To determine projected noise levels on the ground, it is necessary to determine not only how many aircraft are present, but also where these aircraft fly. Therefore, flight route information is a key element of the INM input data. Flight routes to and from an airport are generally a function of the geometry of the runways and the surrounding airspace structure in the vicinity of the airfield.

The flight tracks used for computer modeling in this project were based on a seven-week sample of actual radar flight tracks that was extracted from TAMIS data. The sample consisted of the weeks of November 7, 2004 through November 13, 2004, January 30, 2005 through February 5, 2005, May 15, 2005 through June 9, 2005, and the week of July 25, 2005 through July 31, 2005.

A flight track is the path over the ground that an aircraft flies to or from the airport. The flight tracks at LCK have been created and verified from the compilation of TAMIS data and interviews with air traffic controllers.

The radar data gathered for the sample period was used to develop a series of consolidated flight tracks, which are representative of the corridors used by aircraft as they land at or depart from the airport. **Exhibits C-5 and C-6** depict the location of consolidated INM flight tracks representative of jet and prop aircraft operations, overlaid on a map of TAMIS jet and prop aircraft tracks during south flow traffic. **Exhibits C-7 and C-8** presents similar data for north flow. Touch-and-go operations are presented on **Exhibit C-9**. Touch-and-go operations are training exercises conducted by the 121st Air Refueling Wing of the Ohio Air National Guard.

Jet departures from Runways 23L and 23R follow a noise abatement procedure calling for aircraft to fly straight out on runway heading until reaching 3,000 feet Mean Sea Level (MSL). This results in aircraft being at a higher altitude before turning over residential land uses in Pickaway County. Currently, jet departures on Runways 05R and 05L follow a noise abatement procedure calling for a right turn on a 70 degree heading. This results in the concentration of jet departure activity occurring over compatible land in Madison Township (Franklin County). Prop departures in both north and south flow turn as soon as practicable to allow for jet aircraft to depart more quickly. The arrival corridors for jet aircraft generally follow a straight in procedure on their final approach for approximately five nautical miles. Prop arrivals have earlier turns to the final than the jet aircraft due to maneuverability. Touch-and-go training operations fly over areas in both Franklin and Pickaway Counties.

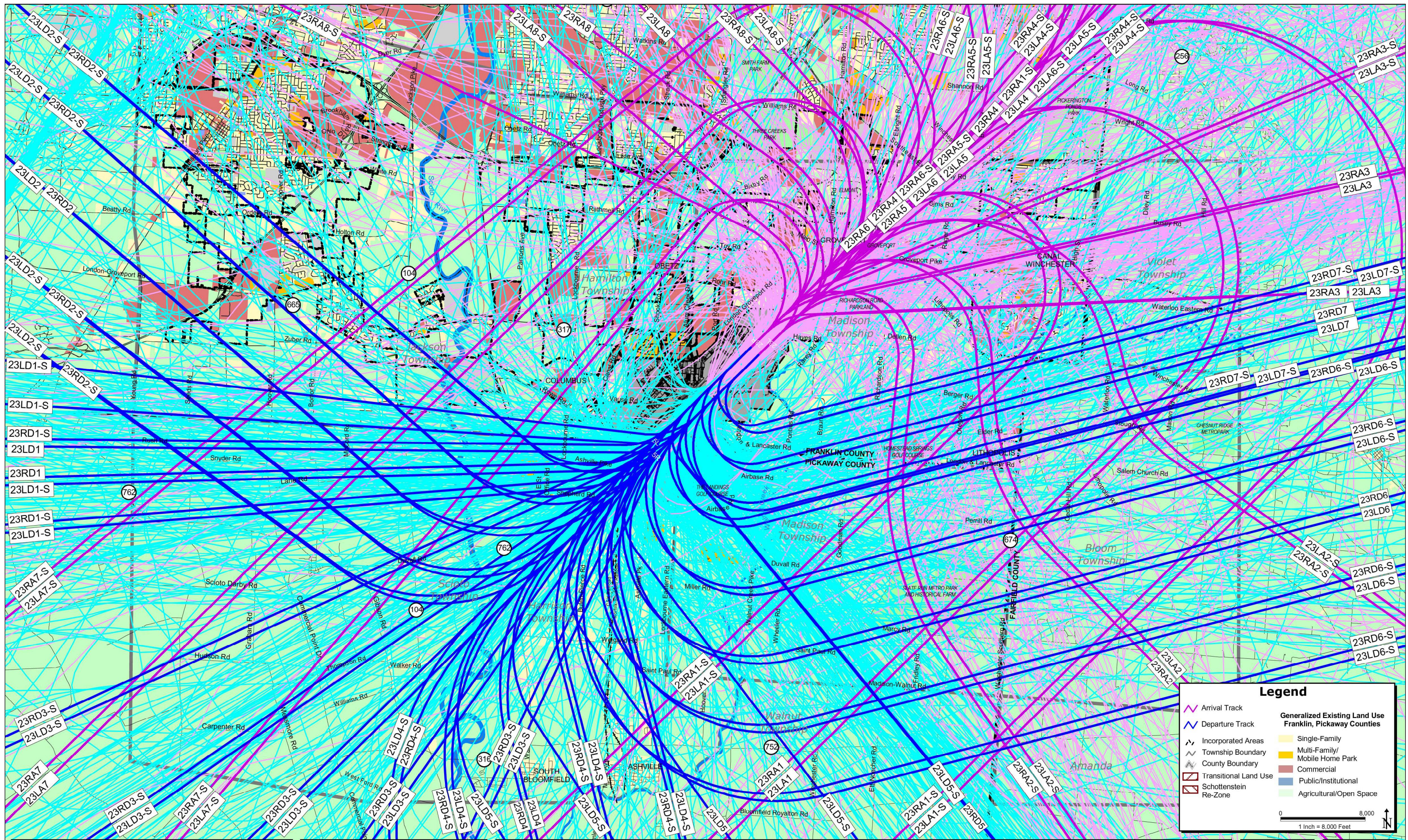


Legend

Arrival Track	Single-Family
Departure Track	Multi-Family/ Mobile Home Park
Incorporated Areas	Commercial
Township Boundary	Public/Institutional
County Boundary	Agricultural/Open Space
Transitional Land Use	
Schottenstein Re-Zone	

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1 Inch = 8,000 Feet

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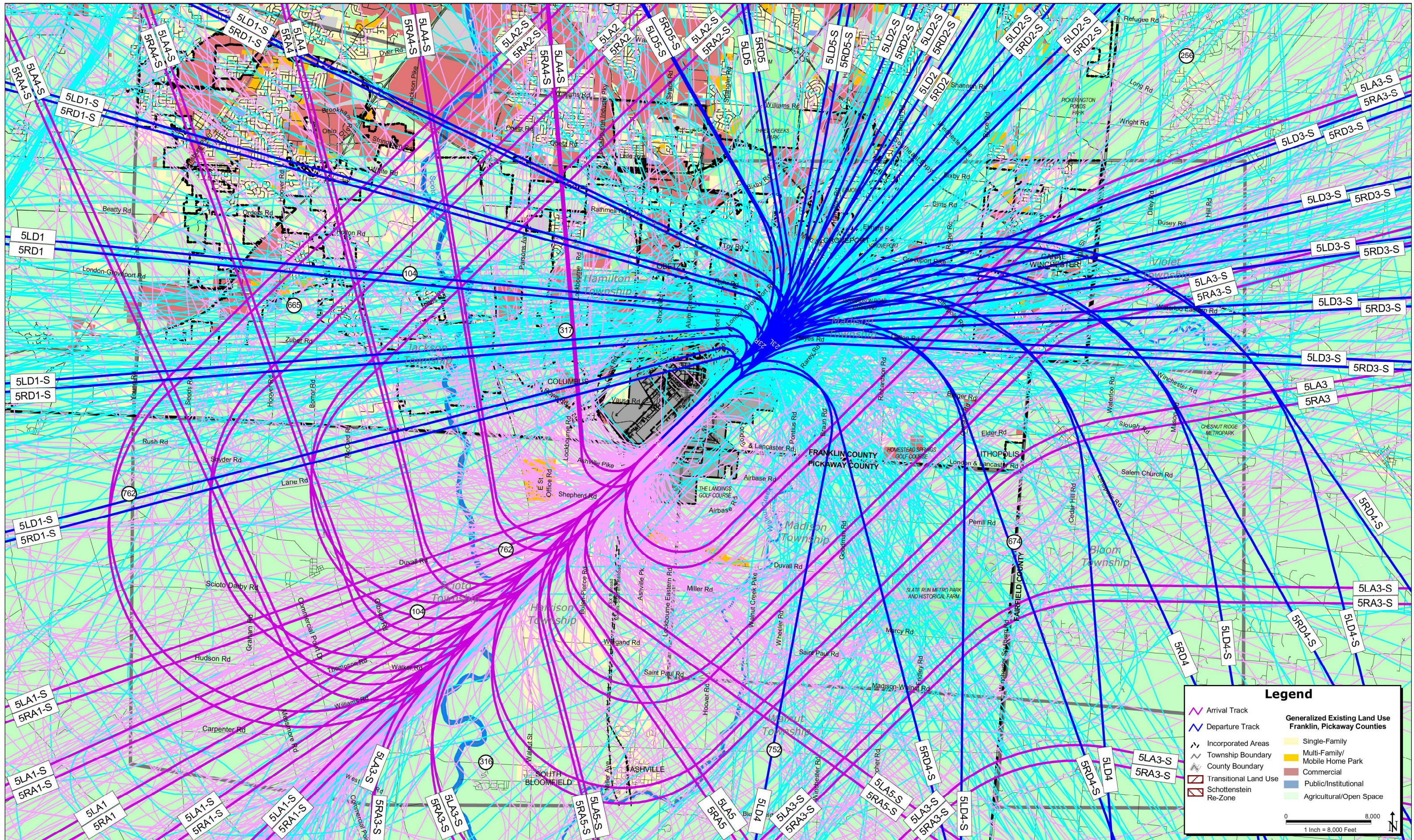
Legend

	Arrival Track		Single-Family
	Departure Track		Multi-Family/ Mobile Home Park
	Incorporated Areas		Commercial
	Township Boundary		Public/Institutional
	County Boundary		Agricultural/Open Space
	Transitional Land Use		
	Schottenstein Re-Zone		

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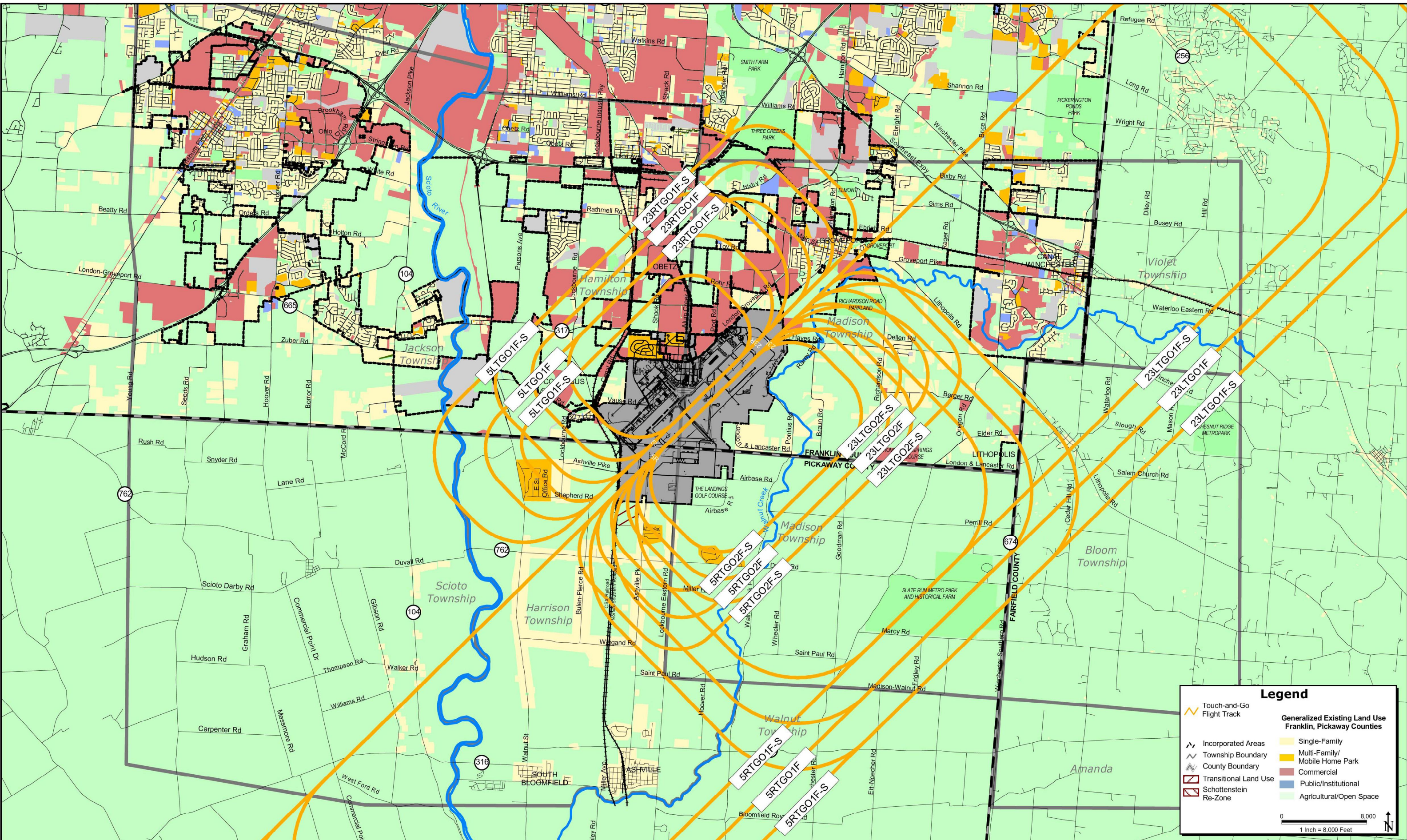


Legend

	Arrival Track		Single-Family
	Departure Track		Multi-Family/ Mobile Home Park
	Incorporated Areas		Commercial
	Township Boundary		Public/Institutional
	County Boundary		Agricultural/Open Space
	Transitional Land Use		
	Schottenstein Re-Zone		

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1 Inch = 8,000 Feet

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Legend

- Touch-and-Go Flight Track
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Schottenstein Re-Zone
- Single-Family
- Multi-Family/ Mobile Home Park
- Commercial
- Public/Institutional
- Agricultural/Open Space

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1 Inch = 8,000 Feet

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The tracks are composed of both backbone⁹ and sub-tracks that account for the dispersion of operations across a corridor of flight, rather than along a single constrained path. This is most useful at airports where wide flight corridors are present, such as are used by departures at LCK. The use of sub-tracks for the definition of baseline noise patterns allows a more definitive description of overall operating characteristics where TAMIS data is available. **Table C-6** and **Table C-7** provide the proportion of operations assigned to each of the flight tracks indicated on the exhibits for the Existing (2006) condition for arrivals and departures respectively. **Table C-8** and **Table C-9** provide the proportions for the Future (2011) Baseline for arrivals and departures respectively.

⁹ The FAA's INM v6.1 uses a backbone and sub-track system to represent dispersed flight corridors. A backbone and sub-tracks are a set of flight tracks that represent a wide corridor, allowing the user to define a percentage of use for each sub-track. The use of this tool results in more accurately modeled flight corridors.

**Table C-6
ARRIVAL FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY -
EXISTING (2006) BASELINE
Rickenbacker International Airport**

Runway	Track	DAYTIME		NIGHTTIME	
		Jet	Prop	Jet	Prop
23L	23LA1	10.0%	3.4%	3.4%	0.0%
23L	23LA2	8.4%	0.0%	0.0%	1.8%
23L	23LA3	1.6%	3.9%	0.4%	1.9%
23L	23LA4	7.9%	6.3%	1.4%	2.9%
23L	23LA5	1.6%	3.5%	4.6%	1.6%
23L	23LA6	1.7%	4.3%	1.4%	1.8%
23L	23LA7	3.3%	5.0%	2.3%	2.9%
23L	23LA8	0.0%	0.0%	0.3%	0.0%
23R	23RA1	1.6%	0.8%	0.2%	0.0%
23R	23RA2	3.6%	0.0%	0.0%	1.9%
23R	23RA3	0.9%	2.1%	0.9%	2.3%
23R	23RA4	5.3%	3.5%	3.5%	3.7%
23R	23RA5	3.0%	5.9%	3.6%	2.3%
23R	23RA6	4.0%	2.4%	3.5%	3.1%
23R	23RA7	5.5%	13.6%	4.6%	6.8%
23R	23RA8	3.0%	5.9%	3.1%	2.3%
5L	5LA1	3.8%	2.6%	8.7%	14.1%
5L	5LA2	3.9%	2.6%	9.6%	7.0%
5L	5LA3	2.7%	1.3%	6.9%	10.2%
5L	5LA4	2.4%	7.7%	11.0%	4.7%
5L	5LA5	2.5%	6.4%	2.9%	6.3%
5R	5RA1	5.0%	2.4%	13.3%	4.9%
5R	5RA2	4.3%	7.4%	3.3%	6.2%
5R	5RA3	6.6%	3.7%	2.4%	6.0%
5R	5RA4	0.6%	2.1%	3.8%	1.6%
5R	5RA5	6.8%	3.4%	4.8%	3.5%
Total		100.0%	100.0%	100.0%	100.0%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

**Table C-7
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY -
EXISTING (2006) BASELINE
Rickenbacker International Airport**

Runway	Track	DAYTIME		NIGHTTIME	
		Jet	Prop	Jet	Prop
23L	23LD1	3.3%	0.6%	3.7%	5.1%
23L	23LD2	0.0%	2.4%	2.1%	0.0%
23L	23LD3	13.7%	4.6%	13.2%	6.3%
23L	23LD4	4.8%	0.6%	0.0%	1.9%
23L	23LD5	6.9%	2.2%	0.0%	1.3%
23L	23LD6	6.0%	7.1%	9.5%	5.7%
23L	23LD7	0.0%	11.0%	0.0%	0.0%
23R	23RD1	4.7%	1.8%	11.2%	15.2%
23R	23RD2	0.0%	7.4%	6.4%	0.0%
23R	23RD3	11.2%	8.1%	15.7%	18.9%
23R	23RD4	3.3%	0.5%	0.0%	5.7%
23R	23RD5	4.6%	2.1%	0.0%	3.8%
23R	23RD6	10.4%	9.1%	20.6%	17.0%
23R	23RD7	0.0%	10.1%	0.0%	0.0%
5L	5LD1	2.4%	2.0%	4.8%	5.7%
5L	5LD2	3.5%	4.8%	3.6%	3.3%
5L	5LD3	6.0%	2.2%	0.8%	1.4%
5L	5LD4	3.4%	4.2%	1.7%	4.7%
5L	5LD5	0.0%	5.7%	1.6%	0.0%
5R	5RD1	1.5%	0.8%	1.3%	1.5%
5R	5RD2	1.8%	3.7%	1.1%	0.9%
5R	5RD3	9.6%	2.4%	1.3%	0.4%
5R	5RD4	2.9%	3.2%	0.8%	1.3%
5R	5RD5	0.0%	3.4%	0.4%	0.0%
Total		100.0%	100.0%	100.0%	100.0%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

**Table C-8
ARRIVAL FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY -
FUTURE (2011) BASELINE
Rickenbacker International Airport**

Runway	Track	DAYTIME		NIGHTTIME	
		Jet	Prop	Jet	Prop
23L	23LA1	10.0%	3.0%	4.2%	0.0%
23L	23LA2	12.0%	0.0%	0.0%	1.8%
23L	23LA3	1.6%	3.4%	0.3%	1.9%
23L	23LA4	5.4%	9.2%	1.3%	2.9%
23L	23LA5	1.6%	3.1%	4.4%	1.6%
23L	23LA6	1.1%	4.7%	1.3%	1.8%
23L	23LA7	3.3%	4.4%	2.2%	2.9%
23L	23LA8	0.0%	0.0%	0.3%	0.0%
23R	23RA1	1.6%	0.7%	0.2%	0.0%
23R	23RA2	4.6%	0.0%	0.0%	1.9%
23R	23RA3	0.9%	1.9%	0.9%	2.3%
23R	23RA4	3.9%	5.1%	3.4%	3.7%
23R	23RA5	3.0%	5.2%	3.4%	2.3%
23R	23RA6	3.6%	2.7%	3.4%	3.1%
23R	23RA7	5.5%	12.1%	4.3%	6.8%
23R	23RA8	3.0%	5.2%	2.9%	2.3%
5L	5LA1	3.8%	2.3%	8.4%	14.1%
5L	5LA2	3.8%	2.5%	9.1%	7.0%
5L	5LA3	2.7%	1.8%	6.5%	10.2%
5L	5LA4	2.4%	6.8%	10.4%	4.7%
5L	5LA5	2.5%	5.7%	2.8%	6.3%
5R	5RA1	5.0%	2.1%	15.4%	4.9%
5R	5RA2	3.9%	7.2%	3.2%	6.2%
5R	5RA3	7.1%	5.9%	2.3%	6.0%
5R	5RA4	0.6%	1.8%	3.6%	1.6%
5R	5RA5	7.1%	3.0%	5.7%	3.5%
Total		100.0%	100.0%	100.0%	100.0%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

**Table C-9
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY -
FUTURE (2011) BASELINE
Rickenbacker International Airport**

Runway	Track	DAYTIME		NIGHTTIME	
		Jet	Prop	Jet	Prop
23L	23LD1	3.3%	0.6%	3.5%	5.1%
23L	23LD2	0.0%	2.2%	2.0%	0.0%
23L	23LD3	13.7%	4.3%	15.6%	6.3%
23L	23LD4	4.8%	0.5%	0.0%	1.9%
23L	23LD5	10.3%	2.1%	0.0%	1.3%
23L	23LD6	2.6%	9.5%	9.1%	5.7%
23L	23LD7	0.0%	10.2%	0.0%	0.0%
23R	23RD1	4.7%	1.7%	10.6%	15.2%
23R	23RD2	0.0%	6.9%	6.1%	0.0%
23R	23RD3	11.2%	7.6%	16.3%	18.9%
23R	23RD4	3.3%	0.5%	0.0%	5.7%
23R	23RD5	6.9%	1.9%	0.0%	3.8%
23R	23RD6	8.0%	10.5%	19.6%	17.0%
23R	23RD7	0.0%	9.4%	0.0%	0.0%
5L	5LD1	2.4%	1.9%	4.5%	5.7%
5L	5LD2	3.3%	4.7%	3.4%	3.3%
5L	5LD3	6.3%	2.6%	0.9%	1.4%
5L	5LD4	3.8%	3.9%	1.7%	4.7%
5L	5LD5	0.0%	5.3%	1.5%	0.0%
5R	5RD1	1.5%	0.7%	1.2%	1.5%
5R	5RD2	1.3%	3.9%	1.0%	0.9%
5R	5RD3	9.4%	3.2%	1.5%	0.4%
5R	5RD4	3.4%	2.9%	0.9%	1.3%
5R	5RD5	0.0%	3.1%	0.4%	0.0%
Total		100.0%	100.0%	100.0%	100.0%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

C.4.5 Aircraft Weight and Trip Length

Aircraft weight during departure is a factor in the dispersion of noise because it impacts the rate at which an aircraft is able to climb. Generally, heavier aircraft, have a slower rate of climb and a wider dispersion of noise along their flight routes. Where specific aircraft weights are unknown, the INM uses the distance flown to the first stop as a surrogate for the weight, by assuming that the weight has a direct relationship with the fuel load necessary to reach the first destination. The INM groups trip lengths into seven stage length categories, and assigns various aircraft weights associated with up to all seven categories. These categories are:

<u>Category</u>	<u>Stage Length</u>
1	0-500 nautical miles
2	500-1000 nautical miles
3	1000-1500 nautical miles
4	1500-2500 nautical miles
5	2500-3500 nautical miles
6	3500-4500 nautical miles
7	4500+ nautical miles

The trip lengths flown from Rickenbacker are based on the schedule of operations created for the existing conditions and the future scenarios. **Table C-10** and **Table C-11** indicate the proportion of the operations that are assumed to fall within each of the seven trip length categories for both Existing (2006) and the Future (2011) operation levels. Results from the correlation of noise levels and altitude distances from the noise measurements (see Appendix B) found that the DC-8 and Boeing 727-200 may be heavier than their distance-based stage length defined them to be. Therefore, a higher stage length was assigned when modeling these aircraft to more accurately reflect their measured noise levels and departure profiles.

**Table C-10
DEPARTURE TRIP LENGTH DISTRIBUTION – EXISTING (2006) BASELINE
CONDITIONS
Rickenbacker International Airport**

STAGE LENGTH	CHARTER	CARGO JETS	AIRNET	AIR TAXI/ COMMUTER	GENERAL AVIATION JET	GENERAL AVIATION PROP	MILITARY
1	-	66%	100%	100%	100%	100%	100%
2	100%	-	-	-	-	-	-
3	-	17%	-	-	-	-	-
4	-	17%	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-

Source: Landrum & Brown, 2006

**Table C-11
DEPARTURE TRIP LENGTH DISTRIBUTION – FUTURE (2011) BASELINE
Rickenbacker International Airport**

STAGE LENGTH	CHARTER	CARGO JETS	AIRNET	AIR TAXI/ COMMUTER	GENERAL AVIATION JET	GENERAL AVIATION PROP	MILITARY
1	50%	57%	100%	100%	100%	100%	100%
2	50%	-	-	-	-	-	-
3	-	29%	-	-	-	-	-
4	-	14%	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-

Source: Landrum & Brown, 2006

C.5 NOISE COMPATIBILITY PROGRAM INFORMATION

The elements of the NCP set forth in Chapter Four do not include noise abatement elements that would change the input of the INM for the production of noise contours for current or future conditions. Consequently, the Future (2011) Baseline noise exposure contours comprise the contours of both the future Noise Exposure Map and the NCP.

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APPENDIX D

LAND USE ASSESSMENT METHODOLOGY

Identifying and evaluating land uses within the airport environs is an important step in the Part 150 process. This evaluation is necessary to identify residential and other noise-sensitive land uses in the airport environs. The land use assessment includes examining land use classifications and zoning patterns, surveying and mapping, local assessments of sound insulation requirements, capital improvement programs, growth risk assessment, and airport environs land use compatibility plans; applying the Federal Aviation Administration (FAA) Part 150 guidelines for land use compatibility, and policies on acquisition, easements, and disclosures; and airport overlay districts. A Geographic Information System (GIS) land use database was also developed to facilitate the identification of land uses that are incompatible with airport operations.

D.1 AIRPORT ENVIRONS

The airport environs (Chapter Two, *Affected Environment*) refers to the regional area that may experience the broader effects from the noise of aircraft overflight as well as social or socioeconomic impacts. Consequently, the boundary of the airport environs was formed by assessing both the location of flight tracks and the general area in which airport operations would have broad effects upon the community. It is in this area that a general analysis of the effects of the airport was performed. The Detailed Study Area (DSA) was delineated by assessing both the location of flight tracks and the general area where noise levels would exceed 60 Day-Night Average Sound Level (DNL). It is within the DSA that a more detailed analysis of land use and noise compatibility was performed and future land use mitigation measures were considered.

D.1.1 LAND USE MAPPING

Maps are used to identify existing land use conditions within the study area compared to areas impacted by noise thereby enabling decisions to be made that will eliminate or minimize noise impacts upon noise sensitive land uses. This section describes the methodology for collecting and analyzing land use data.

D.1.2 LAND USE CLASSIFICATIONS

Existing land use data was collected from the counties, municipalities, and townships within the airport environs, as well as from reports generated by the Mid-Ohio Regional Planning Commission (MORPC). Land uses in the vicinity of the airport were categorized in terms of the general land use classifications presented in Federal Aviation Regulations (FAR) Part 150, which include residential (single and multi-family), commercial, public/institutional, and agriculture/open space. These land uses were identified based on each county's GIS database (where available), previous Part 150 studies, additional land use surveys provided by the Columbus Regional Airport Authority (CRAA) or local jurisdictions, and was supplemented as

necessary by field verification. **Table D-1** shows the generalized land use categories and examples of specific land uses that would be grouped into these general land use categories. The existing land use pattern within the airport environs is shown in Exhibit 2-3, *Existing Land Use* in Chapter Two, *Affected Environment*.

**Table D-1
GENERALIZED LAND USE CLASSIFICATIONS
Rickenbacker International Airport**

Generalized Land Use Category	Specific Land Use Examples
Single-Family Residential	Single-Family Homes Mobile Home Parks
Multi-Family Residential	Multi-Family Homes Apartments
Commercial / Industrial	Manufacturing Warehousing Mining / Quarry / Excavating Food Service Gas Stations Retail
Public / Institutional	Schools Libraries Churches Government Buildings
Open Space	Agricultural / Farming / Nurseries Wooded Parks / Recreation
Exempt	Transportation Facilities Public Utilities Parking

D.1.2.1 Land Use Data Compilation

Base mapping information, including roads, county and municipal boundaries, and land use were compiled using ArcView GIS, version 3.2. ArcView is an analytical software program that allows manipulation and analysis of spatial data from a variety of sources. The base map information was then compared to flight tracks and noise contours generated by the Integrated Noise Model (INM), version 6.1. Roads were obtained from the Franklin County GIS database and Census TIGER (Topologically Integrated Geographic Coding and Referencing System provided by the U.S. Census Bureau) files for Pickaway County.

The 2000 U.S. Census data, at the block level, was combined with the GIS land use file to calculate the population and housing incompatibilities within the noise

contours. Census data was augmented via field checking to arrive at final housing counts within the overall airport environs and household locations were mapped in a GIS layer file. For each census block, the ratio of persons per household was determined and that ratio was applied to each dwelling unit. The housing and population incompatibilities within each of the noise contours were determined by overlaying the noise contour layer with the GIS land use and housing structure layers. The number of residential structures and population within each DNL noise contour level were then determined by an automated count.

D.1.2.2 Noise-Sensitive Public Facilities

Noise-sensitive public facilities include schools, churches, libraries, hospitals, and nursing homes. The number and location of noise-sensitive public facilities within the airport environs were derived from a number of different sources. Schools and churches initially were extracted from a national GIS data set made available by Environmental Systems Research Institute (ESRI). Once compiled, the schools and churches were checked against the Yahoo® Internet Mapping Service. Libraries originated from an on-line yellow pages directory. No hospitals or nursing homes are located within the airport environs. These facilities were then field-checked to verify their locations. **Table D-2** lists these noise-sensitive public facilities that are also identified on **Exhibit D-1, Existing Noise-Sensitive Public Facilities**.

**Table D-2
NOISE-SENSITIVE PUBLIC FACILITIES
Rickenbacker International Airport**

Map ID	Name
Schools	
S1	Living Skills Center
S2	Groveport Freshman School (Junior High)
S3	Glendening Elementary School
S4	Groveport Madison Middle School South
S5	Hamilton South Elementary School
S6	Groveport Madison High School
S7	Hamilton Central Elementary School
S8	Hamilton Township High School
S9	Hamilton Township Middle School
S10	Madison Christian Schools
S11	Teays Valley High School
S12	Teays Valley Middle School
S13	Madison Elementary
S14	Ashville Elementary School
S15	Cedarwood Elementary School
S16	Groveport Madison Middle School North
S17	Canal Winchester High School
S18	Canal Winchester Intermediate School
S19	Canal Winchester Middle School
S20	Asbury Elementary School
S21	Sedalia Elementary School
S22	Monterey Elementary School
S23	Park Street Intermediate School
S24	Kingston School
S25	Harvest Preparatory School
S26	Hayes Intermediate School
S27	Clarfield Elementary School
S28	Buckeye Middle School
S29	Buckeye Woods Elementary School
S31	Grove City High School
S32	Beautiful Savior Lutheran School
S33	JC Sommer Elementary School
S34	Our Lady of Perpetual Help School
S35	Richard Ave Elementary School
S36	Brookpark Middle School
S37	Highland Park Elementary School
S38	Scioto Township Elementary School

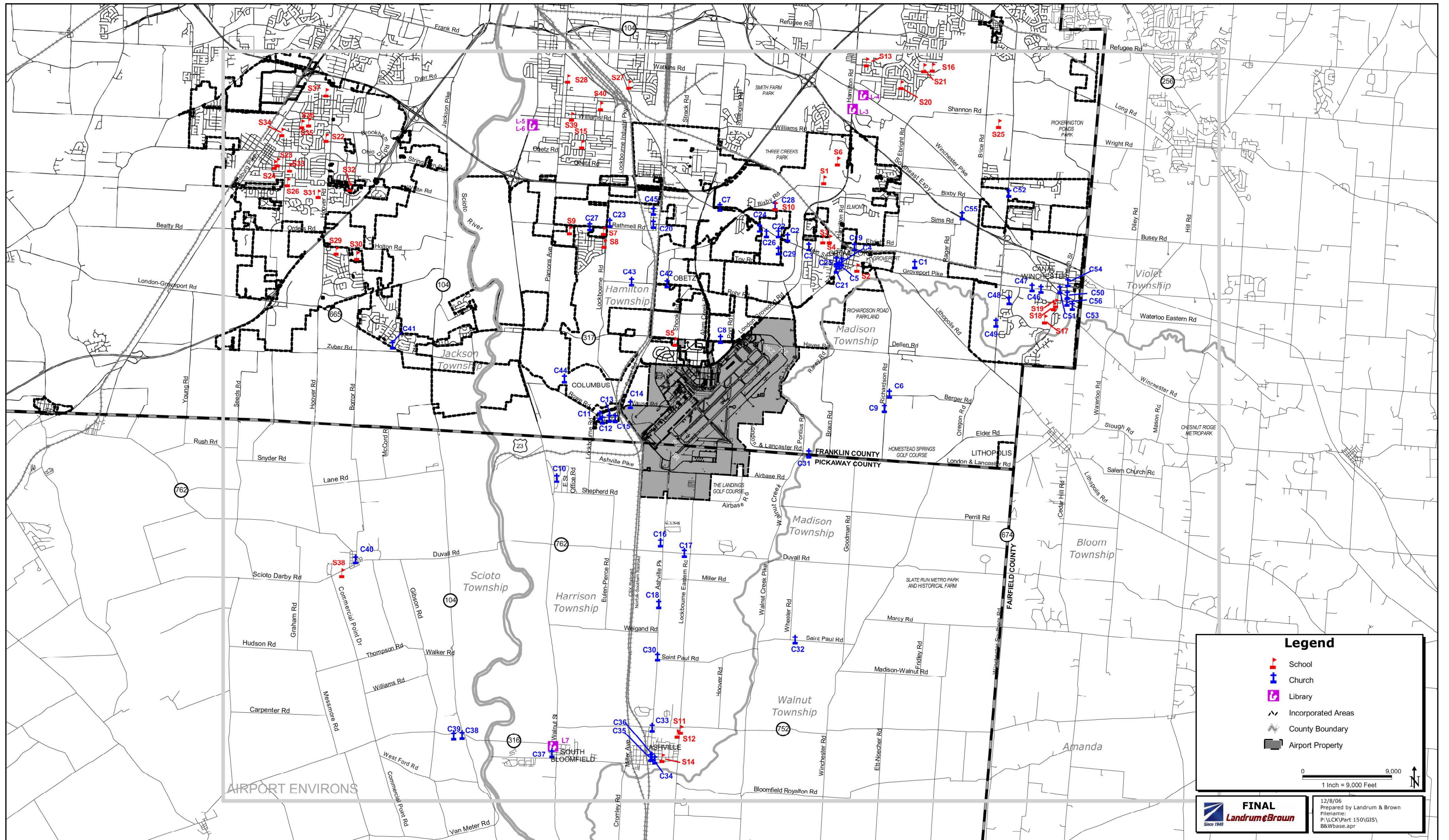
**Table D-2, Continued
NOISE-SENSITIVE PUBLIC FACILITIES
Rickenbacker International Airport**

Map ID	Name
Schools (continued)	
S39	New Beginnings Christian School
S40	Stockbridge Elementary School
Churches	
C1	Turnpoint Apostolic Church
C2	Groveport Zion Lutheran Church
C3	New Hope Assembly of God
C5	Groveport Church of Christ
C4	Groveport United Methodist
C6	Groveport Church of God
C7	Lockbourne Freewill Church
C8	Little Bell United Baptist Church
C9	Bride of Christ Church of God
C10	Ole Time Freewill Baptist
C11	Lords Fellowship Church
C12	Lockbourne Church of Christ in Christian Union
C13	Saint Matthew Lutheran Church
C14	Lockbourne United Methodist
C15	Lockbourne First Baptist Church
C20	Church Abundant Life Pentecostal
C21	Little Angel Church
C22	Groveport Church of Christ
C23	Shadeville Church of God
C24	Caring Hands Deaf Church
C25	Groveport Presbyterian Church
C26	First Baptist Church-Groveport
C27	Walnut Hill United Methodist
C28	Madison Christian Church
C29	Saint Mary's Church Groveport
C30	Pickaway Church of Christ
C31	Hopewell United Methodist Church
C32	Saint Paul Lutheran Church
C33	Ashville Church of Christ
C34	Village United Methodist Church
C35	First English Lutheran Church
C36	Zion United Methodist Church
C37	South Bloomfield Methodist Church
C38	Cornerstone Freewill Baptist

**Table D-2, Continued
NOISE-SENSITIVE PUBLIC FACILITIES
Rickenbacker International Airport**

Map ID	Name
Churches (continued)	
C39	First Baptist Church
C40	Commercial Point United Methodist Church
C41	Buckeye Christian Church
C42	Rohr Road Baptist Church
C43	Kingdom Life Christian Center
C44	Little Bell Baptist Church
C45	Reese Chapel Church of Christ
C46	David Evangelical Lutheran Church
C47	Heritage Baptist Church
C48	Church of Jesus Christ of Latter Day Saints
C49	Grace Bible Church
C50	Eastside Church of Christ
C51	Peace Lutheran Church
C52	Gender Road Christian Church
C53	Hope United Methodist Church
C54	Church of Jesus Christ of Latter Day Saints
C55	Rager Road Church of Christ
C56	New Life Community Church
Libraries	
L1	Wagnalls Memorial Foundation Library
L2	Pickerington Public Library
L3	Southeast Library
L4	Columbus Metropolitan Library
L5	Columbus Metro Library
L6	South High Branch
L7	South Bloomfield Village Library

Source: Landrum & Brown, 2006.



Legend

- School
- Church
- Library
- Incorporated Areas
- County Boundary
- Airport Property

0 9,000
1 Inch = 9,000 Feet

FINAL
Landrum & Brown

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D.1.2.3 Existing Historic Sites

Sites of historic significance near Rickenbacker International Airport (LCK) are identified through the National Register of Historic Places (NRHP). "The National Register of Historic Places (NRHP) is the official list of properties recognized by the federal government as worthy of preservation for their local, state, or national significance in American history, architecture, archaeology, engineering, or culture. Although the National Register is a program of the National Park Service, it is administered at the state level by each respective state. In Ohio, the National Register program is administered by the Ohio Historic Preservation Office." A listing of sites in Ohio that are included in the NRHP is accessible online at: <http://dbs.ohiohistory.org/hp/index.cfm>. Historic sites within the airport environs are listed in Table 2-1 and shown on Exhibit 2-5 in Chapter Two.

D.2.2 PREVENTATIVE LOCAL LAND USE CONTROLS

The following provides a brief discussion of the preventative local land use controls in place by the local jurisdictions. It is the responsibility of the local jurisdictions to implement these land use controls.

D.2.2.1 Zoning

Zoning is one of the primary tools available to local communities to ensure land use compatibility. Zoning ordinances and regulations are intended to promote public health, safety, and welfare by regulating the use of the land within a jurisdiction based on factors such as land use compatibility and existing and expected socioeconomic conditions.

D.2.2.2 Subdivision Regulations

Subdivision regulations apply in cases where a parcel of land is proposed to be divided into lots or tracts. They are established to ensure the proper arrangement of streets, adequate and convenient open space, efficient movement of traffic, avoidance of congestion, sufficient and properly-located utilities, access for fire-fighting and rescue vehicles, and the orderly and efficient layout and use of land.

Subdivision regulations can be used to enhance noise-compatible land development by requiring developers to plat and develop land so as to minimize noise impacts or reduce the noise sensitivity of new development. The regulations can also be used to protect the airport proprietor from litigation for noise impacts at a later date. The most common requirement is the dedication of a noise or aviation easement to the local government by the land subdivider as a condition of development approval. The easement authorizes overflights of the property, with the noise levels attendant to such operations.

D.2.2.3 Building Codes

Building codes regulate the construction of buildings, ensuring that they are built to safe standards. Sound insulation may be required in new homes, offices, and institutional buildings to mitigate the effects of high aircraft noise levels. Building code requirements intended for energy efficiency also provide acoustical insulation benefits. Caulking of joints, continuous sheathing, dead air spaces, ceiling and wall insulation, solid core doors, and double-pane windows can attenuate aircraft noise while conserving energy used for home heating and cooling.

Not all sound insulation needs are met by typical energy-conserving building methods. For example, field research has found that some modern and highly energy-efficient storm window designs are less efficient for sound insulation than some older designs that allow for larger dead air spaces. Other sound insulation measures that may not be justifiable for energy efficiency are vent baffling and year-round, closed-window ventilation systems.

Building codes apply to existing buildings only when remodeling or expansion is contemplated. Amendments to building codes do not help to correct noise problems in developed areas. In developed areas, sound insulation must be applied retroactively to existing structures.

D.2.2.4 Capital Improvements Programs

Capital improvements programs are multi-year plans, typically covering five or six years, which list major capital improvements planned to be undertaken during each year. Most capital improvements have no direct bearing on noise compatibility; few municipal capital improvements are noise-sensitive. The obvious exceptions to this are schools and, in certain circumstances, libraries, medical facilities, and cultural/recreational facilities.

Some capital improvements may have an indirect, but more profound, relationship to noise compatibility, however. For instance, sewer and water facilities may open up large vacant areas for private development of noise-sensitive residential uses. In contrast, the same types of facilities, sized for industrial users, could enable industrial development in a noise-impacted area that might otherwise be attractive for residential development.

D.2.2.5 Growth Risk Assessment

Before evaluating the impact of aircraft noise within the airport environs, it is important to understand the likelihood for the future development of residential and other noise-sensitive land uses, especially in the planning time frame. Understanding development trends in the airport vicinity is of critical importance in noise compatibility planning, because future residential growth can potentially constrain airport operations, if that growth occurs beneath aircraft flight tracks and within areas subject to high noise levels.

The growth risk analysis focuses primarily on undeveloped land which is planned and zoned for residential use. It is recognized that additional development may occur through in-filling and redevelopment of currently developed areas.

The methodology for analyzing potential growth risk is as follows:

- Identify all vacant, unplatted tracts of land zoned for future residential development with the greatest potential for being developed within the next five years.
- Calculate the area of the tracts; apply a factor accounting for development inefficiencies and the platting of streets; multiply by dwelling unit densities specified in the zoning ordinance; and multiply by household size to obtain the population holding capacity of presently vacant, unplatted land.
- Sum the above population holding levels to determine the total population holding capacity of the study area.

The final step in the growth risk analysis is to estimate whether the development is likely to occur before or after the year for which future noise exposure has been calculated. This tends to be quite speculative and should be regarded only as a general indicator of the potential risk of increases in land use incompatibility.

D.2.3 CORRECTIVE LAND USE MITIGATION ALTERNATIVES

The following is a brief discussion of typical corrective or remedial land use mitigation alternatives included in Part 150 studies.

D.2.3.1 Sound Insulation of Homes

A program for sound insulation of residences is always voluntary on part of the homeowner and is generally focused on residences located in a 65 DNL to 70 DNL noise contour. Other than the obvious benefit of reducing interior noise levels, a sound insulation program maintains the land use of the area and generally increases the value of the properties. Unfortunately, sound insulation treatments do not reduce the noise outside the residence and as such the benefits of the treatments are reduced when doors and windows are open.

D.2.3.2 Acquisition of Land or Interests in Land for Noise Compatibility

A program for property acquisition can be either voluntary (participation in the program is voluntary on the part of the property owner), or condemnation (local power of eminent domain). Acquisition as mitigation for noise impacts would always be voluntary.

Land Acquisition to Change Land Use

If the acquisition of property results in a change in land use, from incompatible to compatible with airport operations (e.g., airport/transportation, commercial, or industrial), the property owner would be eligible for relocation assistance and moving expenses, consistent with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act*. The property would be acquired, residents would be relocated, and the property would be converted to a compatible land use. This would prevent further development of incompatible land uses. The land acquisition program should assure that the subsequent land use is consistent with local land use plans and policies, including compatibility with noise exposure levels in the area. Because the acquisition is to result in a change in land use, the local jurisdiction may decide to apply its power of eminent domain.

Land Acquisition without Change to Land Use

The acquisition of incompatible property where no change in land use would result would be a “voluntary” acquisition program, where participation in the program would be voluntary on the part of the property owner. The reason for such a voluntary program is most often due to the owner’s inability to sell the property at fair market value. Acquisition procedures would be implemented in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* and relocation benefits would not apply.

D.2.3.3 Purchase Guarantee

Purchase guarantee is a program whereby the airport sponsor agrees to purchase a residence for fair market value should the owner be unable to sell the property on the open market because of noise impacts. Participation in this program is voluntary on the part of the property owner and is implemented in areas where the land use is not going to change. In order to protect potential buyers a stipulation of this program requires that the seller disclose to the buyer the airport noise exposure on the property and the intention of the airport sponsor to retain an easement on the property. Acquisition procedures would be implemented in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* and relocation benefits would not apply.

D.2.3.4 Avigation Easements

Acquisition of avigation easements should be used to alleviate conflicts if no other land use controls are viable or in some cases, in lieu of outright acquisition of the land. The easement would be noted on the property deed and passed on to any subsequent owners of the property.

Amending local zoning and subdivision regulations to provide for the dedication of an easement to the airport sponsor as a condition of approval for residential rezoning or subdivision plats within the 65 DNL noise contour would alert

developers, lenders, and prospective purchasers to the proximity of the airport and to the existence of a potential noise issue. The avigation easement would also protect the airport from future litigation by purchasers of the rezoned or subdivided property.

There is a constitutional issue raised by requiring dedication of an easement as well as imposing more vigorous and expensive standards for construction within the airport environs. Government may not require a person to give up a constitutional right (i.e., a public use) in exchange for a discretionary benefit conferred by the government unless there is a reasonable relationship between a legitimate governmental objective and the condition that is imposed on the developer. Moreover, the exaction demanded by the permit or condition must be in proportion to the impact of the proposed development that is sought to be alleviated. Whether that balance exists requires an individualized determination. If it were determined not to meet these standards, then the legislation would either be unenforceable or its enforcement would constitute a taking requiring the payment of just compensation.

D.2.3.5 Fair Disclosure Policy

A method can be developed insuring that buyers of residential property within the airport environs receive fair disclosure of the location of the property relative to the airport by requiring that sellers of residential property in the airport environs deliver to buyers a purchase disclosure notice consisting of a copy of the Noise Overlay District Ordinance and Map with a statement that the property is located within the Airport Noise Overlay District. It may also require that all advertisements and listings for sale of residentially zoned or improved property in the Noise Overlay District include a statement about aircraft noise, such as -- "Not recommended for persons who may be easily disturbed by aircraft noise." Finally, solicitation of voluntary inclusion of the notice in Multiple Listing Services by the real estate profession alerts potential buyers of property to the noise conditions.

D.3 LAND USE MITIGATION ALTERNATIVES

Unlike many noise abatement measures, the implementation of Part 150 land use measures is not always under the control of the airport sponsor or the FAA. Therefore, it is necessary to understand the role local jurisdictions and planning organizations may play in implementing the Part 150 Noise Compatibility Program (NCP).

D.3.1 ROLE OF LOCAL JURISDICTIONS AND PLANNING ORGANIZATIONS IN NOISE COMPATIBILITY PLANNING

Local planners and elected officials are typically responsible for local land use zoning and control. These entities and individuals prepare comprehensive plans, as well as review and implement zoning and land use regulations in a manner that may consider the effect of those actions as they relate to aviation activity and noise exposure.

The responsibility of regulating land use around an airport, in order to minimize existing and prevent future land use incompatibilities, is traditionally delegated to state and local governments. In addition to regulating land uses, local municipalities may facilitate the acquisition of property or the initiation of sound insulation programs as a means to mitigate and prevent future incompatible land uses resulting from airport noise. At airports with an approved FAR Part 150 Study, an airport sponsor may apply directly to the FAA for funding of noise mitigation projects.

Local land use planners and elected officials were included in the membership of the Planning Advisory Committee (PAC) and participated in the study throughout the process. The consultants met with local planners and elected officials when needed and contacted them via mail and telephone to obtain their feedback on land use control alternatives. Appendix G, *Public Involvement*, includes correspondence with the land use planners and elected officials.

Implementation of the recommended land use measures LU-18 and LU-19 is at the discretion of the Columbus Regional Airport Authority (CRAA) and dependent upon FAA approval and funding. These measures also require coordination and approval by local jurisdictions. Implementation of the recommended measures LU-20 and LU-21 is solely at the discretion of the municipalities.

D.3.1.1 Zoning Data Compilation

Specific zoning information from each jurisdiction within the DSA was collected and reviewed in order to identify tools for prohibiting incompatible development and encouraging compatible development near the airport. The following section summarizes the zoning enforcement undertaken by each jurisdiction. **Table D-3** shows the generalized zoning categories (rural residential, low-density residential, medium to high-density residential, commercial, industrial, and recreational) as shown on the **Exhibit D-2** and the specific zoning classifications for each jurisdiction that are grouped into these generalized zoning categories.

Franklin County

The Franklin County Commissioners most recently amended and readopted the Franklin County Code in June 2000. Ohio Revised Code 303.02 enables County Commissioners to regulate building and land use in unincorporated territory for public purpose. The majority of the unincorporated township areas in Franklin County fall within this district until the submission of specific development proposals or the annexation of land to a municipality. Permitted uses in this category include agriculture, single-family homes on a minimum of 2.5 acres, schools, churches, child day care facilities, and home occupations.¹

¹ *The Franklin County Zoning Resolution. Amended and readopted June 2000.*

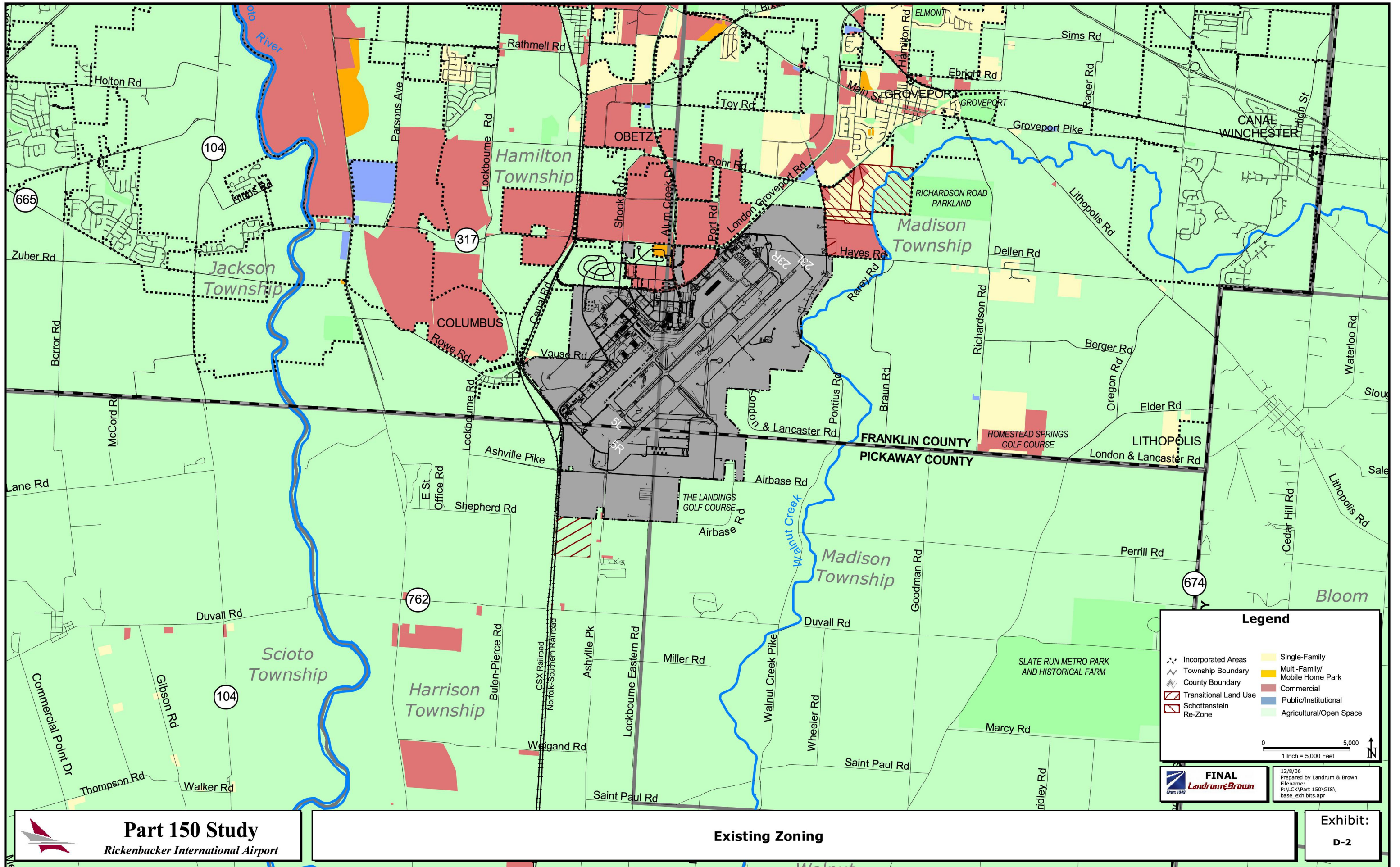
Pickaway County

Pickaway County administers its subdivision regulations, which were adopted in 1971 and amended in 1985. Each Township within Pickaway County is responsible for adopting and administering its own zoning regulations. Harrison, Madison and Scioto Townships in Pickaway Counties are located within the airport environs. Much of the land in Harrison, Madison, and Scioto Townships is zoned either agricultural or low density residential.

City of Columbus

Land use development and zoning in the City of Columbus is guided by the City's Comprehensive Plan and neighborhood plans. The neighborhood plans that affect areas around LCK are the South Central Accord, the South Alum Creek Neighborhood Plan, and the South Side Plan, the Tri-south Neighborhood Plan, and the Southeast Area Plan. These plans are described in detail in Chapter Two. **Exhibit D-3** shows the South Central Accord Planning Area. Zoning restrictions are regulated by the city Zoning Ordinance.

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Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
Schottenstein Re-Zone	Agricultural/Open Space

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Village of Canal Winchester

The Village of Canal Winchester is located approximately three miles to the northeast of LCK. Land use is regulated by the Village’s Comprehensive Plan and Zoning Ordinance, which were last updated in 2004 and 2001 respectively.

Village of Groveport

The Village of Groveport is located approximately two miles to the northeast of LCK. The Village administers zoning, building, and subdivision regulations within its jurisdictional boundary. The current zoning ordinance was adopted in 2001.

Village of Obetz

The Village of Obetz is located approximately seven miles north of LCK. The Village administers zoning, building, and subdivision regulations. The Village is currently developing a plan for future retail, commercial and residential development areas.

Village of Lockbourne

The Village of Lockbourne is located approximately one mile west of LCK. The Village administers zoning and building regulations. The Village Zoning Ordinance was updated between 1993 and 1994.

**Table D-3
GENERALIZED ZONING CLASSIFICATIONS
Rickenbacker International Airport**

Zoning	Jurisdiction
Rural Residential	
R = Rural	Columbus
R = Rural	Groveport
R = Rural	Hamilton Twp.
RRR = Restricted Rural Residential	Hamilton Twp.
FR-1 = Farm Residential	Harrison Twp.
R = Rural	Jackson Twp.
R = Rural	Madison Twp. (Franklin Co.)
FR = Farm Residential	Madison Twp. (Pickaway Co.)
R = Rural	Obetz
RRR = Restricted Rural Residential	Obetz
R = Rural	Scioto Twp.
Low-Density Residential	
R-3 = Low Density Residential	Groveport
PR-6 = Planned Low Density	Groveport
PIP = Planned Industrial Park	Hamilton Twp.
PR-6 = Planned Low Density	Hamilton Twp.

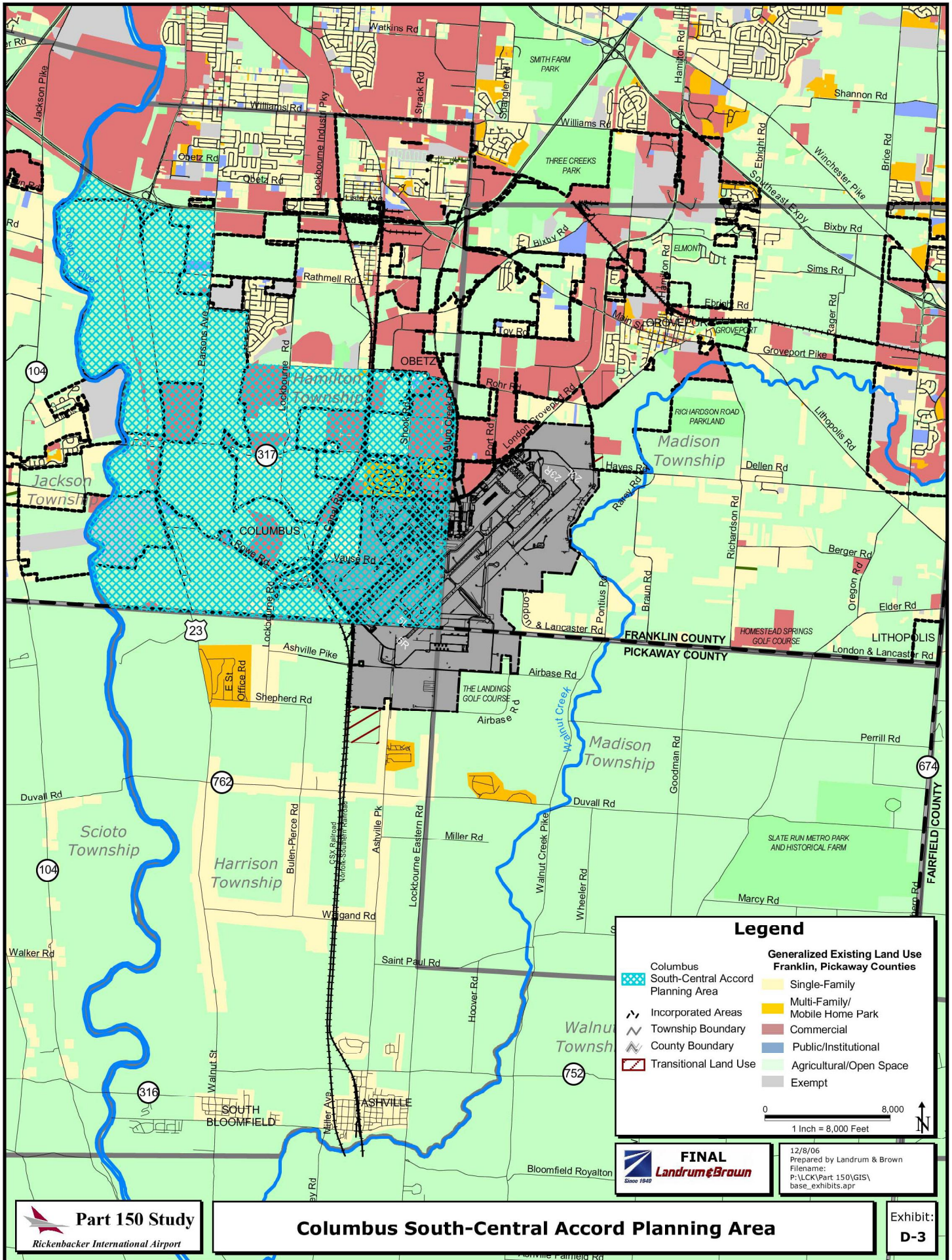
**Table D-3, Continued
GENERALIZED ZONING CLASSIFICATIONS
Rickenbacker International Airport**

Low-Density Residential, Continued	
PR-10 = Planned Low Density	Hamilton Twp.
LDR = Low Density Residential	Madison Twp. (Franklin Co.)
PR-6 = Planned Low Density	Madison Twp. (Franklin Co.)
SF = Single Family Residential	Scioto Twp.
Medium to High-Density Residential	
PR-12 = Planned Medium Density	Columbus
PR-18 = Planned High Density Residential	Groveport
R-4 = Suburban Residential	Groveport
R-6 = Urban Residential	Groveport
R-1 = Restricted Suburban Residential	Hamilton Twp.
R-12 = Restricted Urban Residential	Hamilton Twp.
R-24 = Suburban Apartment Residential	Hamilton Twp.
R-1 = Restricted Suburban Residential	Madison Twp. (Franklin Co.)
R-4 = Suburban Residential	Madison Twp. (Franklin Co.)
PMP = Planned Mobile Homes	Obetz
R-1 = Restricted Suburban Residential	Obetz
R-2 = Limited Suburban Residential	Obetz
VR = Village Residential	Obetz
Commercial	
C4 - Commercial	Columbus
CS = Community Service	Columbus
C4 - Commercial	Groveport
CC = Community Commercial	Groveport
PSC = Planned Shopping Center	Groveport
SO = Suburban Office	Groveport
C4 - Commercial	Hamilton Twp.
CC = Community Commercial	Hamilton Twp.
CS = Community Service	Hamilton Twp.
SO = Suburban Office	Hamilton Twp.
C4 - Commercial	Harrison Twp.
C4 - Commercial	Madison Twp. (Franklin Co.)
CC = Community Commercial	Madison Twp. (Franklin Co.)
CS = Community Service	Madison Twp. (Franklin Co.)
C4 - Commercial	Obetz
C4 - Commercial	Scioto Twp.

**Table D-3, Continued
GENERALIZED ZONING CLASSIFICATIONS
Rickenbacker International Airport**

Industrial	
GI = General Industrial	Columbus
LI = Limited Industrial	Groveport
PIP = Planned Industrial Park	Groveport
RI = Restricted Industrial	Groveport
EQ = Excavation & Quarry	Hamilton Twp.
GI = General Industrial	Hamilton Twp.
LI = Limited Industrial	Hamilton Twp.
I = Industrial	Harrison Twp.
GI = General Industrial	Madison Twp. (Franklin Co.)
LI = Limited Industrial	Madison Twp. (Franklin Co.)
PIP = Planned Industrial Park	Madison Twp. (Franklin Co.)
1-I = Light Industrial	Obetz
EQ = Excavation & Quarry	Obetz
Recreational	
P = Park & Public	Obetz

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	Columbus South-Central Accord Planning Area		Single-Family
	Incorporated Areas		Multi-Family/ Mobile Home Park
	Township Boundary		Commercial
	County Boundary		Public/Institutional
	Transitional Land Use		Agricultural/Open Space
			Exempt

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Part 150 Study
Rickenbacker International Airport

Columbus South-Central Accord Planning Area

Exhibit:
D-3

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D.4 FAA LAND USE PLANNING INITIATIVES

In 1999, the FAA announced a package of land-use planning initiatives designed to reduce problems with aviation noise around airports. Those initiatives are based on responses from local communities, aviation interests, and environmental groups. Of particular concern is the loss of noise reductions through the phase out of Stage 2 aircraft by permitting new noise-sensitive uses in areas where the noise contours are shrinking as a result of the phase out.

The purpose of the initiatives is to enable communities and airports to work together to manage the land use areas to be economically productive and protective of the airport's futures. The five packages include communication improvements for conveying FAA noise policies and noise compatibility information to communities near airports and state aviation organizations.

The FAA also issued a notice of final policy in October 1998 regarding Part 150 approval of noise mitigation measures and the effect on the use of Federal grants for noise mitigation projects. The final policy provides new limitation on the use Airport Improvement Program funds for corrective/remedial noise mitigation projects.

Both the land use initiatives and the noise mitigation funding policy are discussed Appendix A, *FAA Policies, Guidance, and Regulations*.

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APPENDIX E NOISE ABATEMENT ALTERNATIVES

The subsequent pages provide information on the alternative noise abatement measures that were suggested for inclusion in the Rickenbacker International Airport (LCK) Noise Compatibility Program (NCP). Each measure was evaluated for the anticipated benefits and drawbacks associated with its implementation.

A brainstorming session was held during the second Planning Advisory Committee (PAC) meeting held on February 9, 2006 (see Appendix G, *Public Involvement*) to develop an initial set of ideas for the noise abatement alternatives. The following is the list of ideas developed in the meeting:

Flight Tracks

- Review the helicopter flight corridors.
- Standardize AirNet departures within more specific corridors.
- Modify the current tower order for straight out departures of itinerant aircraft from Runways 23L and 23R to fly the runway heading until reaching 3800 feet Mean Sea Level (MSL) instead of 3000 feet MSL.
- Specify a location/distance when the 70 degree heading off of 05R/05L would occur.
- Develop a flight path that will reduce arrival overflights over Scioto Township during the nighttime hours.

Flight Procedures

- Implement a continuous descent approach (would benefit noise for those who live ~5 miles from the airport)
- Use available technologies to help reduce noise.

Runway Use

- Modify the contra-flow procedures to occur during normal nighttime hours (10:00 p.m. to 7:00 a.m.) instead of from 11:00 p.m. to 7:00 a.m.
- Maximize the use of 23L/05R
- Develop a long-term runway use program that could be implemented if there is more residential development south of the airport.

Facility Modifications

- Construct a noise berm/wall to reduce aircraft noise impacts.
- Construct a ground run-up barrier to reduce aircraft noise impacts.
- Construct an east-west runway to reduce noise in the surrounding communities.

Non Aircraft Noise Issues

- Construct noise barriers for the inter-modal facility.
- Develop new automobile traffic patterns to reduce noise impacts.
- Airport employees tend to travel through Lockbourne which could become a noise/traffic problem.
- Create additional signs for the truck traffic to reduce the amount of traffic getting lost in Lockbourne.
- Make sure that roadway impacts (noise/congestion) are taken into account with development.

From this list and alternatives developed by the consultant, a short list of alternatives was developed for evaluation. The first four alternatives presented are the currently approved noise abatement measures from the 1998 Part 150 Update.

Based upon the comments received from the PAC, the Federal Aviation Administration (FAA) Airport Traffic Control Tower (ATCT), and the consultant's experience with the implementation of like measures at numerous airports throughout the U.S., recommendations to accept or discard each alternative were presented to the PAC prior to the development of the final recommended NCP. The following provides a description of each alternative evaluated, along with an assessment of the benefits, drawbacks, and a recommendation.

Two noise abatement alternatives, related to the operation of aircraft at LCK, were found to reduce noise impacts outside of the 65 Day-Night Average Sound Level (DNL) and/or reduced overflights of populated areas. These alternatives were considered for recommendation, but later removed from consideration due to their inability to be implemented. The FAA¹ informed the consultant that they would not recommend including the measures because there was no measurable benefit in the 65+DNL. However, it is recommended that the Columbus Regional Airport Authority (CRAA) pursue the alternatives outside of the Part 150 Study. If the alternatives are pursued, an environmental review process completed under National Environmental Policy Act of 1969 (NEPA) may be required.

¹ Email dated September 8, 2006 received from Katherine Jones of the Detroit Airports District Office (Letter is located at the end of this appendix.)

**NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-A
(MODIFICATION OF APPROVED MEASURE NA-1)**

TITLE:	Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,000 feet Mean Sea Level (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 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 air space structure of the entire area.
BENEFITS:	Maintains current procedures and directs aircraft over most compatible land uses.
DRAWBACKS:	None
COST TO IMPLEMENT:	None
EVALUATION METHOD:	INM modeling
FINDINGS AND RECOMMENDATIONS:	Recommend modifying NA-1 to reflect the procedure that was implemented. Approval of this modification would result in no change to the flight procedures; rather it would bring the measure in line with the flight procedure.

**NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-B
(APPROVED MEASURE NA-2)**

TITLE:	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. This portion of the measure is recommended for modification to include a specific heading for aircraft to follow. 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 hours ² is recommended for continuation in the updated NCP.
BENEFITS:	Maintains current procedures and directs aircraft over most compatible land uses.
DRAWBACKS:	None
COST TO IMPLEMENT:	None
EVALUATION METHOD:	INM modeling
FINDINGS AND RECOMMENDATIONS:	Continue approved measure NA-2

² Nighttime hours, as defined by the Rickenbacker International Airport, are between 11:00 p.m. and 7:00 a.m.

**NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-C
(APPROVED MEASURE NA-3)**

TITLE:	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. This portion of the measure is recommended for modification to include a specific heading for aircraft to follow. 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 hours ³ and the preferential southwest flow for touch-and-go operations is recommended for continuation in the updated Noise Compatibility Program.
BENEFITS:	Maintains current procedures and directs aircraft over most compatible land uses.
DRAWBACKS:	None
COST TO IMPLEMENT:	None
EVALUATION METHOD:	INM Modeling
FINDINGS AND RECOMMENDATIONS:	Continue approved measure NA-3

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

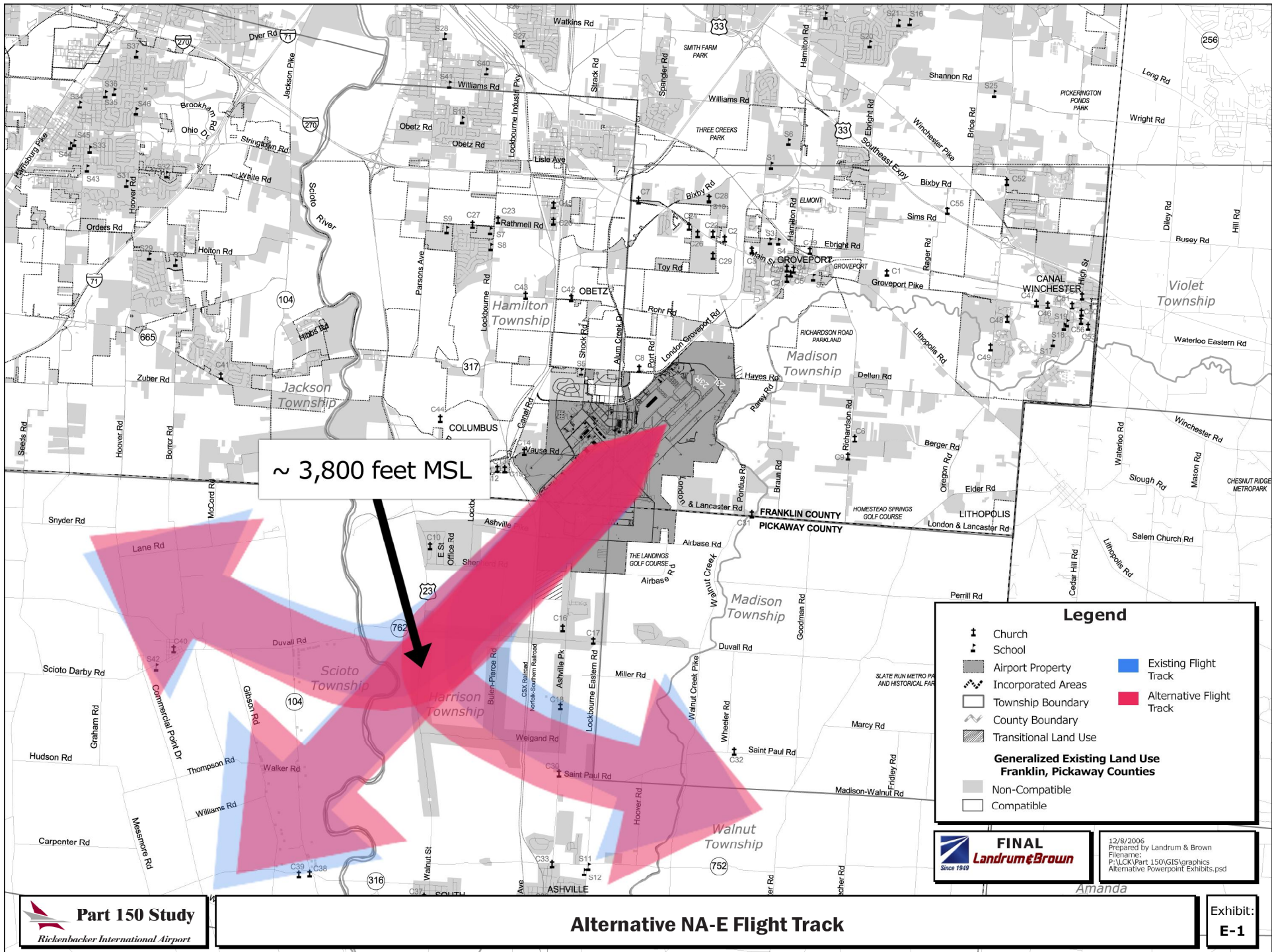
**NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-D
(APPROVED MEASURE NA-4)**

TITLE:	Implement periodic noise monitoring procedures.
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 Plan (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.
BENEFITS:	The benefits of this measure are already occurring through the implementation of measure IM-6.
DRAWBACKS:	This measure is duplicative of measure IM-6 and the intent of the measure is more appropriately addressed through an implementation measure rather than a noise abatement measure.
COST TO IMPLEMENT:	None
EVALUATION METHOD:	n/a
FINDINGS AND RECOMMENDATIONS:	This measure is being withdrawn and the original intent will now be incorporated into recommended measure IM-6.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-E

TITLE:	Modify (NA-1) current tower order for straight out departures of itinerant aircraft from Runways 23L/23R to fly runway heading until reaching 3,800 Mean Sea Level (MSL) before turning on course.
DESCRIPTION:	Current air traffic procedures hold aircraft departing from Runways 23L/23R on a runway heading until reaching 3,000 feet MSL before turning on course. This alternative would modify the current tower order for straight out departures from Runways 23L/23R to hold their runway heading until reaching 3,800 feet MSL before turning on course. The intent of this alternative would be to increase the aircraft altitude before turning over populated areas.
BENEFITS:	This alternative would raise the altitude of aircraft before turning over populated areas. A net reduction of 11 homes would occur in the 60-65 DNL noise contour.
DRAWBACKS:	Currently the south sector of the Columbus TRACON, within which Rickenbacker International Airport (LCK) is located, manages the airspace up to 3,000 feet MSL. Raising the altitude of the departures to 3,800 feet MSL would result in the departure traffic from LCK interfering with other Columbus TRACON traffic. An airspace reconfiguration would be required to eliminate this interference. The Air Traffic Control Tower (ATCT) does not support modifying the altitude of 23L/R departures. (see ATCT coordination meeting minutes in Appendix G)
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the FAA.
EVALUATION METHOD:	Integrated Noise Model (INM) modeling.
FINDINGS AND RECOMMENDATION:	With this alternative implemented, there would be no change in the number of homes in the 65 DNL noise contour. There would be a net reduction of 11 homes in the 60 DNL of the NA-E noise contour as compared to the Future (2011) Baseline noise contour (see Table E-1). However, because the FAA ATCT does not support this alternative, this alternative is NOT RECOMMENDED for inclusion in the NCP.

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~ 3,800 feet MSL

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- Church
- School
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Existing Flight Track
- Alternative Flight Track

Generalized Existing Land Use Franklin, Pickaway Counties

- Non-Compatible
- Compatible

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**Table E-1
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-E
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

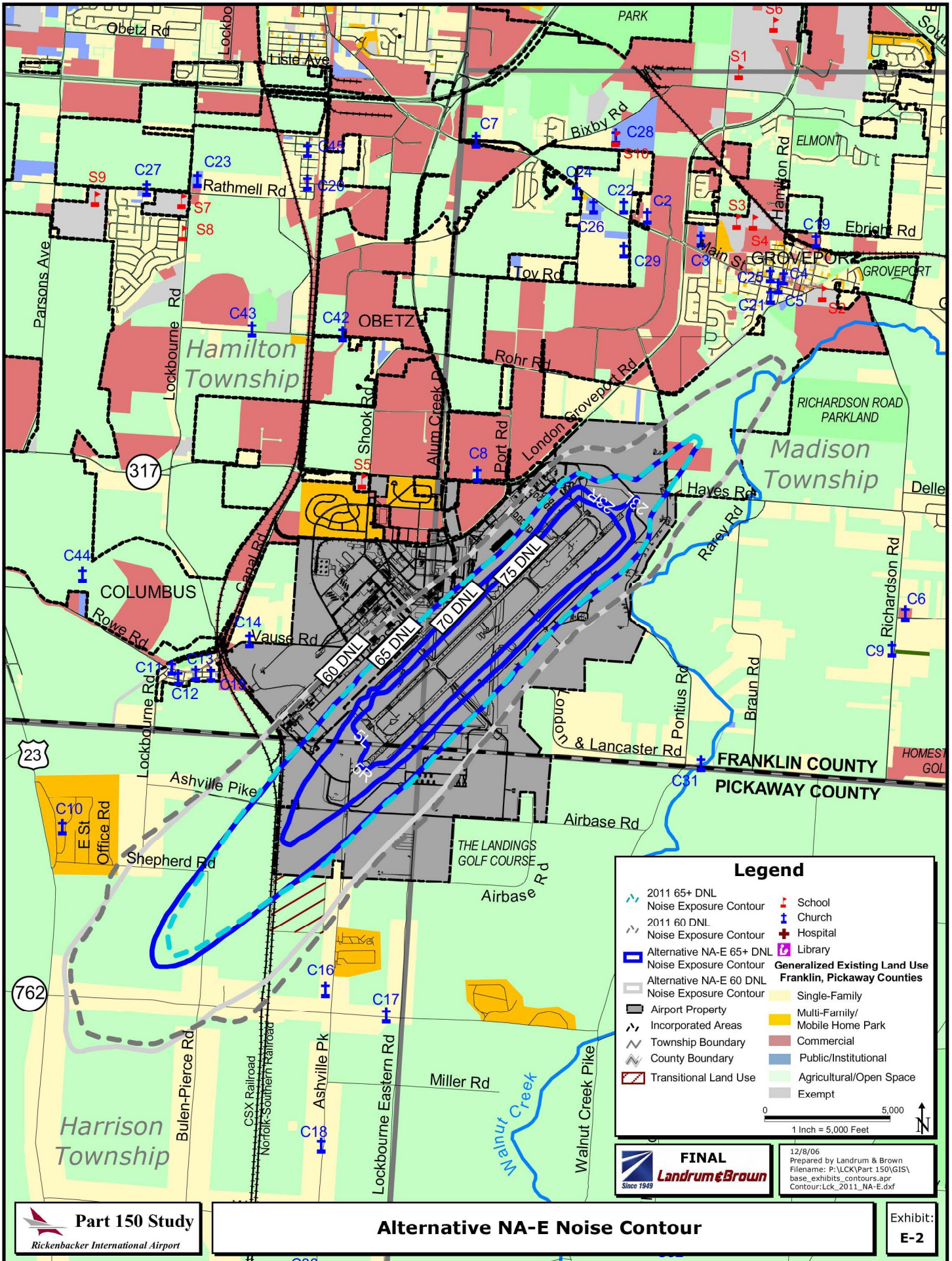
2011 ALTERNATIVE NA-E					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	27	0	0	0	0
Population	74	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	3.84	1.83	0.68	1.01	3.52
Acres	2,459	1,170	437	649	2,256

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-E]

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2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-E 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-E 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

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1 Inch = 5,000 Feet

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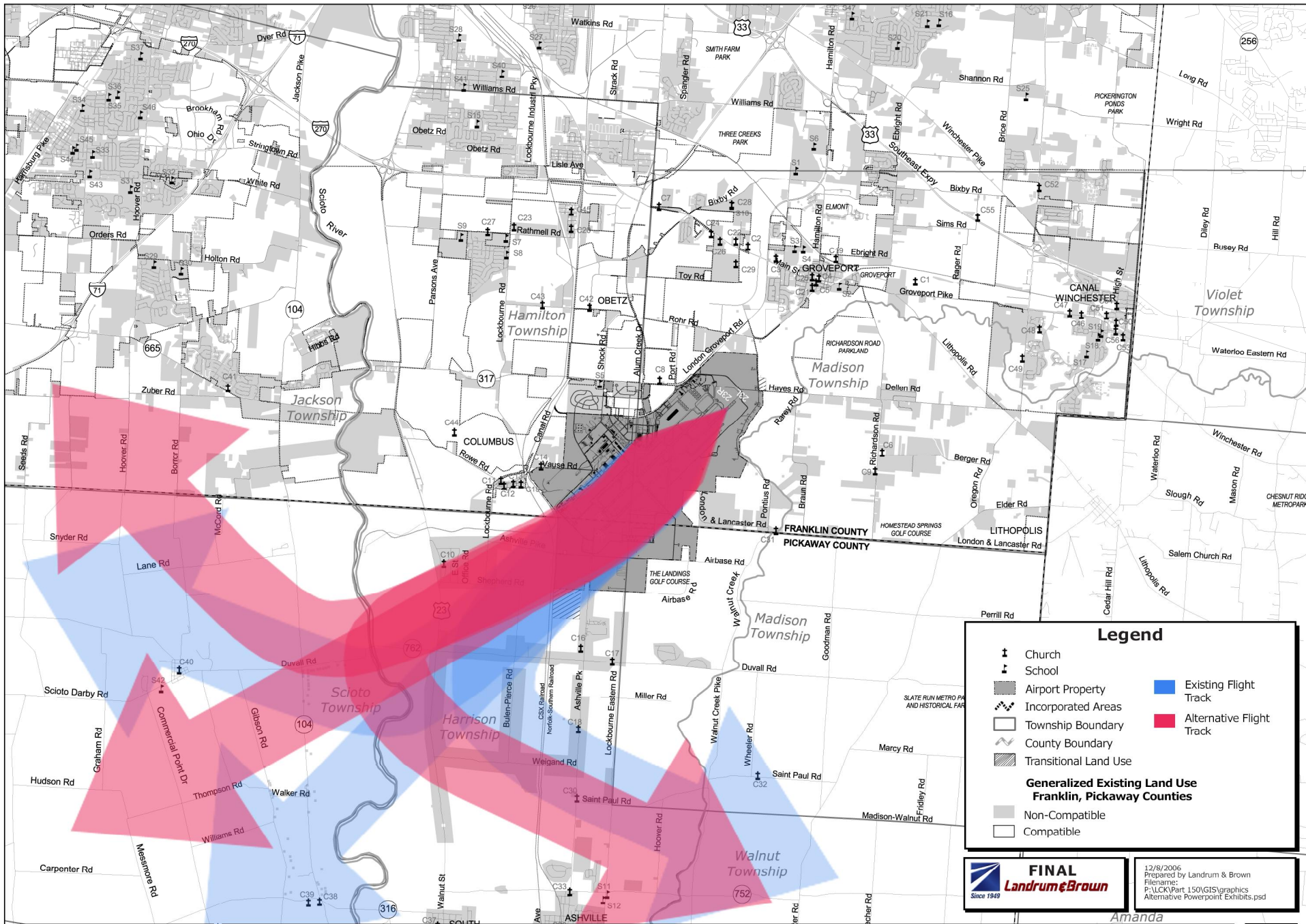
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Noise Compatibility Program Alternative NA-F

TITLE:	All traffic departing Runways 23L and 23R turn right 10 degrees after crossing the runway end to a 240 degree heading.
DESCRIPTION:	<p>Currently, departures from Runway 23L and 23R follow a noise abatement procedure that directs aircraft to follow the runway heading until reaching 3,000 feet Mean Sea Level (MSL) before turning on course.</p> <p>Alternative NA-F would route departure traffic west of Bulen-Pierce Road in Harrison Township, in an attempt to take advantage of what appears to be a more compatible corridor, reducing the likelihood that traffic would fly over the populated areas.</p>
BENEFITS:	This alternative could reduce overflight noise for those areas that are located along the extended runway centerline.
DRAWBACKS:	Implementing Alternative NA-F would shift noise from one area to another area and increase total noise impacts. An increase of 16 homes would occur in the 60-65 DNL noise contour of Alternative NA-F when compared to the Future (2011) Baseline noise contour.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the Federal Aviation Administration. This alternative could not be implemented until an environmental review process is completed under The National Environmental Policy Act of 1969.
EVALUATION METHOD:	INM modeling
FINDINGS AND RECOMMENDATION:	There would be an increase of 16 homes in the 60-65 DNL of the NA-F noise contour as compared to the Future (2011) Baseline noise contour (see Table E-2). This alternative is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

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**Table E-2
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-F
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

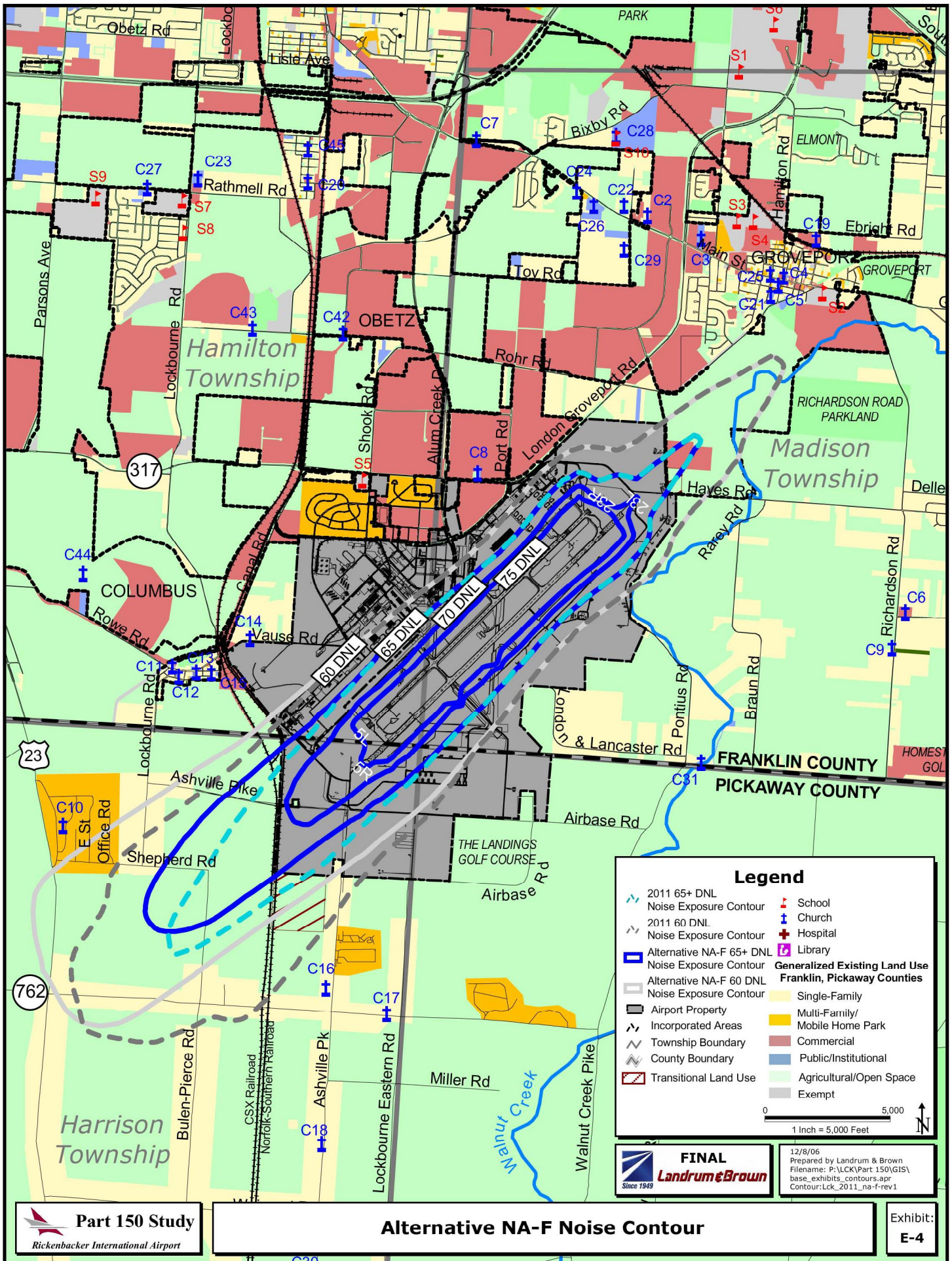
2011 ALTERNATIVE NA-F					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	54	0	0	0	0
Population	148	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,578	1,140	428	649	2,217

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-F-rev1]

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2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-F 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-F 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

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1 Inch = 5,000 Feet

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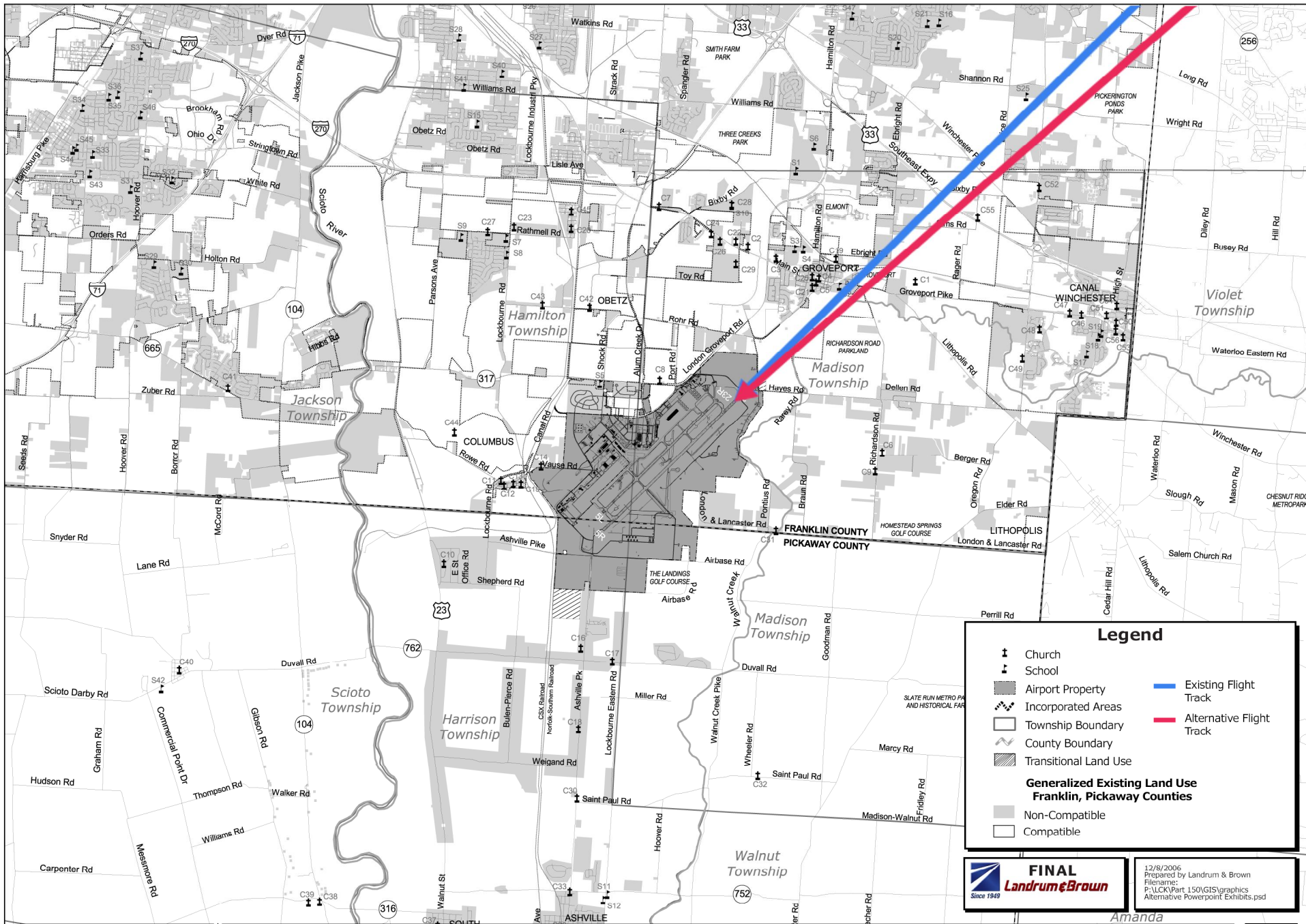
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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-G

TITLE:	Implement a three-degree offset approach to Runway 23L.
DESCRIPTION:	This alternative would modify the current approach procedures by implementing a three-degree offset to Runway 23L. This would allow for arrivals to be positioned to the east of the current straight-in approaches avoiding noise sensitive areas.
BENEFITS:	Increase the distance between arriving aircraft and the Village of Groveport by relocating the flow of arrival traffic to Runway 23L east of the Village. The overflight noise from arrivals to Runway 23L would be shifted away from residential areas to unpopulated areas.
DRAWBACKS:	There would be no measurable benefit in the 65+ day-night average sound level (DNL) noise exposure contour.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of both the Federal Aviation Administration (FAA) and Columbus Regional Airport Authority (CRAA). The procedure would require environmental approval prior to its implementation.
EVALUATION METHOD:	INM Modeling
FINDINGS AND RECOMMENDATION:	There would be no change to the noise impacts of the NA-G noise contour as compared to the Future (2011) Baseline noise contour (see Table E-3). This alternative would however reduce noise levels over the residential portions of the Village of Groveport. This alternative is NOT RECOMMENDED for inclusion in the Noise Compatibility Program because there is no measurable benefit in the 65+ DNL ⁴ . However, it is recommended that the CRAA pursue the action outside of the Part 150 Study. If the alternative is pursued, there would be additional costs for the CRAA in the relocation of the ILS. The FAA would also be required to flight check the equipment. In addition, an environmental review process completed under The National Environmental Policy Act of 1969 (NEPA) may be required.

⁴ Email dated September 8, 2006 received from Katherine Jones of the Detroit Airports District Office (Letter is located at the end of this appendix.)

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Legend

- Church
- School
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Existing Flight Track
- Alternative Flight Track

Generalized Existing Land Use Franklin, Pickaway Counties

- Non-Compatible
- Compatible

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**Table E-3
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-G
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

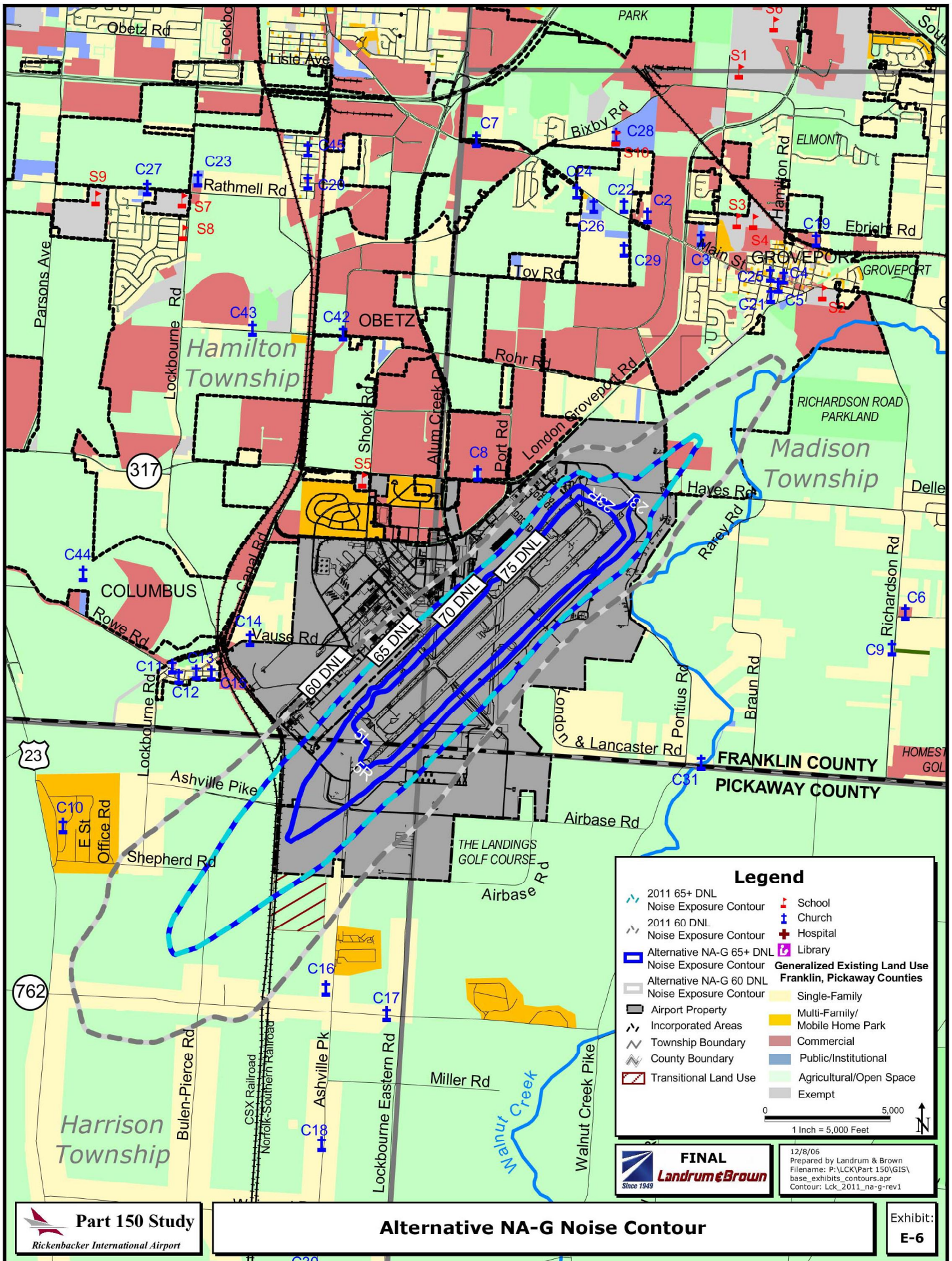
2011 ALTERNATIVE NA-G					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-G-rev1.dxf]

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Legend

2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-G 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-G 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

0 5,000
1 Inch = 5,000 Feet

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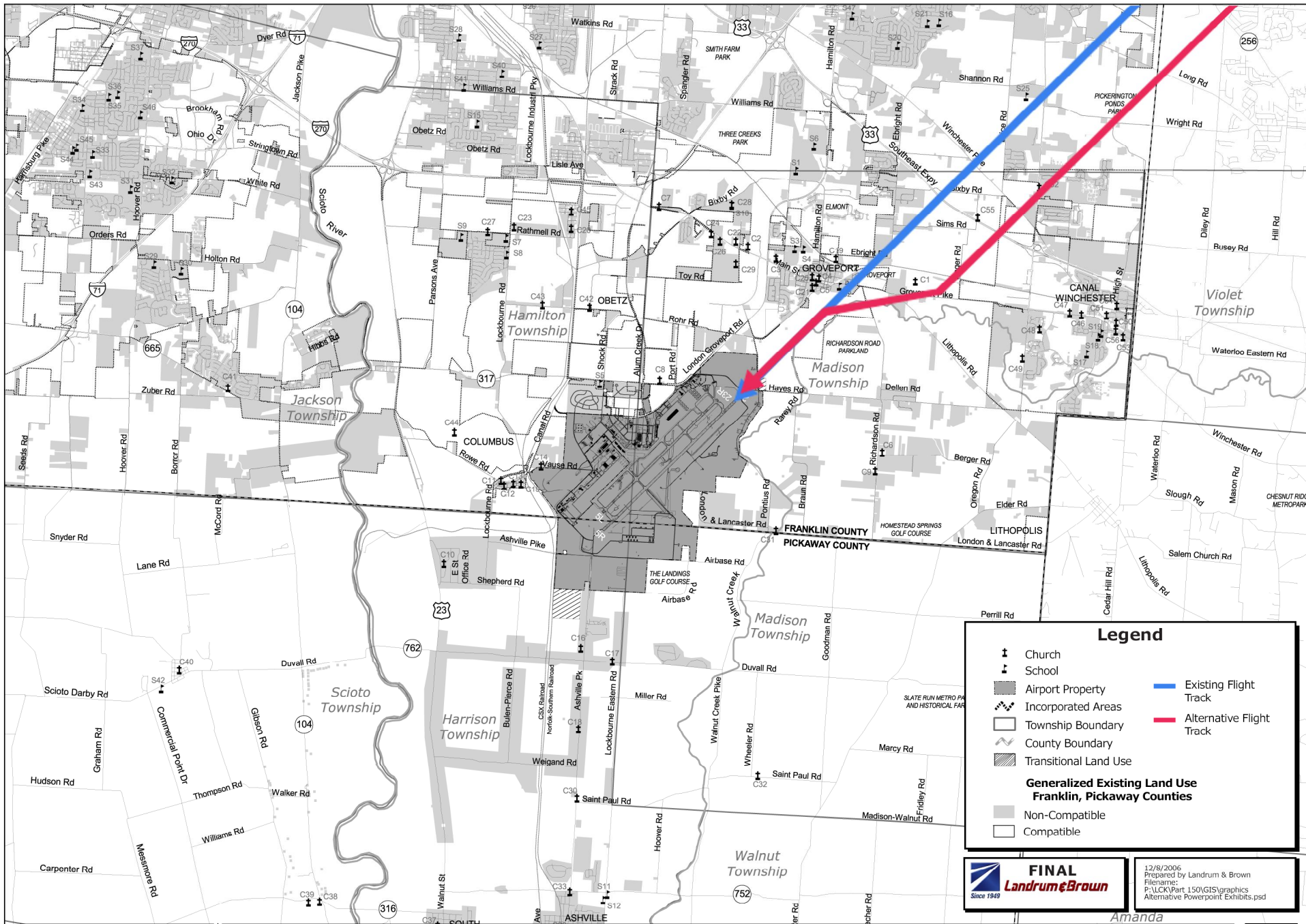
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Contour: Lck_2011_na-g-rev1

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Noise Compatibility Program Alternative NA-H

TITLE:	Implement a side-step arrival procedure to Runway 23L.
DESCRIPTION:	<p>Alternative NA-H would modify the current approach procedure by implementing a side-step arrival procedure to Runway 23L. Arriving aircraft would fly an approach procedure parallel to and offset by 1-2 miles from the existing straight in approach procedure to Runway 23L. Aircraft would fly the route until Runway 23L is in sight or directed by the Air Traffic Control Tower (ATCT) to intercept the centerline of Runway 23L and continue the approach procedure. (Typically this would occur one or two miles from the end of the runway.)</p> <p>The standard, straight in approach currently supporting Instrument Landing System (ILS) operations to Runway 23L would still be maintained for use by aircraft not equipped or unable to fly the procedure.</p> <p>This would require additional navigational equipment such as another ILS and a Precision Runway Monitor (PRM).</p>
BENEFITS:	Increase the distance between arriving aircraft and the Village of Groveport by relocating the flow of arrival traffic to Runway 23L east of the Village. The overflight noise from arrivals to Runway 23L would be shifted from residential areas to unpopulated areas.
DRAWBACKS:	This alternative would be costly to implement due to the need for an additional ILS and installation of a PRM.
COST TO IMPLEMENT:	The procedure would require environmental approval prior to its implementation. Implementation of Alternative NA-H would require new navigational equipment to be installed. The cost of the ILS equipment needed for the arrival procedure to Runway 23L would cost \$250,000 to \$500,000. The cost of a PRM would be approximately \$1,000,000.
EVALUATION METHOD:	INM Modeling
FINDINGS AND RECOMMENDATION:	There would be no change to the noise impacts of the NA-H noise contour as compared to the Future (2011) Baseline noise contour (see Table E-4). This alternative would require expensive navigational equipment to be installed. Therefore, Alternative NA-H is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

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**Table E-4
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-H
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

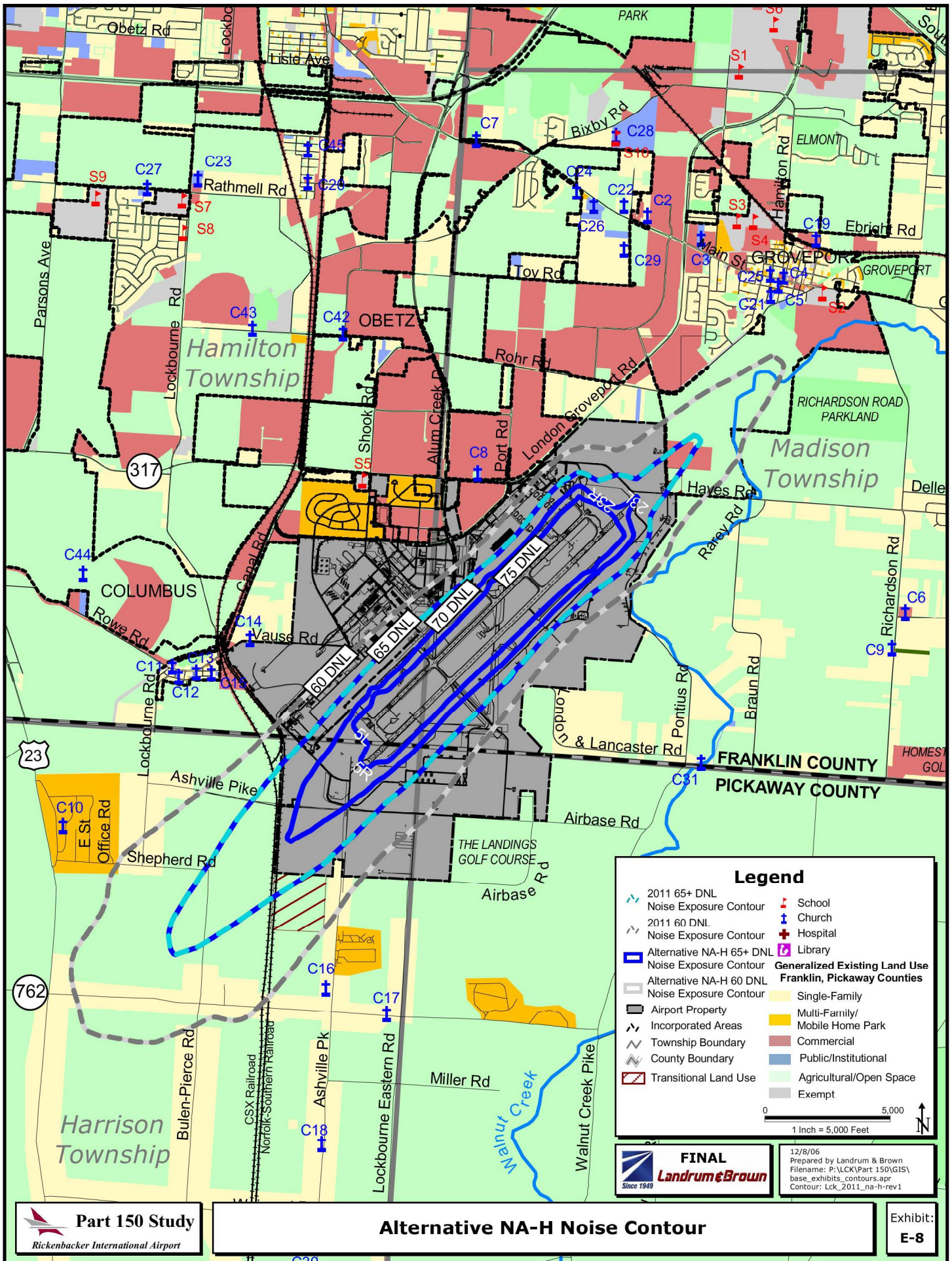
2011 ALTERNATIVE NA-H					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-H-rev1.dxf]

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	2011 65+ DNL Noise Exposure Contour		School
	2011 60 DNL Noise Exposure Contour		Church
	Alternative NA-H 65+ DNL Noise Exposure Contour		Hospital
	Alternative NA-H 60 DNL Noise Exposure Contour		Library
	Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties	
	Incorporated Areas		Single-Family
	Township Boundary		Multi-Family/ Mobile Home Park
	County Boundary		Commercial
	Transitional Land Use		Public/Institutional
			Agricultural/Open Space
			Exempt

0 5,000
1 Inch = 5,000 Feet

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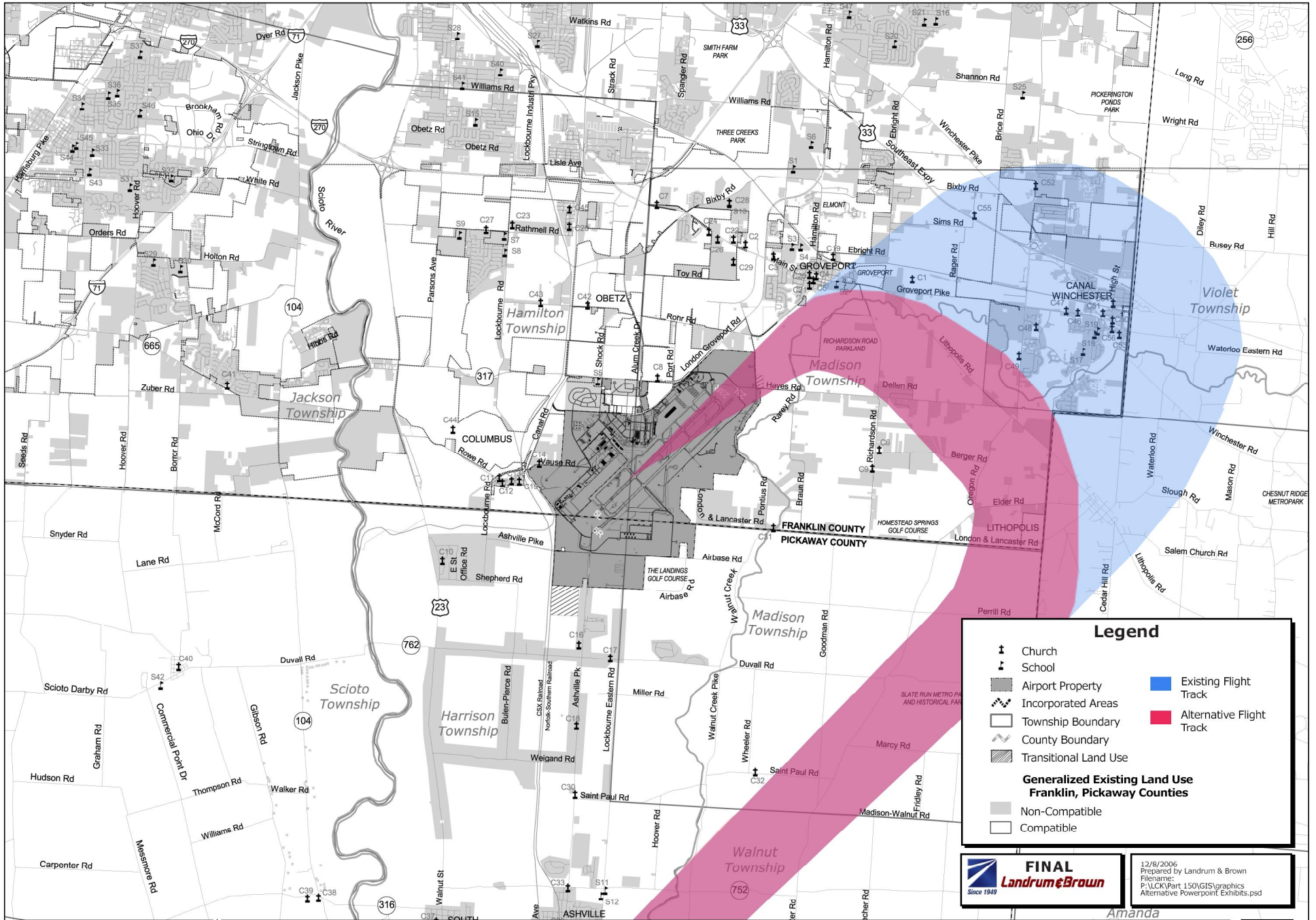
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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-I

TITLE:	Implement a curved approach procedure to Runway 23L.
DESCRIPTION:	The intent of this alternative is to have aircraft landing on Runway 23L utilize a curved approach, to the extent practical, that would intercept the runway centerline south of Groveport. This procedure would be implemented as a charted-visual approach to be used only during good weather conditions (5 miles visibility and a ceiling height of at least 1,500 feet) and when operational conditions will allow. It is assumed that the only aircraft that could use this procedure would be those arriving from locations east and south of Rickenbacker International Airport. Aircraft from the west and north would not be in a position that would allow them to use the procedure efficiently. It is also assumed that during busy arrival periods, the Airport Traffic Control Tower would not use this procedure.
BENEFITS:	This alternative would reduce arrivals over the populated areas of the City of Groveport.
DRAWBACKS:	Currently, this procedure is used informally for small jet and turboprop aircraft. Only small jet and turboprop aircraft approaching from the east and south/southeast utilize the procedure. There is limited ability to implement this procedure during busy periods or for large jets.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the Federal Aviation Administration. If implemented as a formal procedure, it would require environmental approval prior to its implementation.
EVALUATION METHOD:	INM Modeling
FINDINGS AND RECOMMENDATION:	There would be no change to the noise impacts of the NA-I noise contour as compared to the Future (2011) Baseline noise contour (see Table E-5). It is unlikely that large jet aircraft would use the procedure. This procedure is used informally today for small jet and turboprop aircraft. Alternative NA-I is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

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- Church
- School
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Existing Flight Track
- Alternative Flight Track

Generalized Existing Land Use Franklin, Pickaway Counties

- Non-Compatible
- Compatible

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**Table E-5
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-I
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

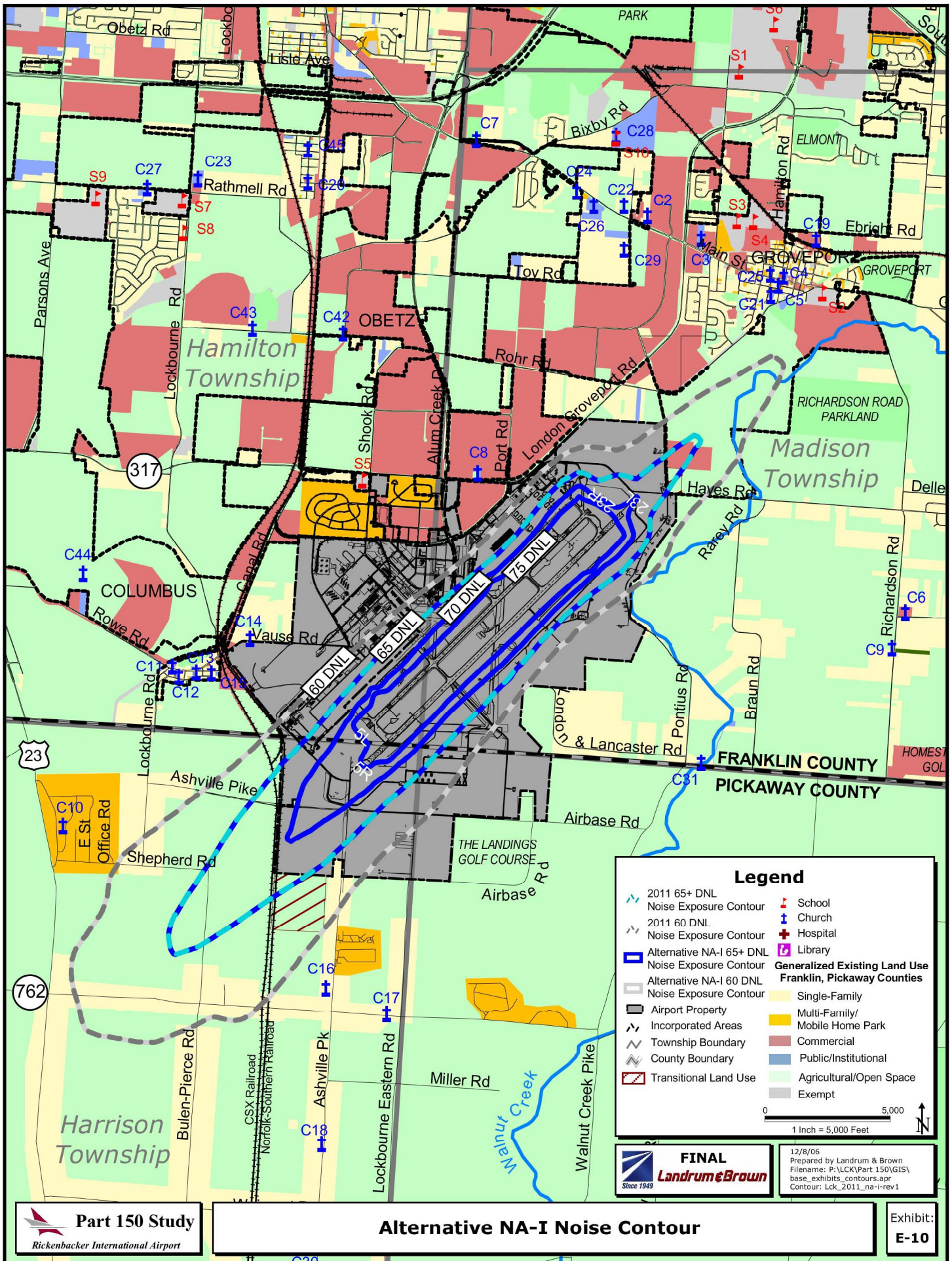
2011 ALTERNATIVE NA-I					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-I-rev1]

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- 2011 65+ DNL Noise Exposure Contour
- 2011 60 DNL Noise Exposure Contour
- Alternative NA-I 65+ DNL Noise Exposure Contour
- Alternative NA-I 60 DNL Noise Exposure Contour
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- School
- Church
- Hospital
- Library

Generalized Existing Land Use Franklin, Pickaway Counties

- Single-Family
- Multi-Family/Mobile Home Park
- Commercial
- Public/Institutional
- Agricultural/Open Space
- Exempt

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1 Inch = 5,000 Feet

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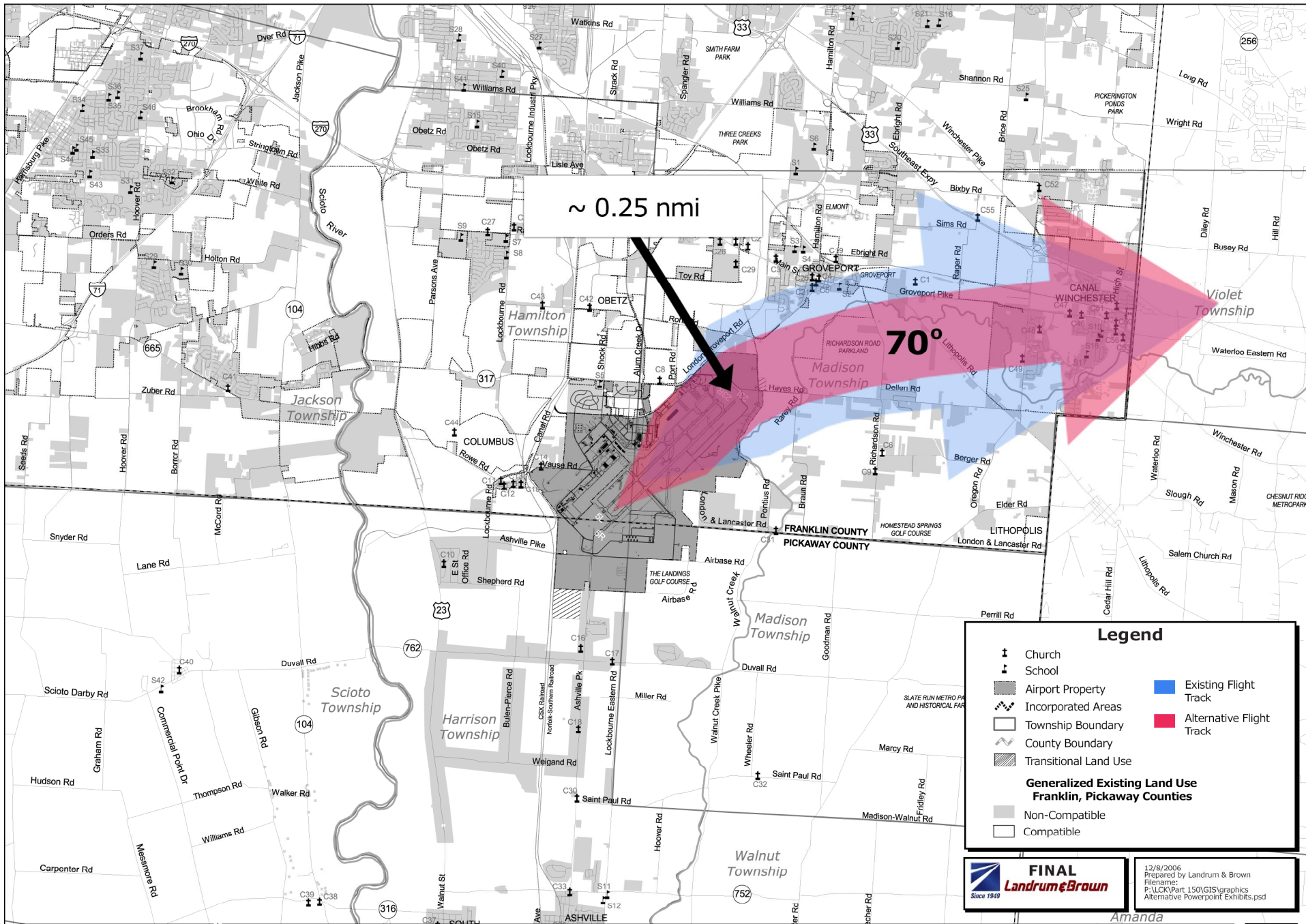
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Noise Compatibility Program Alternative NA-J

TITLE:	Modify (NA-2) current tower order for departures of itinerant aircraft from Runways 5R/5L turn right after reaching .25 nautical miles (nm) north of the Runway to a 70 degree heading.
DESCRIPTION:	Currently, air traffic procedures direct aircraft to turn right as soon as practical when departing to the northeast. This alternative would modify the current tower order for departures from Runways 5R/5L to turn on the 70 degree heading once reaching .25 nm north of the runway. This would route aircraft over a more specific flight corridor, reducing overflights of the populated areas of the City of Groveport and Canal Winchester, which are northeast of the airport.
BENEFITS:	This measure was designed to minimize the impacts to surrounding communities by focusing the noise in a specific compatible corridor.
DRAWBACKS:	Most aircraft currently make the turn to a 70 degree heading at or before the proposed point in this alternative. Those aircraft flying beyond the proposed point would turn farther north, but those aircraft that currently turn before the proposed point would turn farther south. There would be little noise reduction benefits.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the Federal Aviation Administration. This alternative would require environmental approval prior to implementation.
EVALUATION METHOD:	INM modeling
FINDINGS AND RECOMMENDATION:	There would be no change to the noise impacts of the NA-J noise contour as compared to the Future (2011) Baseline noise contour (see Table E-6). This alternative is unlikely to produce noticeable benefits. Alternative NA-J is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

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~ 0.25 nmi

70°

Legend

- Church
- School
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Existing Flight Track
- Alternative Flight Track

Generalized Existing Land Use Franklin, Pickaway Counties

- Non-Compatible
- Compatible

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**Table E-6
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-J
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

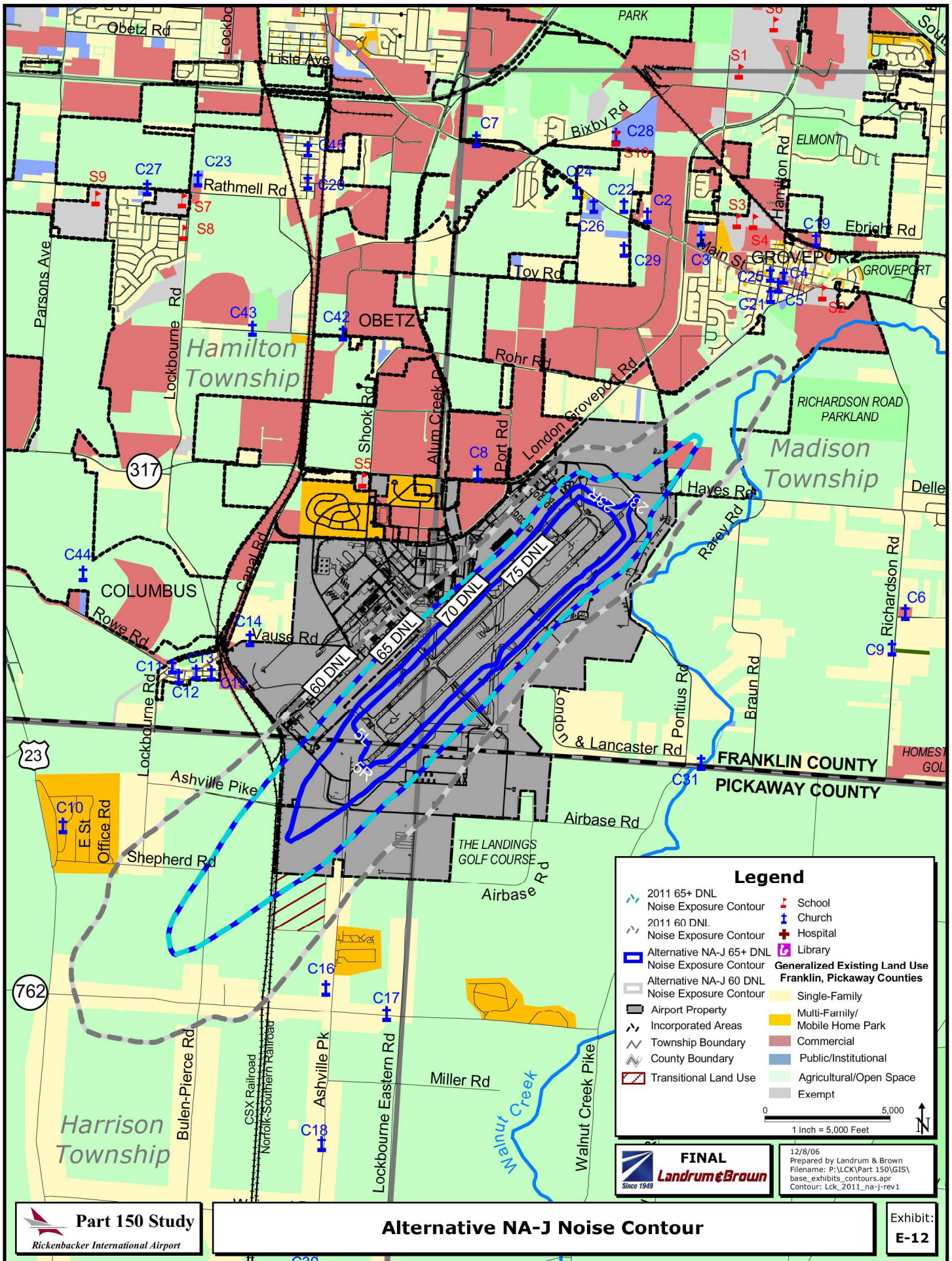
2011 ALTERNATIVE NA-J					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.02	1.78	0.66	1.02	3.46
Acres	2,574	1,140	425	651	2,216

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-J-rev1]

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Legend

- 2011 65+ DNL Noise Exposure Contour
- 2011 60 DNL Noise Exposure Contour
- Alternative NA-J 65+ DNL Noise Exposure Contour
- Alternative NA-J 60 DNL Noise Exposure Contour
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- School
- Church
- Hospital
- Library

Generalized Existing Land Use Franklin, Pickaway Counties

- Single-Family
- Multi-Family/Mobile Home Park
- Commercial
- Public/Institutional
- Agricultural/Open Space
- Exempt

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1 Inch = 5,000 Feet

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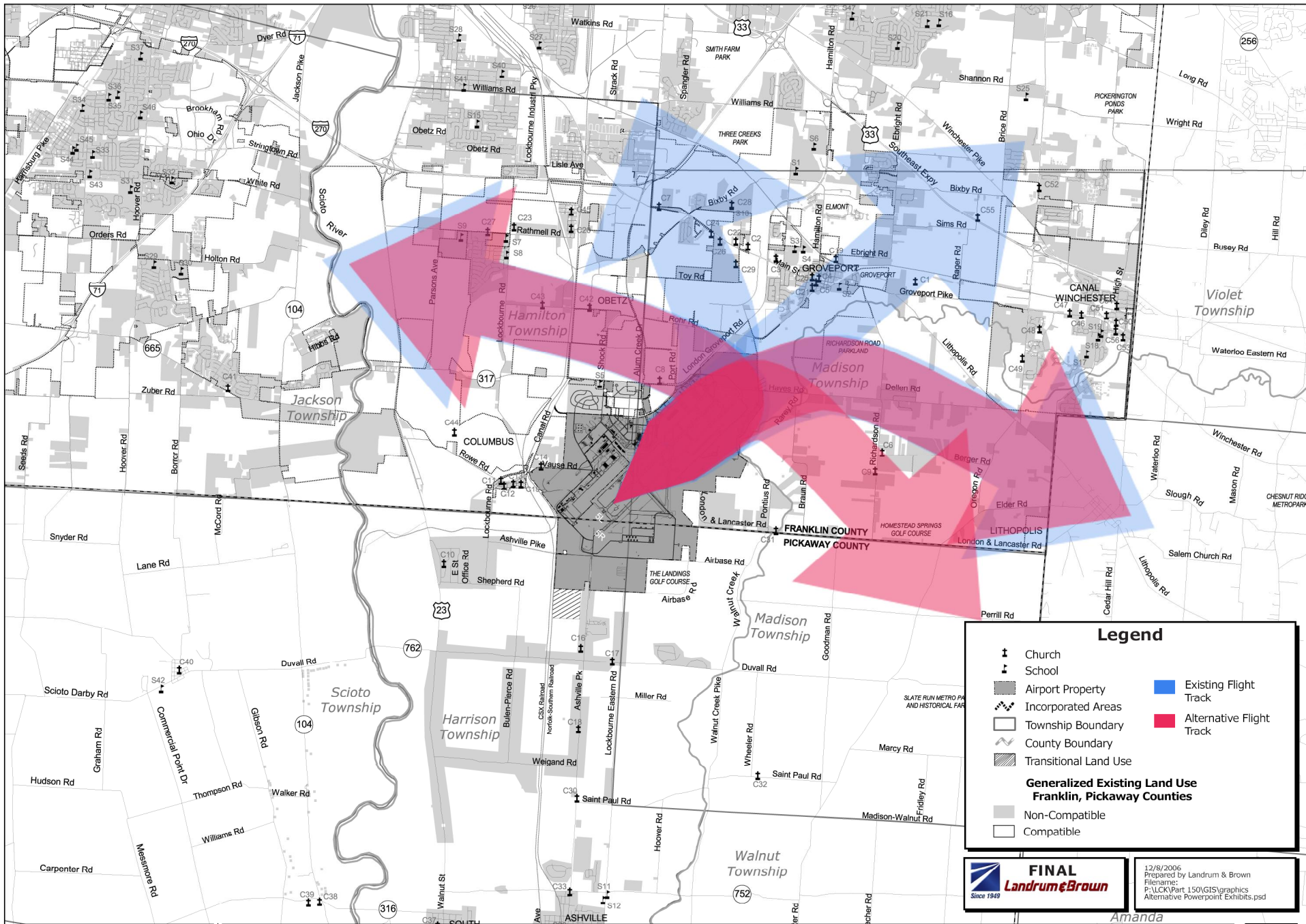
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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-K

TITLE:	Departures by small jet aircraft on Runways 05R/L turn right to a 110 degree heading or left to a 270 degree heading, during standard nighttime hours (10:00 p.m. to 7:00 a.m. local time).
DESCRIPTION:	Currently, small jet departures from Runways 05R/05L are issued an initial heading, at the Air Traffic Control Tower's discretion, based on final destination. This alternative would assign headings to the small jet departures to minimize overflights of the Village of Groveport.
BENEFITS:	This alternative would reduce departures over the Village of Groveport by routing aircraft to the east and west of the village over more compatible land uses.
DRAWBACKS:	While the majority of populated areas in the Village of Groveport would see a decrease in noise related to aircraft departure procedures at Rickenbacker International Airport (LCK), other areas may be affected by noise increases. Those areas are south of the Village of Canal Winchester and west of the Village of Groveport. However, these areas are not heavily populated.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the Federal Aviation Administration. This alternative may require an environmental review prior to implementation.
EVALUATION METHOD:	Integrated Noise Model Modeling

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-K, *Continued*

<p>FINDINGS AND RECOMMENDATION:</p>	<p>There would be no change to the noise impacts of the NA-K noise contour as compared to the Future (2011) Baseline noise contour (see Table E-7). These headings are used by ATCT today for small jet aircraft. Some benefits to Groveport would result from implementation. Alternative NA-K is NOT RECOMMENDED for inclusion in the Noise Compatibility Program, because there is no measurable benefit in the 65+ day-night average sound level (DNL). However, it is recommended that the Columbus Regional Airport Authority (CRAA) pursue the action outside of the Part 150 Study. If the alternative is pursued, the CRAA would develop a Memorandum of Understanding with the LCK ATCT to direct small jets on the two headings (right to a 110 degree heading or left to a 270 degree heading). In addition, an environmental review process completed under The National Environmental Policy Act of 1969 may be required.</p>
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Legend

- Church
- School
- Airport Property
- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Existing Flight Track
- Alternative Flight Track

Generalized Existing Land Use Franklin, Pickaway Counties

- Non-Compatible
- Compatible

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**Table E-7
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-K
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

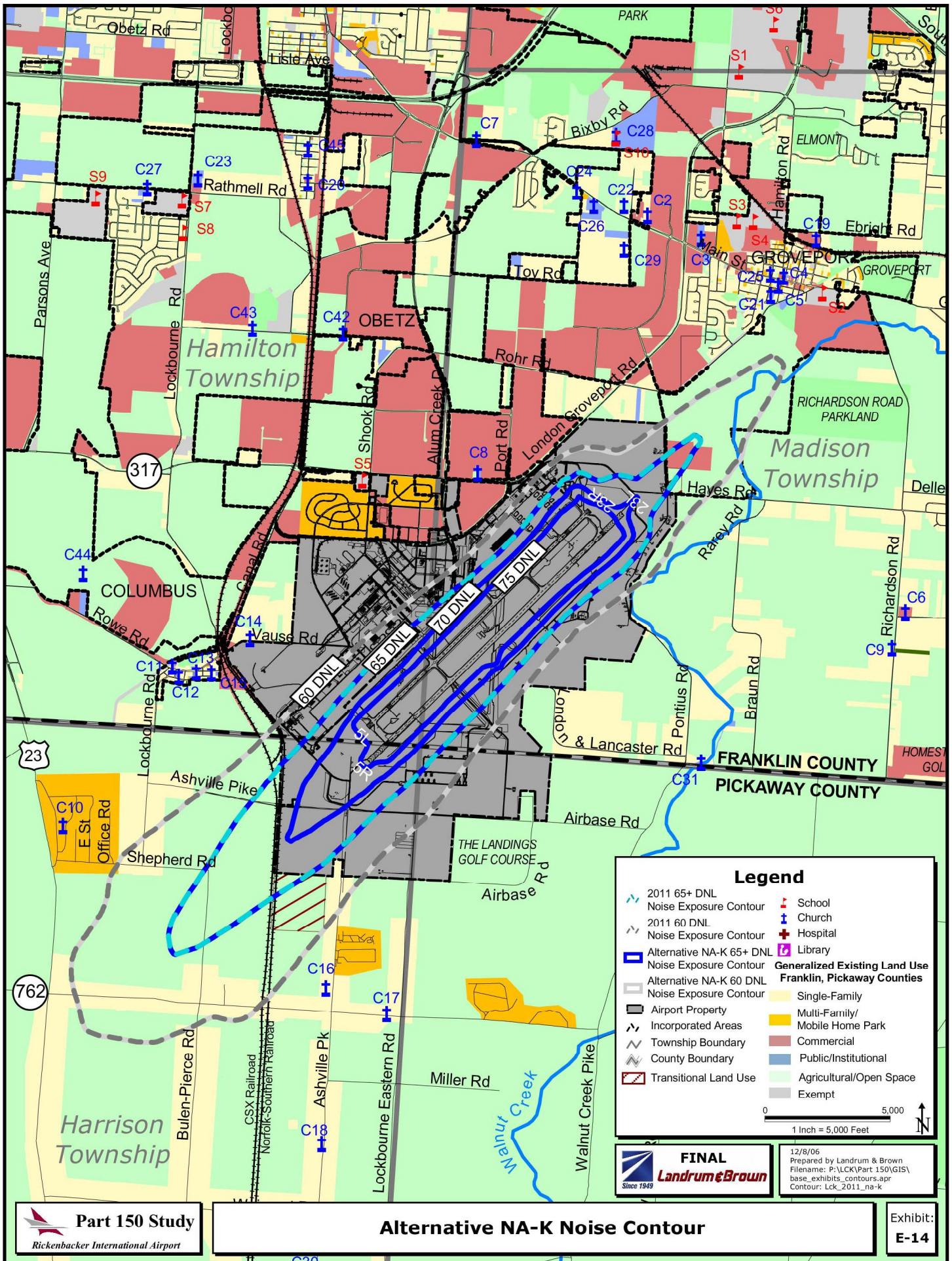
2011 ALTERNATIVE NA-K					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.02	1.78	0.66	1.02	3.46
Acres	2,574	1,140	425	651	2,216

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-K]

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2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-K 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-K 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

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1 Inch = 5,000 Feet

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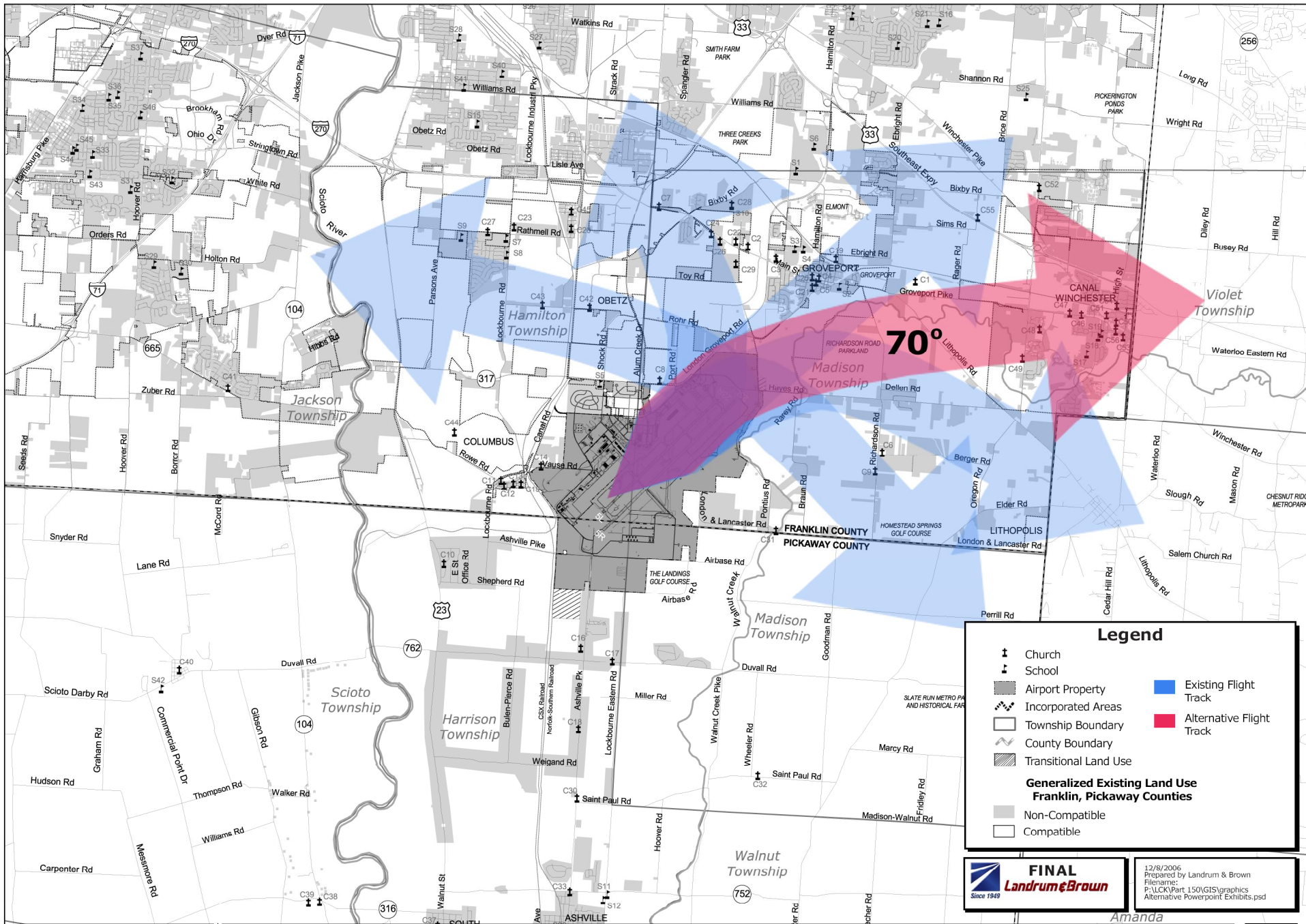
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Contour: Lck_2011_na-k

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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-L

TITLE:	Departures by small jet aircraft and turboprop aircraft on Runways 05R/05L turn right to a 70 degree heading.
DESCRIPTION:	Currently, small jet and turboprop aircraft departures from Runways 05R/05L are issued an initial heading, at the Air Traffic Control Tower's (ATCT) discretion, based on final destination. This alternative would assign a 70 degree heading to the small jet and turboprop departures to minimize overflights of the Village of Groveport.
BENEFITS:	This measure was designed to minimize the noise impacts to the Village of Groveport.
DRAWBACKS:	This alternative would route additional traffic over Canal Winchester. ATCT currently uses at least two headings for small jet and turboprop aircraft to clear the airspace for the large jet aircraft to use the 70 degree heading. By limiting the ATCT to one heading, operational efficiency may be limited. In addition, aircraft with northerly and westerly destinations would have to endure longer flight times and increased fuel use.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the Federal Aviation Administration. This alternative cannot be implemented until the environmental review process is completed under The National Environmental Policy Act of 1969.
EVALUATION METHOD:	Integrated Noise Model Modeling
FINDINGS AND RECOMMENDATION:	There would be no change to the noise impacts of the NA-L noise contour as compared to the Future (2011) Baseline noise contour (see Table E-8). This alternative could reduce noise levels over the Village of Groveport; however increases would occur over Canal Winchester. ATCT uses at least two headings for small jet and turboprop aircraft to clear the airspace for the large jet aircraft to use the 70 degree heading. Alternative NA-L is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

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**Table E-8
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-L
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

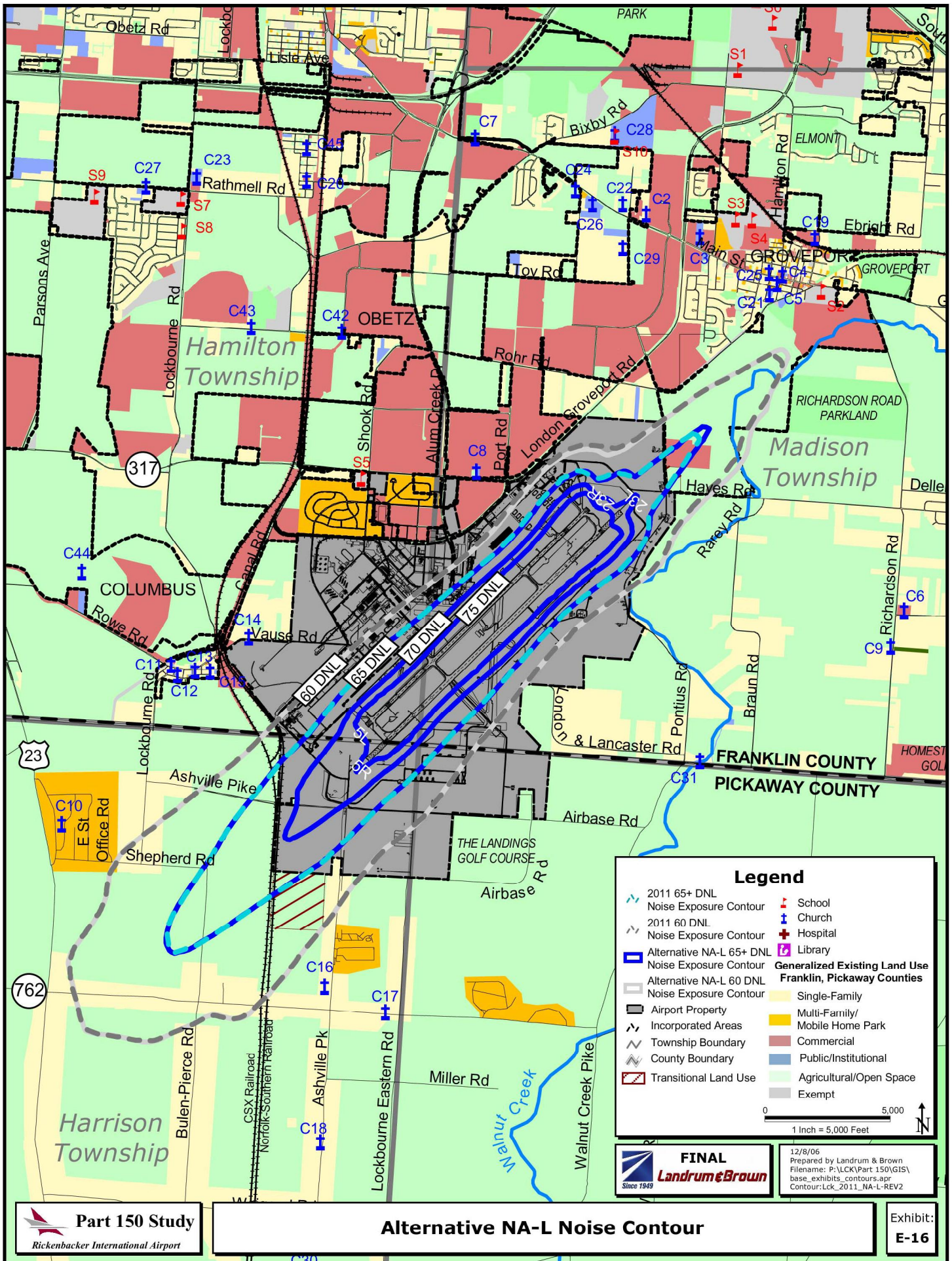
2011 ALTERNATIVE NA-L					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.04	1.80	0.69	0.98	3.47
Acres	2,588	1,152	441	626	2,219

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-L-rev2]

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Legend

2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-L 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-L 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

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1 Inch = 5,000 Feet

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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-M

TITLE:	Create Area Navigation (RNAV) overlay procedures for all existing and proposed departure procedures.
DESCRIPTION:	Airports across the country are using RNAV procedures to assist in defining flight routes. RNAV procedures utilize ground-based Differential Global Positioning System (DGPS antenna); satellite-based, Global Positioning System (GPS); and on-board Flight Management System (FMS)/GPS equipment to assist the pilot in navigating from point to point. The systems work by identifying the geographic location of aircraft in relationship to another geographic location called a "waypoint." This provides the necessary information to guide the aircraft towards the desired "waypoint." With GPS, the pilot manually guides the aircraft towards the "waypoint," while an FMS works with the auto-pilot system on the aircraft to automatically fly the aircraft towards the desired "waypoint." In both cases, the use of GPS/FMS can reduce the width and size of departure corridors over standard navigation techniques. The advantage of FMS is that it can more accurately guide the aircraft towards the desired point than can the GPS/pilot system. Aircraft must be equipped with the necessary equipment to fly RNAV/FMS procedures.
BENEFITS:	Increased accuracy on turns and decreased width of flight corridors. In addition, airlines experience financial benefits through better control of flight and reduced separation.
DRAWBACKS:	Not all aircraft are equipped with RNAV capability (typically, the loudest aircraft are the oldest aircraft and the least likely to have RNAV on board). In addition, commercial airlines and high-end business jets are the greatest users of this equipment because of the cost. Therefore, given the current and projected operations at Rickenbacker International Airport, it is unlikely a large number of aircraft would be equipped to fly the procedures.
COST TO IMPLEMENT:	The costs mainly accrue to the airlines and aircraft owners for equipping their aircraft. The costs for additional training, development, and publication of new procedures, and changing approach plates at radar positions would be the responsibility of the Federal Aviation Administration. In addition, the cost of an environmental analysis, either an environmental assessment or an environmental impact statement, would be required.

Noise Compatibility Program Alternative NA-M, *Continued*

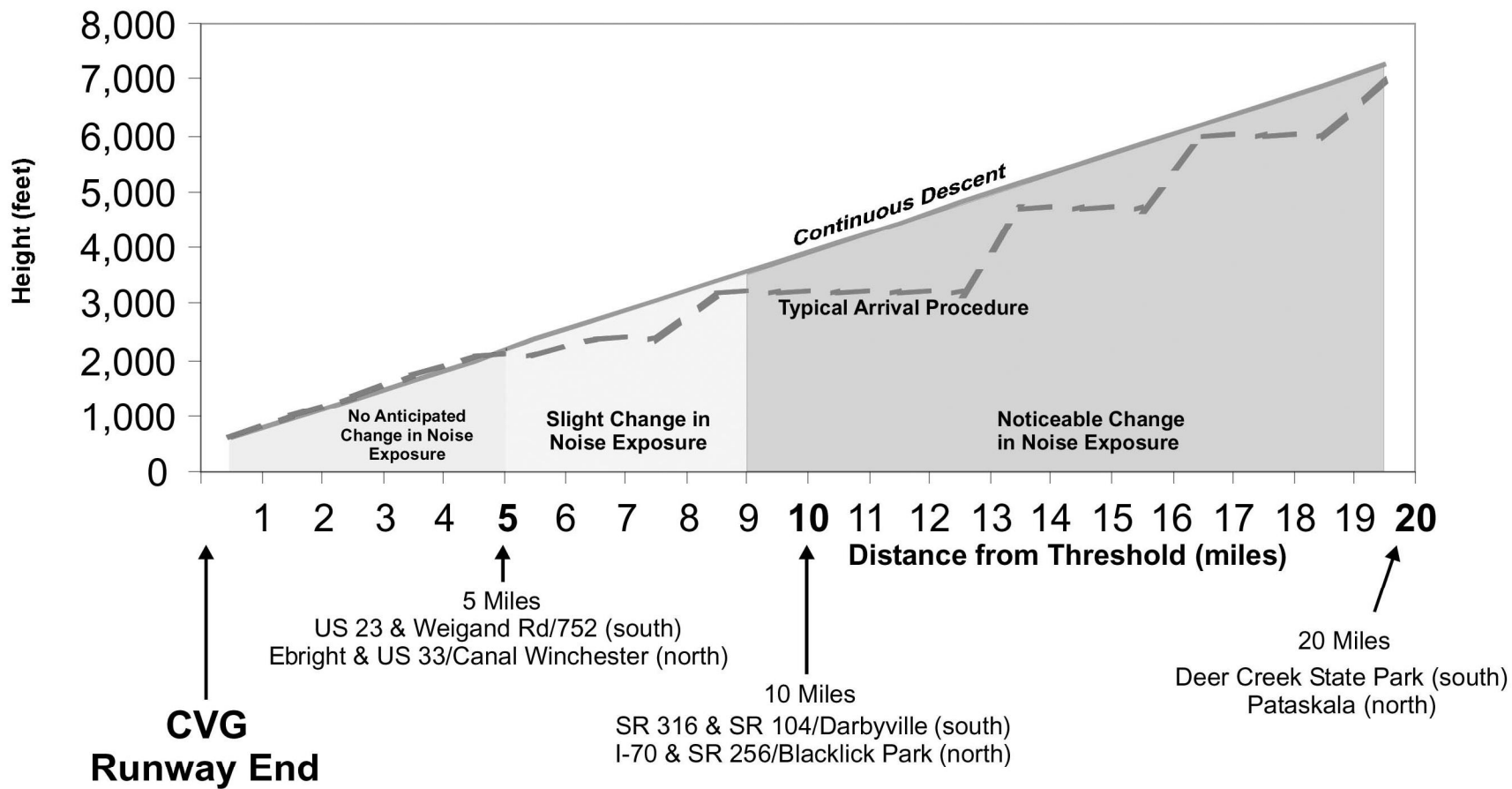
EVALUATION METHOD:	Qualitative assessment
FINDINGS AND RECOMMENDATION:	There is no definable benefit for the effort that it would take to implement the procedures. Alternative NA-M is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-N

TITLE:	Implement a Continuous Descent Approach (CDA) procedure for all runway ends.
DESCRIPTION:	<p>A CDA procedure combines the benefits of a steady, continuous descent with optimized flap and landing gear management to create a quieter approach for noise-sensitive communities under the approach path. Current Air Traffic Control Tower (ATCT) procedures involve a series of short descents and periods of leveling off that require reducing thrust or changing flap settings, before merging with the required three-degree glideslope from below for the final approach. The CDA procedure involves starting a continuous steady descent from as high as enroute altitudes (25,000-35,000 feet), which allows for a reduction in the required amount of power, thereby reducing noise exposure in two ways: by keeping the aircraft at a higher altitude above the ground; and by stabilizing the flap settings, which reduces airframe noise, and amount of applied thrust.</p> <p>A CDA procedure was developed by research teams in the industry in order to reduce fuel burn on approach, but has the added benefit of reducing noise exposure. The procedure is currently being evaluated in both the United States and Europe. In late 2002, researchers from MIT, FAA, NASA, Boeing, UPS, and the Louisville International Airport conducted a test of the procedure to evaluate noise and pollutant emissions. The report indicated that the procedure did reduce noise exposure ranging from four to six decibels in areas between 10 to 20 miles from the runway. The tests also indicated that the CDA provides an improvement in fuel efficiency. CDA procedures are currently implemented on a limited basis at Sacramento International Airport.</p>
BENEFITS:	<p>A Continuous Descent Approach procedure has the potential to reduce noise exposure to residential areas under approaches to LCK. These potential reductions would occur in areas that generally fall well outside the 65 DNL noise contour, as aircraft are at approximately the same height using either procedure within six miles of the airport (the Outer Marker).</p> <p>The CDA procedure additionally would provide benefits to airlines by reducing fuel burn.</p>

Noise Compatibility Program Alternative NA-N, *Continued*

DRAWBACKS:	<p>While CDA procedures are expected to provide benefits to airlines, airports, and communities surrounding an airport, there are potential drawbacks that prevent its widespread use at this time. Primarily, these drawbacks are based on the fact that the procedure is only in its primary stages of development.</p> <p>A number of additional obstacles exist, including the requirement that aircraft maintain sufficient separation during arrivals. In the case of the 2002 test at Louisville, aircraft were required to maintain 15 miles of entrail separation. This required spacing of aircraft could cause a substantial reduction in the capacity at LCK during peak hours of operations. The requirements of the test included a participating airline with similar equipment and a similar approach that is properly equipped with satellite navigation equipment. One of the advantages of the CDA procedure is that it requires aircraft to navigate utilizing GPS/FMS equipment versus traditional ground-based navigation aids. All aircraft would be required to upgrade their electronics to take advantage of the CDA procedure. Most notably, approved procedures must be developed by the FAA for each individual airport and pilots and ATCT personnel must be trained to properly use the procedure. Also, techniques must be developed to reduce the in trail separations experienced in the Louisville test to assure the maintenance of airfield and airspace capacity.</p>
COST TO IMPLEMENT:	Costs of developing CDA procedures and training are undefined at this time.
EVALUATION METHOD:	Qualitative assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-N is NOT RECOMMENDED for inclusion in the NCP at this time. However, the Columbus Regional Airport Authority should continue to monitor the development of this and other types of procedures for potential implementation in the future.

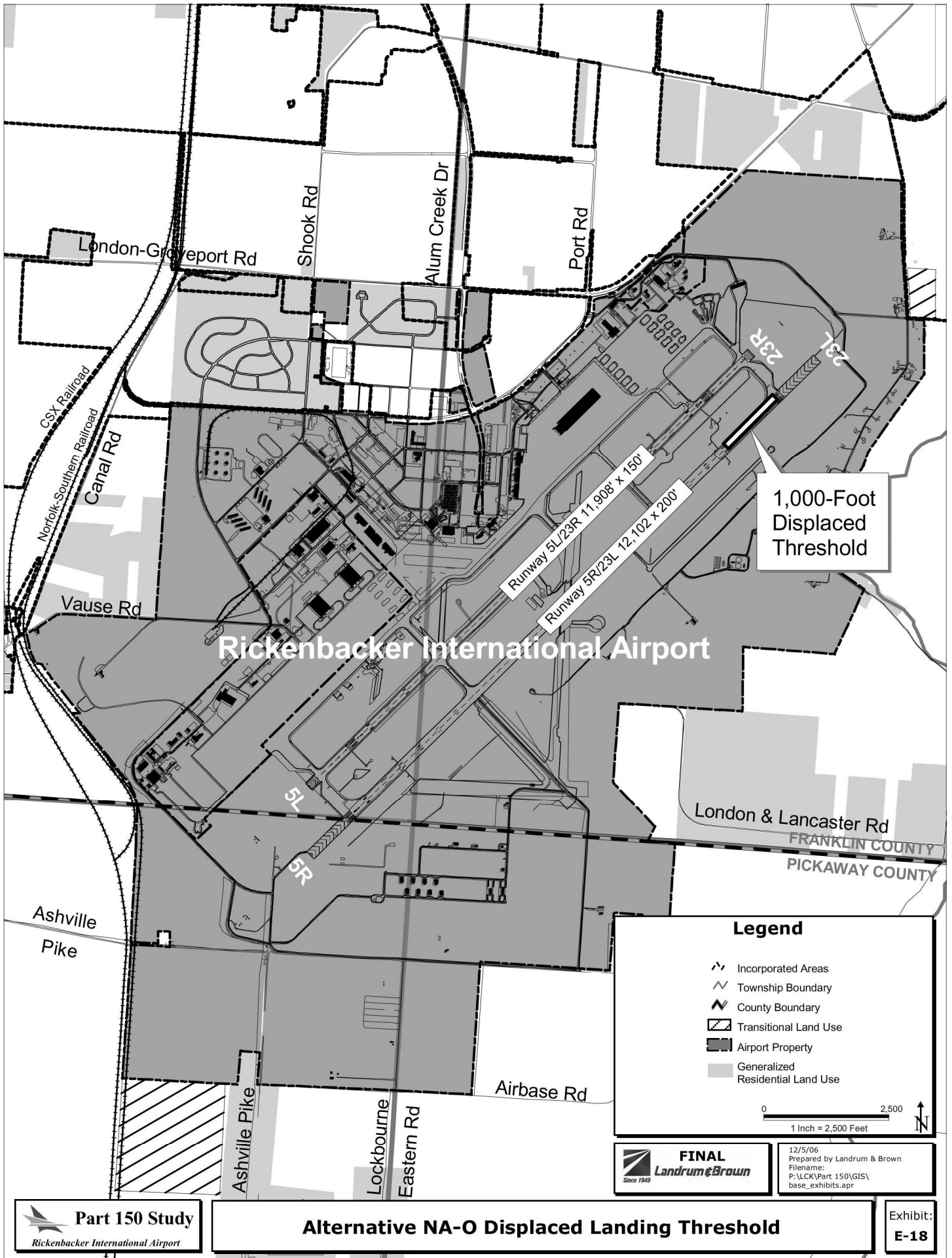


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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-O

TITLE:	Displace the landing threshold on Runway 23L by 1,000 feet.
DESCRIPTION:	Currently, Runway 23L does not have a displaced threshold for arrivals. A displacement of the landing threshold for Runway 23L by 1,000 feet would move the touchdown point of aircraft 1,000 feet further to the south, reducing the available length of the Runway to 11,002 feet for landings. This would reduce the noise levels from aircraft approaching the runway from the north.
BENEFITS:	The displacement of the landing threshold for Runway 23L would increase the altitude of arrivals from the north by 200 feet. The increase in altitudes would result in minor reductions in the overall noise levels associated with this type of operation.
DRAWBACKS:	The displaced threshold would shorten the length of the runway for arrivals. Runway threshold other runway markings would need to be repainted. The Instrument Landing System (ILS) equipment would need to be moved.
COST TO IMPLEMENT:	Repainting the runway markings and moving the ILS equipment would be the responsibility of the airport.
EVALUATION METHOD:	Integrated Noise Model Modeling
FINDINGS AND RECOMMENDATION:	No noticeable benefit would occur over Alternative NA-P as a result of implementing this alternative. There would be no change to the noise impacts of the NA-O noise contour as compared to the Future (2011) Baseline noise contour (see Table E-9). Alternative NA-O is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

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Rickenbacker International Airport

1,000-Foot
Displaced
Threshold

Runway 5L/23R 11,908' x 150'
Runway 5R/23L 12,102' x 200'

Legend

- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Airport Property
- Generalized Residential Land Use

0 2,500
1 Inch = 2,500 Feet

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**Table E-9
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-O
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

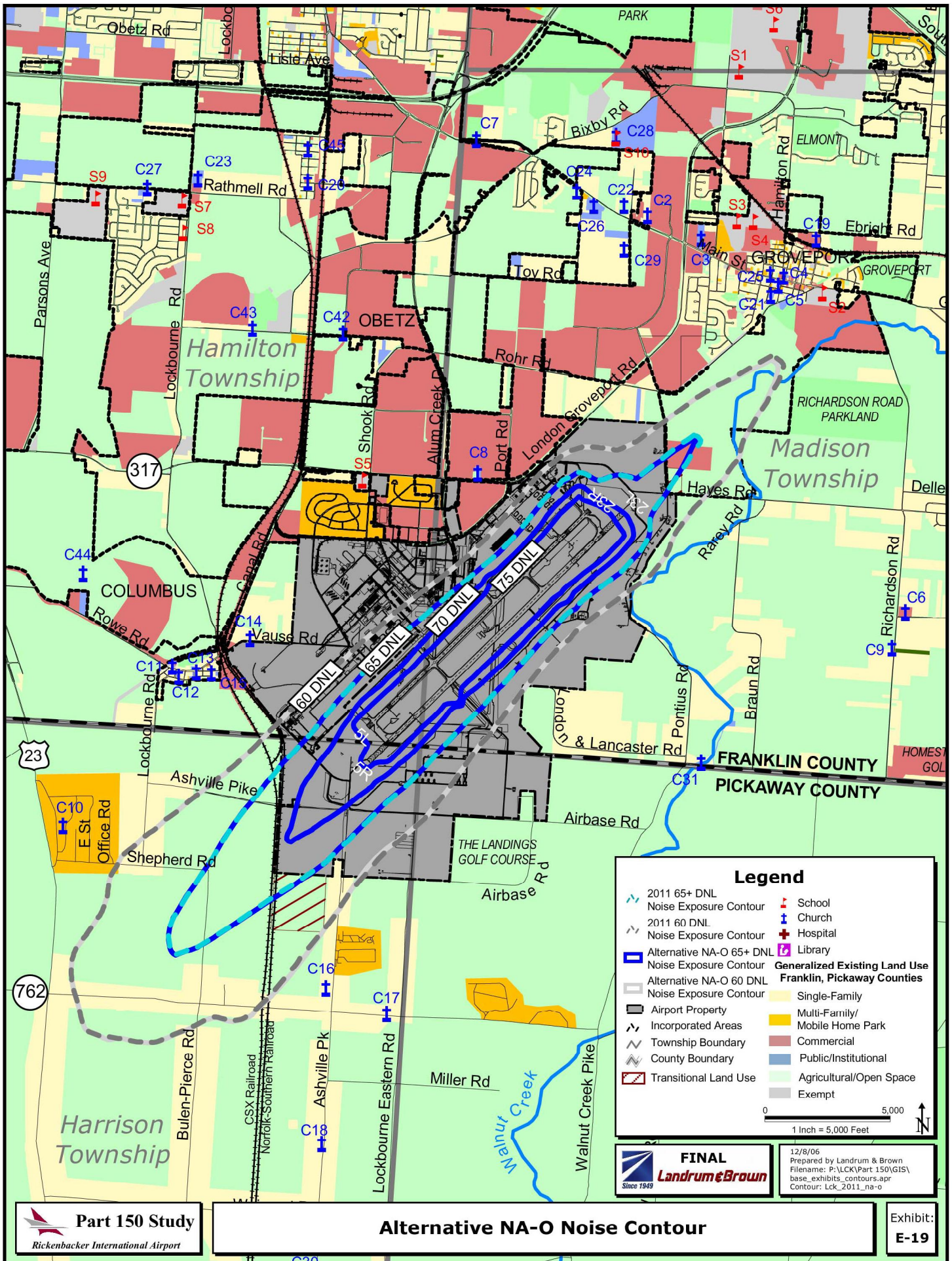
2011 ALTERNATIVE NA-O					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.02	1.78	0.66	1.02	3.46
Acres	2,573	1,136	425	650	2,211

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-O]

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Legend

	2011 65+ DNL Noise Exposure Contour		School
	2011 60 DNL Noise Exposure Contour		Church
	Alternative NA-O 65+ DNL Noise Exposure Contour		Hospital
	Alternative NA-O 60 DNL Noise Exposure Contour		Library
	Generalized Existing Land Use Franklin, Pickaway Counties		
	Airport Property		Single-Family
	Incorporated Areas		Multi-Family/ Mobile Home Park
	Township Boundary		Commercial
	County Boundary		Public/Institutional
	Transitional Land Use		Agricultural/Open Space
			Exempt

0 5,000
1 Inch = 5,000 Feet

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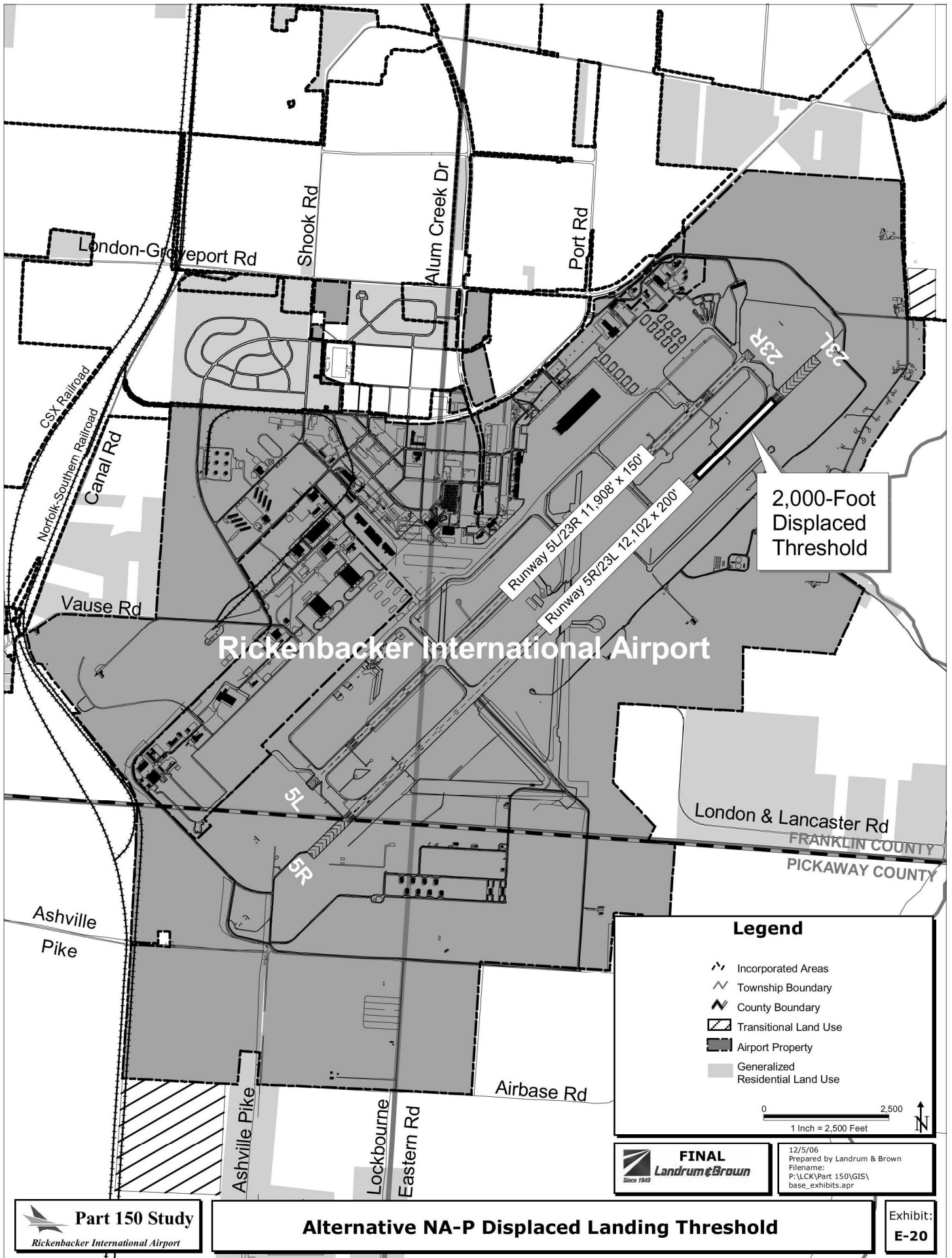
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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-P

TITLE:	Displace the landing threshold on Runway 23L by 2,000 feet.
DESCRIPTION:	Currently, Runway 23L does not have a displaced threshold for arrivals. A displacement of the landing threshold for Runway 23L by 2,000 feet would move the touchdown point of aircraft 2,000 feet further to the south, reducing the available length of the Runway to 10,002 feet. This would reduce the noise levels from aircraft approaching the runway from the north.
BENEFITS:	The displacement of the landing threshold for Runway 23L would increase the altitude of arrivals from the north. The increase in altitudes would result in minor reductions in the overall noise levels associated with this type of operation.
DRAWBACKS:	The displaced threshold would shorten the length of the runway for arrivals. Runway threshold other runway markings would need to be repainted. The Instrument Landing System (ILS) equipment would need to be moved. The Ohio Air National Guard was consulted and does not support the implementation of this alternative (see attached email).
COST TO IMPLEMENT:	Repainting the runway markings and moving the ILS equipment would be the responsibility of the airport.
EVALUATION METHOD:	INM Modeling
FINDINGS AND RECOMMENDATION:	Noticeable benefits outside of the 65+ Day-Night Average Sound Level noise contour would occur as a result of implementing this alternative. There would be no change to the quantifiable noise impacts of the NA-P noise contour as compared to the Future (2011) Baseline noise contour (see Table E-10). Alternative NA-P is NOT RECOMMENDED for inclusion in the Noise Compatibility Program. In addition, the Ohio Air National Guard does not support the implementation of this alternative (see attached email).

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2,000-Foot Displaced Threshold

Rickenbacker International Airport

Legend

- Incorporated Areas
- Township Boundary
- County Boundary
- Transitional Land Use
- Airport Property
- Generalized Residential Land Use

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1 Inch = 2,500 Feet

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**Table E-10
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-P
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

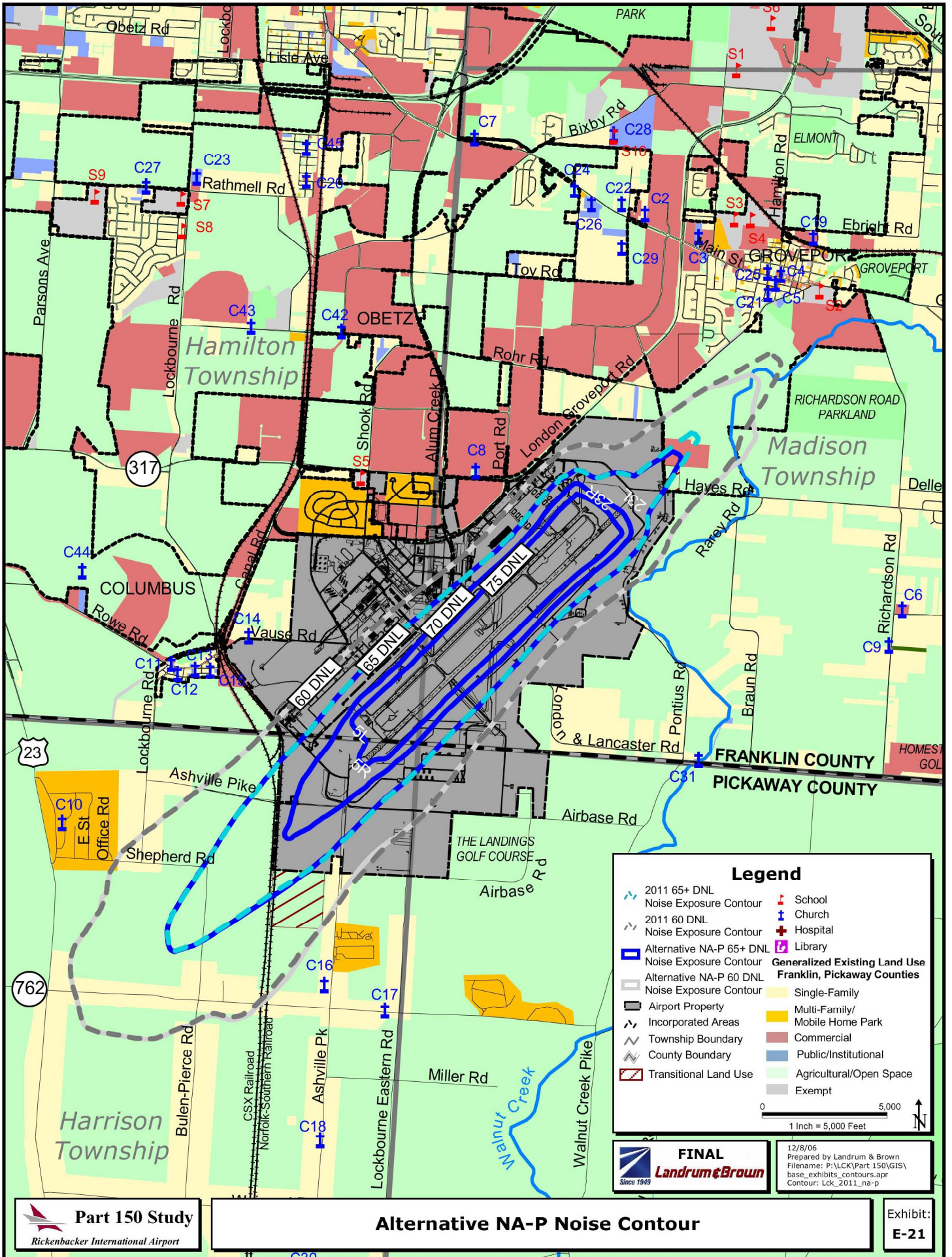
2011 ALTERNATIVE NA-P					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.01	1.77	0.67	1.01	3.45
Acres	2,567	1,132	428	646	2,206

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-P]

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Legend

2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-P 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-P 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

1 Inch = 5,000 Feet

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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-Q

TITLE:	Modify NA-2 and NA-3 to observe the preferential reverse flow runway use during standard nighttime hours. (10:00 p.m. to 7:00 a.m. local time)
DESCRIPTION:	<p>Currently, the airport operates in preferential reverse flow from 11:00 p.m. to 7:00 a.m. Preferential reverse flow is when aircraft arrive from the south on Runways 05L/05R and depart to the south on Runways 23L/23R. This alternative recommends the airport observe preferential reverse flow during standard nighttime hours (10:00 p.m. to 7:00 a.m.).</p> <p>The intent of this alternative is to minimize the impact of nighttime overflights on the Villages of Groveport and Canal Winchester, by implementing the preferential reverse flow an hour earlier.</p>
BENEFITS:	This alternative would reduce the number of nighttime overflights on the Villages of Groveport and Canal Winchester.
DRAWBACKS:	<p>Between 10:00 p.m. and 11:00 p.m. operations at Rickenbacker International Airport are still a mix of arrivals and departures. When the airport has a mix of arrivals and departures occurring at the same time, it is not safe to operate the airport in the preferential reverse flow. Therefore, implementation of this alternative may have no effect on the operating conditions at the airport. Implementing Alternative NA-Q would increase the homes in the 60 Day-Night Average Sound Level (DNL) by two residences.</p>
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates would be the responsibility of the Federal Aviation Administration.
EVALUATION METHOD:	Integrated Noise Model Modeling
FINDINGS AND RECOMMENDATION:	<p>Mixed operations between 10:00 p.m. and 11:00 p.m. make it unlikely that the change would be fully implemented. In addition, if it were implemented there would be an increase in noise impacts by two homes within the 60 DNL noise contour to the south with no decrease in impacts to the north (see Table E-11). Alternative NA-Q is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.</p>

**Table E-11
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-Q
Rickenbacker International Airport**

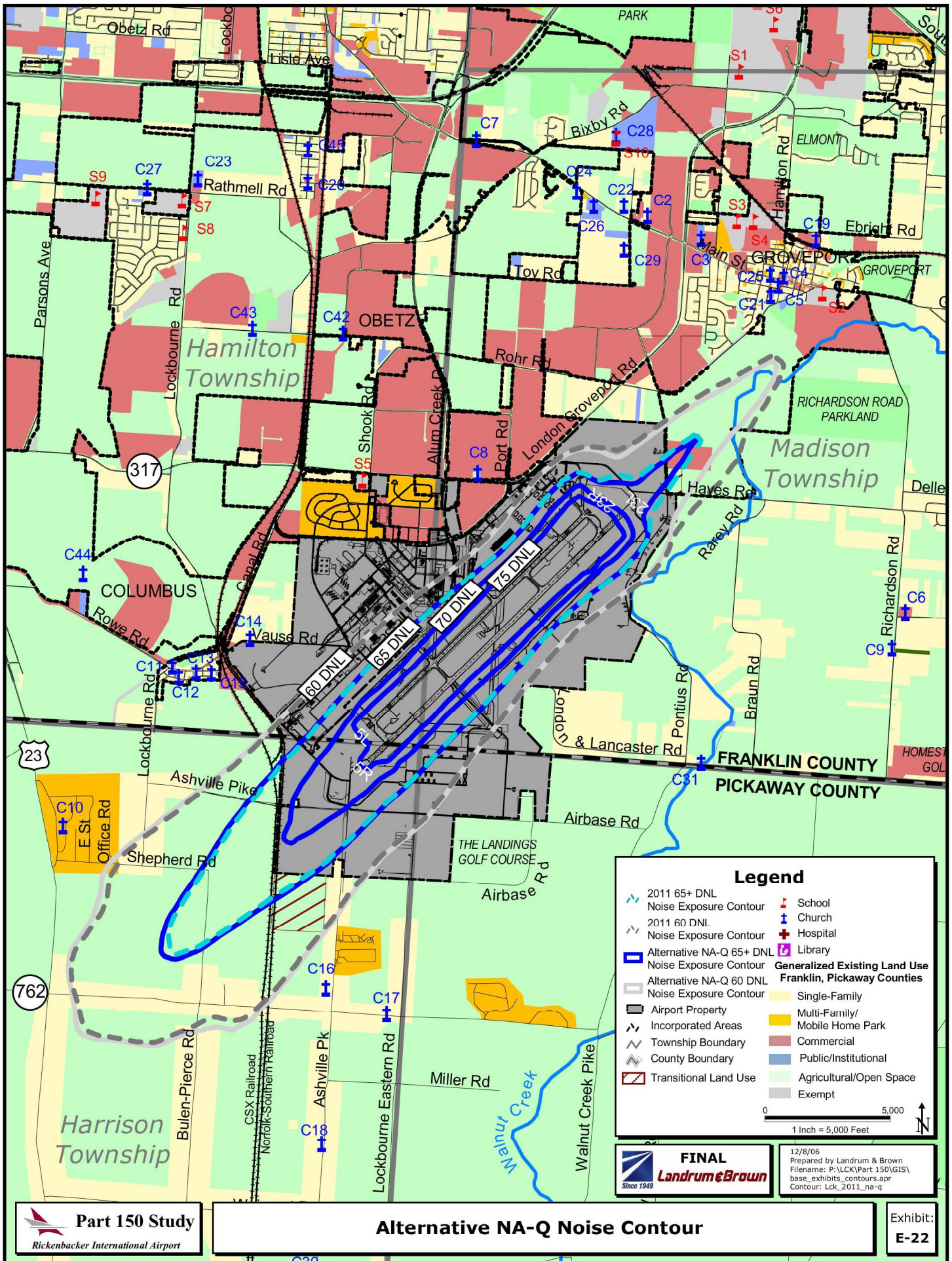
FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

2011 ALTERNATIVE NA-Q					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	40	0	0	0	0
Population	109	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	3.95	1.79	0.68	1.01	3.48
Acres	2,531	1,148	437	647	2,232

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-Q]



Legend

	2011 65+ DNL Noise Exposure Contour		School
	2011 60 DNL Noise Exposure Contour		Church
	Alternative NA-Q 65+ DNL Noise Exposure Contour		Hospital
	Alternative NA-Q 60 DNL Noise Exposure Contour		Library
	Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties	
	Incorporated Areas		Single-Family
	Township Boundary		Multi-Family/ Mobile Home Park
	County Boundary		Commercial
	Transitional Land Use		Public/Institutional
			Agricultural/Open Space
			Exempt

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1 Inch = 5,000 Feet

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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-R

TITLE:	Wind and weather permitting, designate Runways 5R and 5L as the preferential arrival runways and Runway 23L and Runway 23R as the preferential departure runways.
DESCRIPTION:	The current daytime runway use procedures are based on wind direction. The intent of this alternative is to use the preferential reverse flow during the daytime hours, wind and weather permitting. Preferential reverse flow is when aircraft arrive from the south on Runways 05L/05R and depart to the south on Runways 23L/23R.
BENEFITS:	This alternative could reduce overflights of the populated areas of the Villages of Groveport and Canal Winchester, if traffic operated in arrival and departure banks that do not overlap.
DRAWBACKS:	Due to the mix of arrivals and departures throughout the day and the training exercises conducted, this alternative would routinely result in head to head operations. Therefore, it is unlikely that any change to operating procedures would result from implementing this alternative.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates would be the responsibility of the Federal Aviation Administration.
EVALUATION METHOD:	Qualitative Assessment
FINDINGS AND RECOMMENDATION:	This alternative is not safe or feasible, therefore it is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-S

TITLE:	Designate Runway 5R/23L as the preferential runway.
DESCRIPTION:	Currently, Runway 5R/23L is the most heavily used runway due to its length and instrumentation on both ends of the Runway. The intent of this alternative is to use 23L/5R as much as is possible, reducing the amount that Runway 23R/5L is used.
BENEFITS:	Runway 5R/23L is located farther east than Runway 5L/23R. Therefore, aircraft would be slightly farther east when arriving and departing. This could reduce or eliminate noise impacts associated with activity on 5L/23R.
DRAWBACKS:	This would result in a small increase in taxi times and would increase noise for those areas under the Runway 5R/23L centerline. In addition, this alternative would limit the capacity of the airport to a single runway. There would be an increase of one home in the 60 Day-Night Average Sound Level (DNL) noise contour of Alternative NA-S as compared to the Future (2011) Baseline noise contour.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates would be the responsibility of the Federal Aviation Administration.
EVALUATION METHOD:	Integrated Noise Model Modeling
FINDINGS AND RECOMMENDATION:	This alternative would limit the airport to a single runway and would focus the noise impacts on the areas directly north and south of Runway 5R/23L. There would be an increase in one home in the 60 DNL of the Alternative NA-S noise contour as compared to the Future (2011) Baseline noise contour (see Table E-12). Alternative NA-S is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

**Table E-12
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-S
Rickenbacker International Airport**

FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

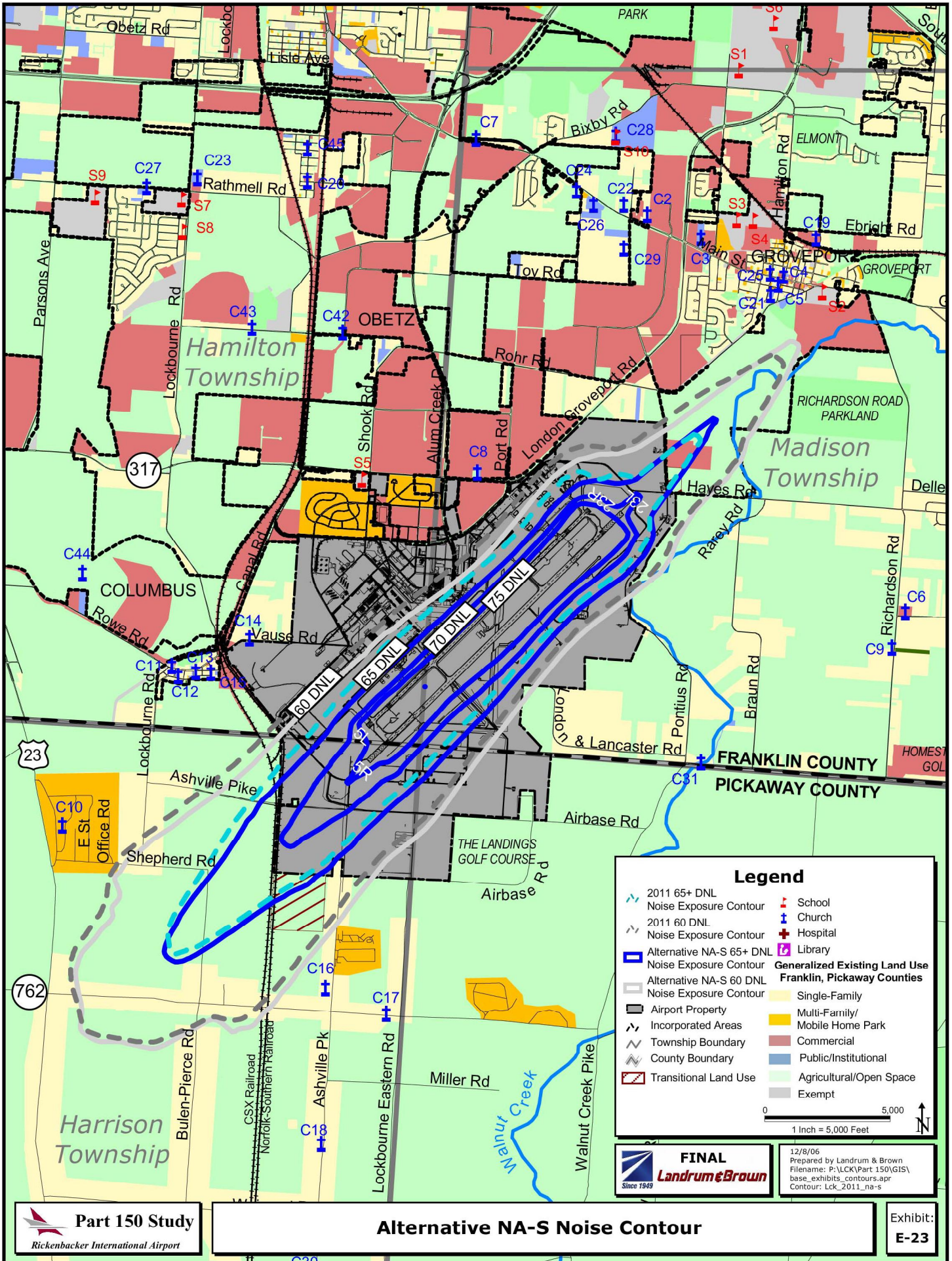
2011 ALTERNATIVE NA-S					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	39	0	0	0	0
Population	107	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.73	0.62	0.95	3.30
Acres	2,576	1,109	398	609	2,116

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-S]

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2011 65+ DNL Noise Exposure Contour	School
2011 60 DNL Noise Exposure Contour	Church
Alternative NA-S 65+ DNL Noise Exposure Contour	Hospital
Alternative NA-S 60 DNL Noise Exposure Contour	Library
Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties
Incorporated Areas	Single-Family
Township Boundary	Multi-Family/ Mobile Home Park
County Boundary	Commercial
Transitional Land Use	Public/Institutional
	Agricultural/Open Space
	Exempt

1 Inch = 5,000 Feet

FINAL
Landrum & Brown
Since 1949

12/8/06
 Prepared by Landrum & Brown
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 Contour: Lck_2011_na-s

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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-T

TITLE:	Designate Runway 5L/23R as the preferential runway.
DESCRIPTION:	Currently Runway 5R/23L is the most heavily used due to its length and instrumentation on both ends of the runway. Runway 23R does not have an Instrument Landing System (ILS), which allows aircraft to use the runway in poor weather conditions. The intent of this alternative is to use 23R/5L as much as is possible, reducing the amount that Runway 23L/5R is used.
BENEFITS:	This alternative would reduce taxi times for aircraft and would reduce noise impacts associated with activity on Runway 5R/23L.
DRAWBACKS:	Arrivals landing on Runway 23R would be closer to the populated area of the Village of Groveport. This would result in an increase of single event noise levels. In addition, this alternative would limit the capacity of the airport to a single runway that does not have an ILS on both ends of the runway.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates would be the responsibility of the Federal Aviation Administration.
EVALUATION METHOD:	Integrated Noise Model Modeling
FINDINGS AND RECOMMENDATION:	This alternative would focus noise impacts on the areas directly north and south of Runway 5L/23R and would result in no net change in the number of homes impacted by the 60-65 Day-Night Average Sound Level (DNL). However, the no net change is a result of shifting noise from one area to other areas. There are 13 newly impacted homes from the shift in the 60 DNL noise contour of Alternative NA-T as compared to the Future (2011) Baseline noise contour (see Table E-13). In addition, this alternative limits the airport to a single runway that is not equipped with ILS on one runway end. Therefore, Alternative NA-T is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.

**Table E-13
COMPARISON OF IMPACTS FUTURE (2011) BASELINE VERSUS 2011
ALTERNATIVE NA-T
Rickenbacker International Airport**

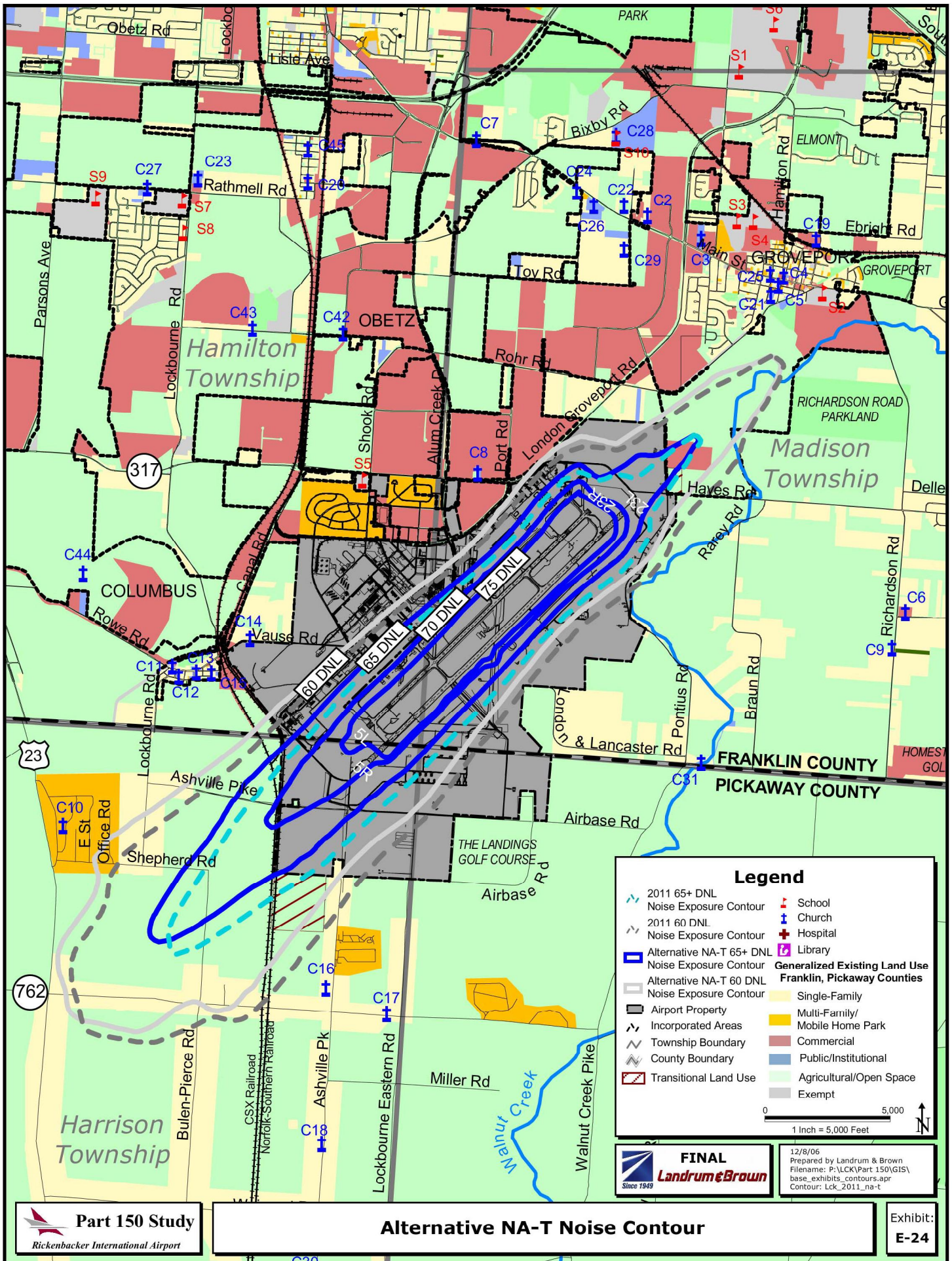
FUTURE (2011) BASELINE					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.03	1.78	0.67	1.01	3.46
Acres	2,579	1,139	429	646	2,214

2011 ALTERNATIVE NA-T					
CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	38	0	0	0	0
Population	104	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	3.96	1.76	0.59	0.98	3.33
Acres	2,576	1,109	398	609	2,116

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006 [contour: LCK_2011_NA-T]



Legend

	2011 65+ DNL Noise Exposure Contour		School
	2011 60 DNL Noise Exposure Contour		Church
	Alternative NA-T 65+ DNL Noise Exposure Contour		Hospital
	Alternative NA-T 60 DNL Noise Exposure Contour		Library
	Airport Property	Generalized Existing Land Use Franklin, Pickaway Counties	
	Incorporated Areas		Single-Family
	Township Boundary		Multi-Family/ Mobile Home Park
	County Boundary		Commercial
	Transitional Land Use		Public/Institutional
			Agricultural/Open Space
			Exempt

0 5,000
1 Inch = 5,000 Feet

FINAL
Landrum & Brown
Since 1949

12/8/06
Prepared by Landrum & Brown
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NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-U

TITLE:	Designate Runways 5R and 5L as the preferential nighttime (10:00 p.m. to 7:00 a.m.) runways.
DESCRIPTION:	The intent of this measure is to evaluate alternatives to the current reverse flow procedures in place during the nighttime hours of 11:00 p.m. and 7:00 a.m. This alternative recommends a north flow (departures on 5R/5L and arrivals on 5R/5L).
BENEFITS:	The areas to the south of the airport would benefit because a greater number of nighttime departures would operate to the north than currently.
DRAWBACKS:	This alternative would increase noise to the north of the airport, where the more densely populated areas exist.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates would be the responsibility of the Federal Aviation Administration. In addition, the cost of an environmental analysis, either an environmental assessment or an environmental impact statement, would be required.
EVALUATION METHOD:	Qualitative Assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-U is NOT RECOMMENDED for inclusion in the Noise Compatibility Program. If significant residential development occurs south of the airport, re-evaluation of this alternative is recommended.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-V

TITLE:	Modify NA-2 and NA-3 to eliminate the preferential reverse flow runway use during nighttime hours. Designate Runways 23R and 23L as the preferential nighttime (10:00 p.m. to 7:00 a.m.) runways.
DESCRIPTION:	The intent of this measure is to evaluate modifications to the current nighttime preferential reverse flow procedures in event that significant residential development occurs south of the airport. This alternative recommends a north flow (departures on 23R/23L and arrivals on 23R/23L), eliminating the reverse flow procedures and the airport would operate during the night as it does during the day.
BENEFITS:	This alternative would reduce noise from nighttime arrivals over the areas to the south of the airport.
DRAWBACKS:	This alternative would increase noise from nighttime arrivals to the north of the airport, where the more densely populated areas exist.
COST TO IMPLEMENT:	The costs for additional training, development, and publication of new procedures, and changing approach plates would be the responsibility of the Federal Aviation Administration. In addition, the cost of an environmental analysis, either an environmental assessment or an environmental impact statement, would be required.
EVALUATION METHOD:	Qualitative Assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-V is NOT RECOMMENDED for inclusion in the Noise Compatibility Program due to the increase in noise to the north of the airport.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-W

TITLE:	Construct a noise berm/wall.
DESCRIPTION:	This alternative recommends building a 16-foot noise berm/wall on the east side of the airport near London & Lancaster Road (2,000 feet long) and/or on the west side of the airport along Curtis Lemay Avenue (3,500 feet long). The intent of this alternative is to reduce ground noise impacts to the communities surrounding the airport. Berm/walls are most effective when located near the source (aircraft) or the receiver (homes).
BENEFITS:	A 16-foot barrier can reduce ground noise from ground activity for the homes immediately adjacent to a wall by up to 3 to 5 dB. If both walls were constructed approximately 30 homes would experience the maximum reduction in noise.
DRAWBACKS:	A noise/berm wall provides no beneficial reduction of noise from aircraft in flight. In addition, building a berm/wall would be expensive.
COST TO IMPLEMENT:	Construction of a berm/wall, 2,000 feet long, is estimated to cost approximately \$1,000,000 and construction of a berm/wall 3,500 feet long is estimated to const \$1,750,000.
EVALUATION METHOD:	Qualitative Assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-W is NOT RECOMMENDED for inclusion in the Noise Compatibility Program, due to the limited benefits for the high costs.

Noise Compatibility Program Alternative NA-X

TITLE:	Construct a Ground Run-up Barrier
DESCRIPTION:	Ground Run-up Barriers can be constructed to reduce noise impacts associated with run-up operations. They are typically installed at airports with heavy maintenance facilities and large numbers of complaints related to run-up operations. In recent years, no such maintenance has occurred and few, if any, complaints related to engine run-ups have been received. This may change in the future as AirNet continues to expand.
BENEFITS:	The construction of a Ground Run-up Barrier can reduce jet run-up noise levels by up to 10 dB within close proximity to the location where the run-ups occur.
DRAWBACKS:	The cost of a Ground Run-up Barrier can be in excess of \$200,000 and would only benefit those people living at or very near the airport boundary.
COST TO IMPLEMENT:	A total of \$200,000 - \$300,000.
EVALUATION METHOD:	Qualitative assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-X is NOT RECOMMENDED for inclusion in the Noise Compatibility Program, due to the limited benefits for the high cost.

Noise Compatibility Program Alternative NA-Y

TITLE:	Implement Ground Run-up restrictions.
DESCRIPTION:	The intent of this alternative is to reduce noise impacts from ground run-up activities, such as engine maintenance, by developing restrictions on location, time, duration, etc.
BENEFITS:	This alternative would provide guidelines for when, where, and what type of run-ups occur at the airport.
DRAWBACKS:	Limits the time and access for aircraft operators at Rickenbacker International Airport to conduct aircraft run-up operations for maintenance purposes. Engine run-ups are a necessary part of the maintenance check. Most maintenance is done at night so aircraft can be kept in service for regular daytime schedules.
COST TO IMPLEMENT:	None
EVALUATION METHOD:	Qualitative Assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-Y is NOT RECOMMENDED for inclusion in the Noise Compatibility Program. There are no complaints received from run-up activity at the airport.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE NA-Z

TITLE:	Implement Airport Operational Restrictions (Part 161).
DESCRIPTION:	This alternative considers the potential for implementing airport access restrictions for noise abatement. These may include curfews or restrictions on aircraft types or groups. Any such action is subject to the provisions of Part 161, which requires extensive proof of benefits relative to costs prior to approval by the Federal Aviation Administration
BENEFITS:	These restrictions can resolve noise annoyance problems during the most sensitive periods or of the most annoying events.
DRAWBACKS:	Part 161 requires extensive additional evaluation, with little hope of approval, given the FAA's current stance on Part 161 actions.
COST TO IMPLEMENT:	A comprehensive Part 161 study would cost \$3 to \$5 million. Litigation could cost a similar amount.
EVALUATION METHOD:	Qualitative assessment
FINDINGS AND RECOMMENDATION:	Alternative NA-Z is NOT RECOMMENDED for inclusion in the Noise Compatibility Program.



OHIO AIR NATIONAL GUARD
121 AIR REFUELING WING
121st AIR REFUELING WING (AMC)
RICKENBACKER IAP, COLUMBUS OHIO

22 August 2006

MEMORANDUM FOR RECORD

FROM: 121 ARW/SE (Maj Buzzard)

SUBJECT: Noise Abatement Options at Rickenbacker IAP

1. On behalf of the 121st Air Refueling Wing at Rickenbacker IAP I am responding to Landrum-Brown's FAA Part 150 study concerning noise abatement options. Of the four proposed measures this unit is strongly opposed to the idea of displacing the runway 23L threshold by 2000 feet for several reasons. As the chief of safety for the wing I believe this proposal violates the concept of risk management. When other viable options exist the removal of almost one half mile of usable runway is not a sound decision. It is not uncommon at Rickenbacker for runway 23R to be periodically closed for maintenance procedures. When this occurs a runway 23L reduced to 10,000 feet can impact our departure capability on a small number of high priority missions during hot weather or slippery conditions. Charlie Goodwin, general manager of Rickenbacker IAP, indicated the FAA would be prone to closing the first 2000 feet of 23L to all operations, to avoid associated maintenance costs, and not simply displace the portion of the runway to landing traffic. The KC-135R is not equipped with thrust reversers and to facilitate longer brake life our aircrews are instructed to, traffic permitting, use the full length of the runway on landing rollout. Increased brake wear will directly increase our maintenance costs.
2. We have a strong working relationship with the Columbus Regional Airport Authority at Rickenbacker IAP and are committed to working together to keep the operations safe and effective. Any questions concerning this issue can be addressed to me at (614) 492-3206.

//SIGNED//

DAVID S. BUZZARD, Major, OHANG
Chief of Safety, 121st Air Refueling Wing

From: Katherine.S.Jones@faa.gov [mailto:Katherine.S.Jones@faa.gov]
Sent: Friday, September 08, 2006 10:42 AM
To: Rob Adams
Cc: Sarah Potter
Subject: Rickenbacker Part 150

Rob:

This email answers some of the questions that we discussed in relation to the Rickenbacker Part 150.

1. Flight Procedures Modifications. The request by the airport sponsor to consider minor flight procedures modifications to take advantage of better flight corridors. There is no measurable benefit in the 65 DNL. We would not recommend putting this measure into the Part 150 program because there is no measurable benefit in the 65 DNL. Some of the issues that could arise from recommending this program measure are coordination with AT to ensure they are in agreement with the measure and implementing procedures and a community perception that if the AT procedures are included in the Part 150 measure they will be implemented, when in fact, they must undergo an environmental review (which may not be feasible because it would be a different line of business other than Airports to do the NEPA review).

Please let me know if you have any additional questions or would like to discuss these comments.

Thanks,
Katy

APPENDIX F LAND USE ALTERNATIVES

The subsequent pages provide information on the alternative land use management and mitigation measures that were suggested for inclusion in the Rickenbacker International Airport (LCK) Part 150 Noise Compatibility Program (NCP). Each measure was evaluated for the anticipated benefits and costs associated with its implementation. The alternatives were reviewed with the membership of the Planning Advisory Committee (PAC). The PAC discussions included the preliminary recommended measures to be included in the NCP as well as a recognition that the currently approved land use measures (LU-1 – LU-17) were either complete, no longer relevant, or duplicative, and as a result were generally confusing. It was suggested that the existing measures should be withdrawn and replaced with new measures that would retain the concepts that are still relevant. In addition, the new measures would be developed to reflect today's conditions at the airport and the policies of the Columbus Regional Airport Authority (CRAA), which assumed responsibility for LCK after the last Part 150 Study was prepared. The local planning professionals were invited to meet with the consultant if they had any questions or concerns. Copies of all of the materials that were sent are located in Appendix G, *Public Involvement*.

Based upon the comments received during the PAC meetings and the consultant's experience with the implementation of like measures around numerous airports throughout the U.S., recommendations for the acceptance or discarding of each alternative were presented to the PAC prior to the development of the final recommended NCP.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-A

TITLE:	Offer sound insulation for homes located within the 65+ Day-Night Average Sound Level (DNL) noise contour of the Existing or Future Noise Exposure Map (NEM).
DESCRIPTION:	Currently there are no homes within the Existing (2006) NEM or the Future (2011) NEM. However, it is Columbus Regional Airport Authority (CRAA) policy to offer sound insulation for eligible homes that are located within a 65+ DNL noise contour. Originally, this alternative was suggested in order to have a measure in place in the event that noise contours changed and homes were located in the 65+ DNL. However, after consultation with the Federal Aviation Administration (FAA), it became evident that this measure would not be approved because there was no benefit within the 65+ DNL at this time. In the event that noise contours do change and homes are located in the 65+ DNL, the CRAA may choose to prepare a focused NEM and Noise Compatibility Program (NCP) update (typically referred to as a supplemental Part 150), which would focus on this issue.
BENEFITS:	Brings LCK in line with the other CRAA airports in regards to corrective land use mitigation policy.
DRAWBACKS:	FAA has said that this alternative would not be approved because there are no homes within the 65+ DNL of either the Existing (2006) NEM or the Future (2011) NEM.
FINDINGS AND RECOMMENDATION:	This alternative is not recommended for inclusion in the NCP at this time. However, the CRAA should monitor operating and noise levels to determine if changes have occurred in the location of the 65+ DNL noise contour. If so, then a supplemental Part 150 Study may be prepared to revisit this issue.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-B

TITLE:	Offer acquisition ¹ 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).
DESCRIPTION:	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 aviation easement. 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.
BENEFITS:	Implementation of this alternative would reduce the likelihood that incompatible development would occur within the 65+ DNL noise contour. Acquiring land may also offer some community benefits as this land may be able to be banked and offered for future compatible development opportunities.
DRAWBACKS:	Purchasing land is expensive and there is no guarantee of redevelopment. Potential cost, if all acres were to be purchased, the cost would be between \$29,450,000 and \$44,175,000.
FINDINGS AND RECOMMENDATION:	This alternative is recommended for inclusion in the NCP.

¹ 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.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-C

TITLE:	For those undeveloped properties that are offered but unwilling to be acquired through LU-B, 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).
---------------	---

DESCRIPTION:	<p>Originally this alternative was suggested as a choice between LU-B acquisition and offering avigation easements. After discussions with the Planning Advisory Committee (PAC) and with the Columbus Regional Airport Authority (CRAA), it was determined that this alternative would be offered as an option to those property owners that did not want to participate in the acquisition program.</p> <p>This program would be offered to those property owners that refuse the purchase offer from measure LU-B. 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 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. Attached is a copy of a current avigation easement that was executed between the Rickenbacker Port Authority and a property owner located near LCK. A sample easement follows this measure.</p>
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BENEFITS:	Limits incompatible development within the 65+ DNL noise contour.
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DRAWBACKS:	Does not reduce noise and financially benefits the current property owners.
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FINDINGS AND RECOMMENDATION:	This alternative is recommended for inclusion in the NCP as a secondary option to acquisition (LU-B).
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DEED OF EASEMENT AND DECLARATION OF PROTECTIVE COVENANTS

KNOW ALL MEN BY THESE PRESENTS that _____, of _____ County, Ohio (hereinafter called "Grantors") grant to the Columbus Regional Airport Authority (hereinafter called "CRAA"), an authority established under Chapter 4582 of the Ohio Revised Code, an avigation easement upon the real property described in Exhibit "A" attached hereto (hereinafter called "the Property"), for the purposes recited herein, and do hereby declare and covenant for themselves and their heirs, personal representatives, successors and assigns that the premises described in Exhibit "A" shall be subject to the following restrictions, easements and limitations:

RECITALS

- A. WHEREAS, Grantor is the owner of certain real property, together with all appurtenances thereto and all buildings and improvements erected thereon (the "Property"), which Property is more particularly described in the attached Exhibit A which is hereby incorporated herein by reference; and
- B. WHEREAS, CRAA is the operator of Rickenbacker International Airport (hereinafter called the "Airport"), which is situated in proximity to the Property; and
- C. WHEREAS, due to its proximity to the Airport, the Property is currently and will in the future be subject to (i) aircraft noise levels of 60 DNL or higher, (ii) frequent aircraft overflights, (iii) loud aircraft noise associated with the takeoff and landing of aircraft, and (iv) other effects related to the operation of the Airport; and
- D. WHEREAS, the Property is located in a noise-impacted area (i.e. noise of 60 DNL or higher), and the approximate aircraft flight path at the Airport in relation to the Property is as shown in the Airport Master Plan and F.A.R. Part 150 Noise Compatibility Study updates for the Airport dated 1998, (i) present and future noise impacts may be annoying to users of the Property and may interfere with the unrestricted use and enjoyment of the Property, (ii) such noise impacts may change over time by virtue of greater numbers of aircraft, louder aircraft, seasonal variations, and time-of-day variations, (iii) changes in the Airport, its layout, and air traffic control operating procedures may result in increased noise impacts, and (iv) future owners' or occupiers' own personal perception of the noise impacts ay change and his or her sensitivities to aircraft noise could increase; and
- E. WHEREAS, Grantee has requested that Grantor grant an easement through the airspace of the Property for Airport-related purposes upon the terms of this easement.

NOW THEREFORE, for good and other valuable consideration, including one dollar (\$1.00) from Grantee to Grantor, the receipt and sufficiency of which is hereby acknowledged, the parties agree to the foregoing and as follows:

1. Avigation Easement. Grantor hereby grants a perpetual right-of-way and easement (hereinafter called "Avigation Easement"), for the use and benefit of CCAA, its successors and assigns, and the public, through and across the airspace above the surface of the Property, for the flight and passage of aircraft to, from, and around the Airport and all related activities and effects, including without limitation the right to cause in such airspace such noise and pollution as may be inherent in the operation of aircraft now known or hereafter used, for navigation of or flight in such airspace, and for use of such airspace for landing on, taking off from, or operating on or around the Airport.

Grantors also covenant, for themselves as the current owners of the Property, and for their heirs, personal representatives and all successors and assigns as follows:

- (a) No structures exceeding _____ feet in height (as measured from the highest elevation of the Property at ground level) shall be constructed on the Property and no other improvements, fixtures or structure in excess of _____ feet in height (as measured from the highest elevation of the Property at ground level) shall be permitted to be located or remain on the Property. Grantor further grants to the Grantee the right to enter upon the Property to trim any trees or other vegetation which exceed _____ feet in height (as measured from the highest elevation of the Property at ground level), at no cost or expense to Grantor. Any such entry by the Grantee shall be at reasonable hours and with reasonable notice to Grantor and the Grantee shall remove any limbs, wood or other debris generated by its entry so as not to interfere with Grantor's continuing use of the Property;
- (b) No use shall be made of the Property which would interfere with landing or taking off of aircraft at the Airport, otherwise constitute an airport hazard, or interfere with air navigation and communication facilities service the Airport;
- (c) All owners of the Property shall file with the Federal Aviation Administration and the Ohio Department of Transportation, Division of Aviation, notice consistent with the requirements of 14 Code of Regulations Part 77 (FAA Form 7460-1) prior to constructing any permitted facility, structure, or other item on the Property if such notice is required by Part 77 at the time of such construction;
- (d) No owner of the Property shall use, nor permit, nor suffer use of the Property in such manner as to create electrical interference with radio communication between any installations upon the Airport and aircraft, nor make it difficult for aircraft to distinguish between Airport lights and others, nor impair visibility in the vicinity of the Airport, nor otherwise endanger the landing, taking off, or maneuvering of aircraft at and around the Airport;

- (e) The Property shall not be used for construction of noise-sensitive buildings (schools, churches, hospitals, nursing homes, or libraries), or the construction of any house, townhouse, duplex, apartment building, or other similar building or improvement, which could in any way be utilized for residential purposes or for the congregation of people (it being the intent of this subsection to prevent any residential or noise-sensitive use of the Property); and
 - (f) No property owner shall hereafter use, nor permit, nor suffer use of the Property in such a manner as to create a potential for attracting birds or other wildlife that may pose a hazard to aircraft.
- 2. Covenant Not to Sue and Waiver of Claims. Grantor (a) covenants that Grantor shall not hereafter sue or prosecute Grantee with respect to noise, vibration or air pollution inherent (i) in the operation of aircraft, now or hereafter used, for navigation or other flight in the air space above the surface of the Property or in air space above other property in the vicinity of the Property or (ii) in the use of such air space for landing on, takeoff from, or operating on or around the Airport, and (b) waives any claim for liabilities, losses, damages, injuries, costs, and expenses against Grantee, both with respect to the flight of aircraft over the Property or over other property near the Property or any physical effects on the Property resulting therefrom (except aircraft fires, explosions and crashes and falling material), including, but without limitation, noise, air pollution, vibration or any other physical effect on the Property resulting from such flight of aircraft not excepted above; provided that this covenant shall not apply to any damages resulting directly from Grantee's or its agents or representatives intentional misconduct in the operation of the Airport.
- 3. Miscellaneous Provisions. The Avigation Easement, and the other rights and obligations hereunder, shall, except as otherwise provided herein, run with the land in perpetuity, and shall be enforceable by Grantee, its successors and assigns against Grantor, its successors and assigns; provided that the Avigation Easement, and the rights of Grantee hereunder, may only be assigned to an entity responsible for the operation of the Airport for the benefit of the public. The Avigation Easement, and the other rights and obligations hereunder, shall not be enforceable by or against any third party which is not a successor or assignee of Grantor or Grantee. The Avigation Easement, and the other rights and obligations hereunder, shall remain in full force and effect until such time, if ever, that the Airport shall cease to be utilized for public airport purposes, in which case the Avigation Easement shall be abandoned and the Grantee shall, upon demand of the Grantor, execute and deliver an appropriate instrument to the Grantor evidencing such abandonment.

All subsequent purchasers, grantees and lessees of the Property or any part thereof and all parties whose interests arise after the recording of this Deed of Easement and Declaration of Protective Covenants shall receive the property subject to and encumbered by the grants and covenants contained herein, which shall form a part of the basis for the bargain for the acquisition of any interest in the Property.

IN WITNESS WHEREOF, the Grantor, _____, or duly authorized representatives hereunto, has caused this instrument to be executed this _____ day of _____, 2005.

Signed and acknowledged in
the presence of:

Print Name: _____

By: _____

Its: _____

Print Name: _____

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-D

TITLE:	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 (NCP) noise contour, natural geographic and jurisdictional boundaries.
DESCRIPTION:	<p>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.</p> <p>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.</p> <p>The Columbus Regional Airport Authority (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.</p>
BENEFITS:	This measure would establish a static boundary around the airport within which consistent land use planning for compatibility purposes can be conducted.
DRAWBACKS:	There are a large number of jurisdictions with various zoning regulations. This would require the assistance of the Mid-Ohio Regional Planning Agency (MORPC) or some similar organization be used to help coordinate and facilitate this process.
FINDINGS AND RECOMMENDATION:	This alternative is recommended for inclusion in the NCP in conjunction with alternative LU-E.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-E

<p>TITLE:</p>	<p>Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD).</p>
<p>DESCRIPTION:</p>	<p>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.</p> <p>In the same manner as the City of Columbus, the Village of Groveport, and Franklin County (zoning only) 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.</p> <p>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 code 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.</p> <p>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-E 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.</p>

DESCRIPTION: <i>Continued</i>	The Columbus Codes use the 65 Day-Night Average Sound Level 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.
BENEFITS:	This measure would establish consistent land use controls within the ALUMD that would encourage uniform land development patterns that are compatible with airport operations.
DRAWBACKS:	There are a large number of jurisdictions with various zoning regulations. This would require the assistance of the Mid-Ohio Regional Planning Agency or some similar organization be used to help coordinate and facilitate this process.
FINDINGS AND RECOMMENDATION:	This alternative is recommended for inclusion in the Noise Compatibility Program in conjunction with alternative LU-D.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-F

TITLE:	Identify a multi-jurisdictional land use planning committee that will work to manage the land uses within the Airport Land Use Management District.
DESCRIPTION:	<p>During the Planning Advisory Committee meetings, a number of land use planning and transportation planning issues repeatedly came up from citizens and local jurisdictions. Most these issues do not fall under the scope of a Part 150 Study, and were brought up because of their geographic proximity to the airport.</p> <p>This alternative was suggested to provide a formal working group of land use planners from the surrounding jurisdictions. The purpose of the group would be to focus on land use planning efforts around the airport, including but not limited to, airport noise compatibility. The Columbus Regional Airport Authority (CRAA) would participate and support the efforts of this body where appropriate.</p> <p>The CRAA believes that a formal working group of land use planners would be a positive step, however the creation of this type of group is outside the scope of Part 150 and the CRAA.</p>
BENEFITS:	Provide a formal working group to discuss land use and transportation planning issues around the airport.
DRAWBACKS:	Not within the scope of a Part 150 Study or the CRAA to create or maintain.
FINDINGS AND RECOMMENDATION:	This alternative is not recommended for inclusion in the Noise Compatibility Program, however if such a group was formed, the CRAA would participate as appropriate.

NOISE COMPATIBILITY PROGRAM ALTERNATIVE LU-G

TITLE:	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).
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DESCRIPTION:	<p>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.</p> <p>Proposed State Legislation (House Bill 133) was written for the 122nd Ohio General Assembly (1997-1998). This Bill, introduced by Representatives Thomas, Corbin, and Terwilliger, 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.</p> <p>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.</p> <p>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 follows this evaluation sheet.</p>
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BENEFITS:	This measure would notify potential home owners of the airport and the noise associated with aircraft operations.
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Noise Compatibility Program Alternative LU-G
Continued

DRAWBACKS:	Requires cooperation of the Board of Realtors and other similar organizations.
FINDINGS AND RECOMMENDATION:	This alternative is recommended for inclusion in the Noise Compatibility Program in conjunction with alternative LU-D.

MODEL FAIR DISCLOSURE STATEMENT

NOTICE TO PROSPECTIVE BUYERS OF REAL PROPERTY OR LESSEES OF RESIDENTIAL PROPERTY WITHIN RICKENBACKER INTERNATIONAL AIRPORT ENVIRONS OVERLAY DISTRICT.

1. An Airport Environs Overlay District exists in the vicinity of Rickenbacker International Airport. All land within the area is or may be at a future date exposed to low and frequent airport overflights and aircraft noise of Day-Night Sound Level (DNL) 60 decibels (dB) or higher. Low and frequent aircraft overflights and aircraft noise DNL 60 dB can be annoying or disturbing.
2. The undersigned acknowledges that he or she has been informed the property being considered for (purchase OR lease) at:

Address

City

State

Zip Code

is within the Airport Environs Overlay District for the Rickenbacker International Airport. He or she further acknowledges that he or she has been given copies other the Rickenbacker International Airport Noise Exposure Maps (copies of which are attached hereto)

The undersigned has read and fully understands all other provisions relating to this Fair Disclosure Statement.

IN WITNESS WHEREOF, the parties have executed this Statement as of the day and year written below.

Date: _____

PRINT NAME OF BUYER OR LESSEE

PRINT NAME OF SELLER, LESSOR, BROKER

Current Address

Current Address

City State Zip Code

City State Zip Code

Signature

Signature

State of _____)

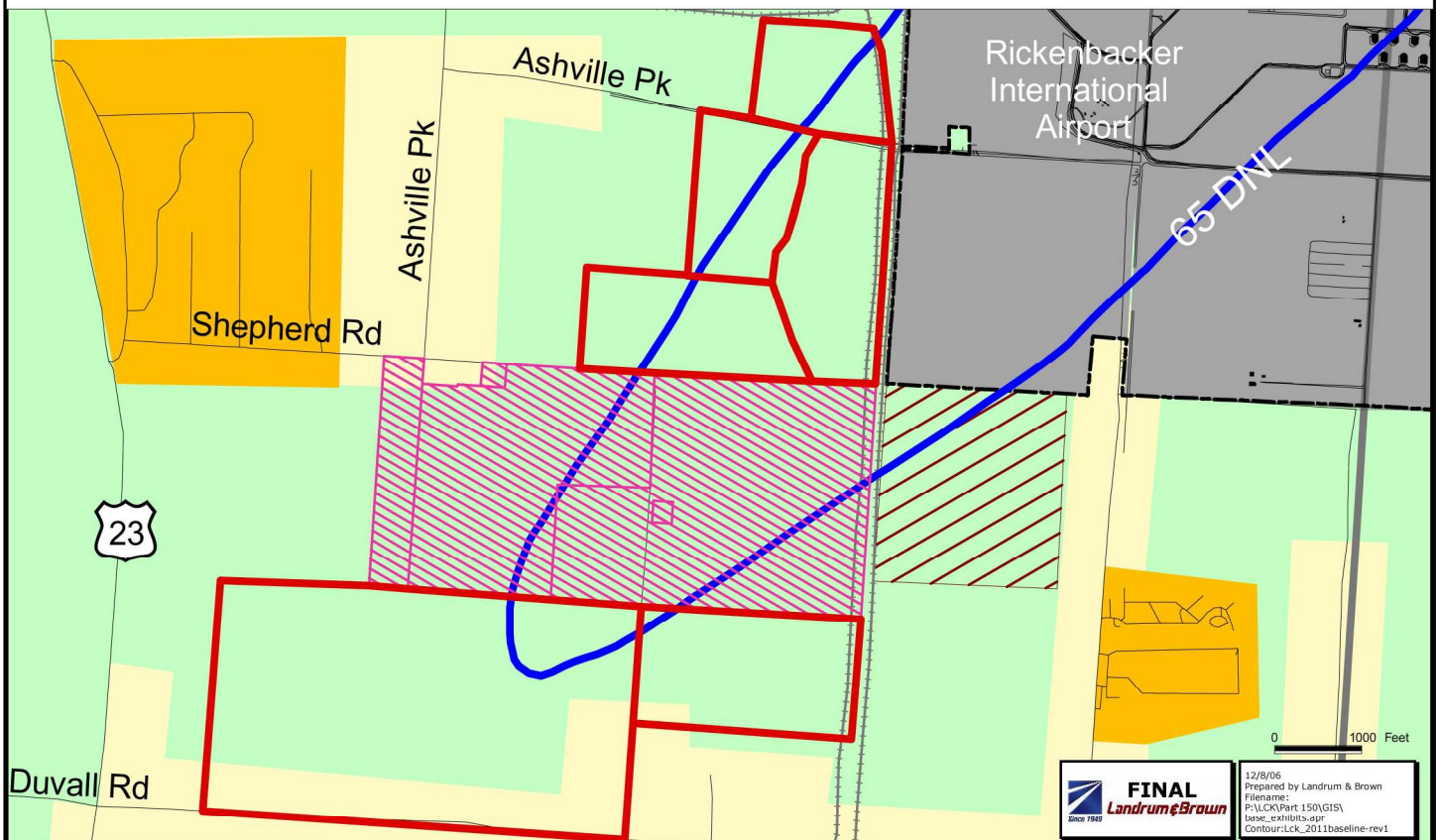
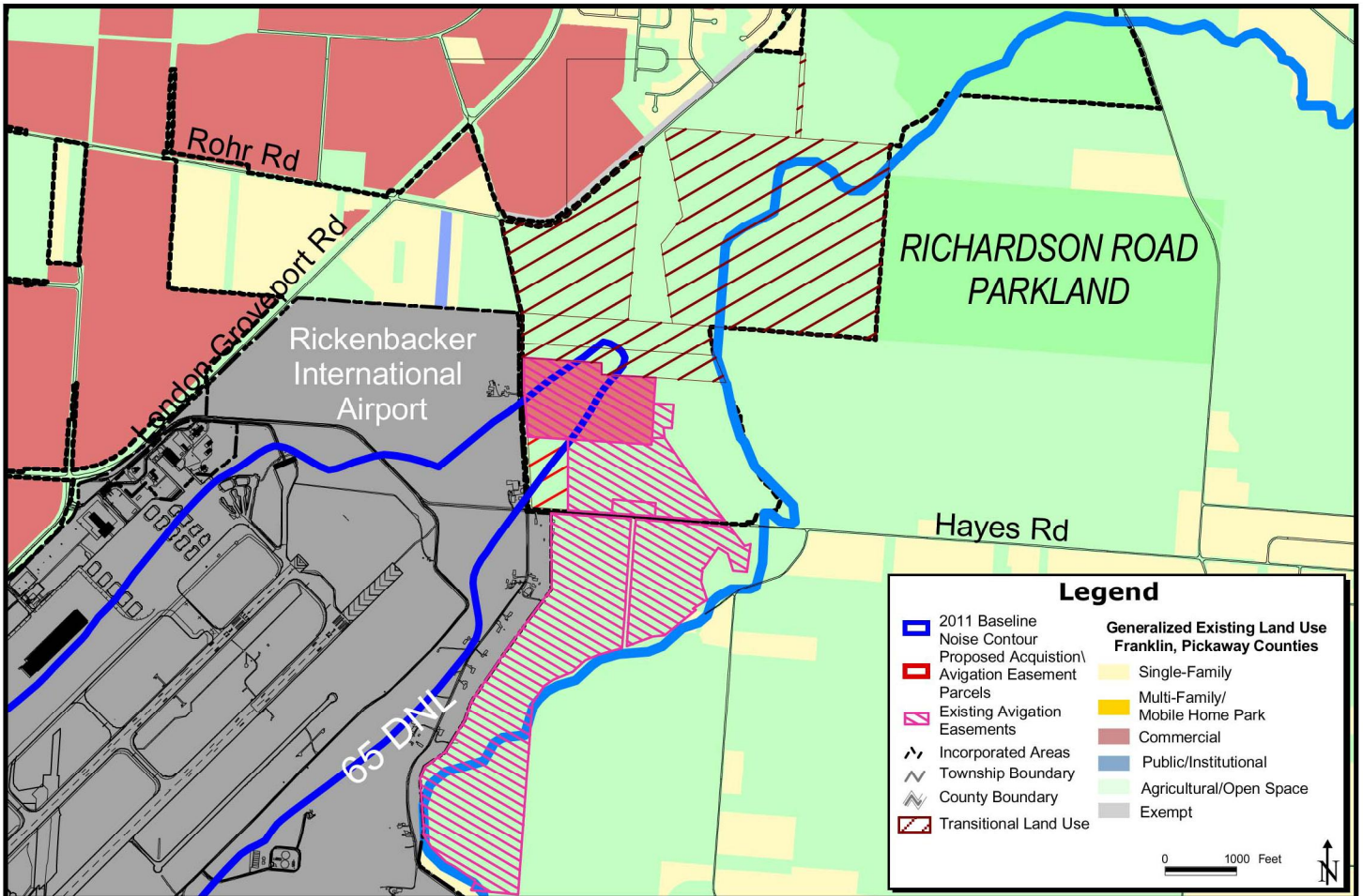
County of _____)

BE IT REMEMBERED that on the . day of _____, _____, before me, the under signed notary public in and for the county and state aforesaid, came _____, to me personally known, who being by me duly sworn did say that he is the _____ of _____ a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed on behalf of said _____ acknowledged said instrument to be free act and deed of said corporation.

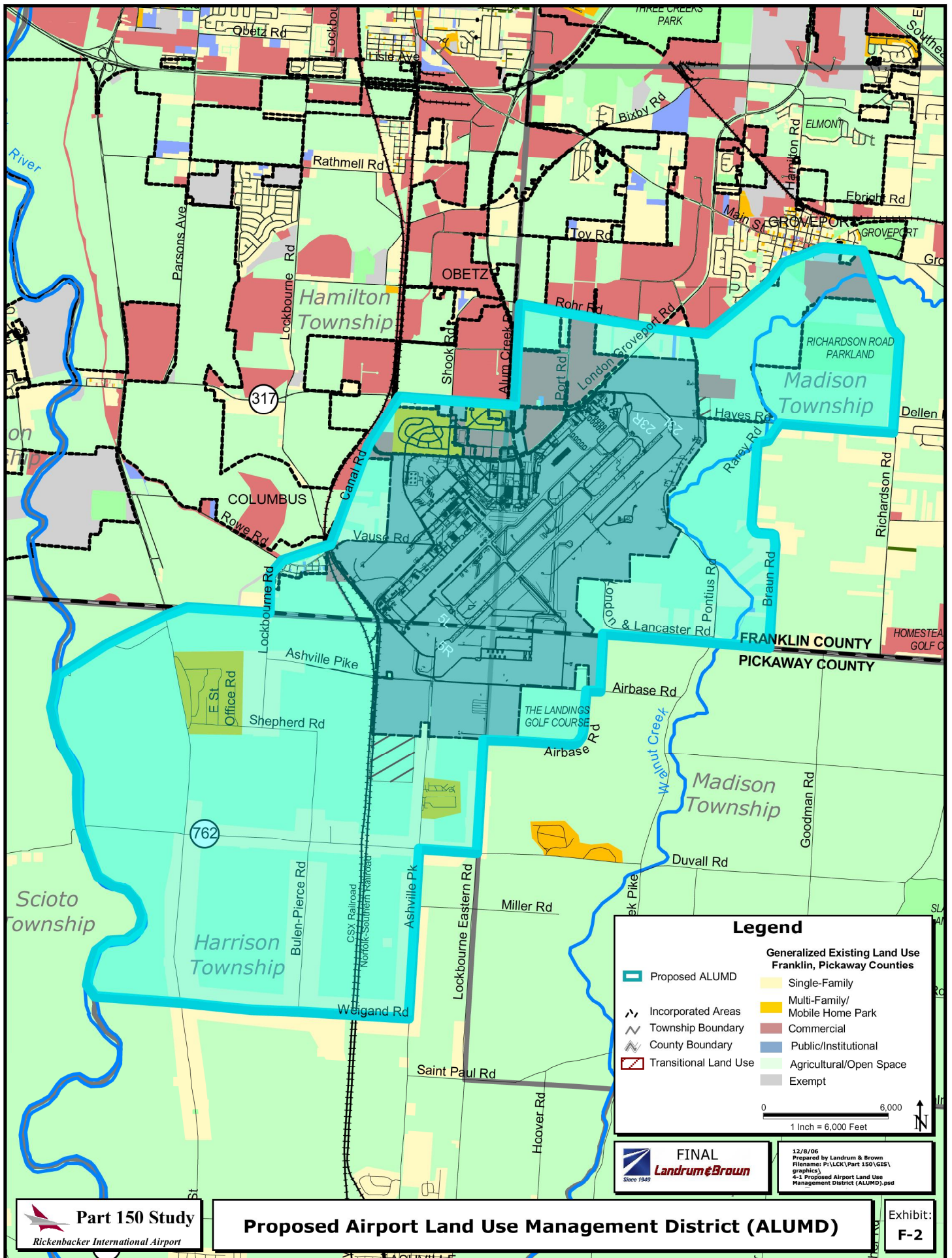
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year last above written.

Notary Public

My commission expires:



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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

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APPENDIX G PUBLIC INVOLVEMENT

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

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

- Discussion of the Planning Advisory Committee (PAC) membership and meetings
- Discussion of Focus Group Meetings
- Discussion of the Public Information Workshops
- Discussion of the Public Hearing
- Location of Study Documents for Public Review
- PAC meeting materials for each meeting including invitation letter, meeting registration, meeting presentation, and summary meeting notes
- Public Information Workshop meeting materials for each meeting including published notice, presentation boards, handouts, and comments received
- Noise Abatement Alternatives Coordination
- Land Use Alternatives Coordination
- Public Hearing comments received and response to comments

The dates for all study meetings are listed below:

<u>MEETING</u>	<u>DATE</u>
Planning Advisory Committee Meeting #1	October 11, 2005
Public Information Workshops #1	October 11, 2005
Planning Advisory Committee Meeting #2	February 9, 2006
Public Information Workshops #2	April 20, 2006
Planning Advisory Committee Meeting #3	April 20, 2006
Planning Advisory Committee Meeting #4	November 14, 2006
Public Hearing/Public Information Workshop #3	November 14, 2006

G.1 PLANNING ADVISORY COMMITTEE (PAC)

A PAC was established by the CRAA to provide residents, agencies, and local officials the opportunity to be involved in the Part 150 process. The PAC's role was to review and comment on the proposed noise abatement and land use mitigation measures. **Table G-1** lists the PAC membership.

**Table G-1
PLANNING ADVISORY COMMITTEE (PAC) MEMBERSHIP
Rickenbacker International Airport**

NAME	TITLE	COMPANY/AFFILIATION
Barbara Adams	Clerk	Madison Township
Douglas Browell	Village Administrator	Village of Obetz
Shannon Bush	Chairman	Hamilton Township Board of Trustees
Scott Buzzard	121 st ARW Chief of Safety	Ohio Army National Guard
Frank Christman	Village Administrator	Village of Asheville
Ralph Coon	Mayor	Village of Lockbourne
Jon Crusey	Administrator	Village of Groveport
Colleen Delo Wood	Station Manager	Hooters Air
Vickie Fleming	Clerk	Scioto Township
Terry Frazier	Planning Director	Pickaway County Office of Planning
Chris Gawronski	Senior Planner	Mid-Ohio Regional Planning Commission
Susan Trego	Clerk	Harrison Township
Nathan Green	Economic Development Director	Pickaway County
George Hammond	Village Administrator	Village of Lockbourne
Jean Ann Hilbert		Village of Groveport
Clint Jeffries	Senior Manager	FedEx
Katherine Jones	Community Planner	Federal Aviation Administration, Detroit Airports District Office
Rollie Kanavel	Operations Manager	Federal Aviation Administration, Port Columbus International ATCT
Robert Lawler	Director, Transportation	Mid-Ohio Regional Planning Commission
Chris Lenfest	Manager	Federal Aviation Administration, Port Columbus International Airport ATCT
Steve Maggio		FedEx
Chris Miller	Chief of Flying Standards	Air Force Air Guard
Allen Neimayer	Planning and Zoning Administrator	Village of Canal Winchester
Lee Brown	Planner	Franklin County
Reza Reyazi	Planner	City of Columbus Planning Division
Paul Pence		Harrison Township Zoning Board
Linda Potter		Groveport Resident
Prostel Thomas	Operations Manager	Federal Aviation Administration, Port Columbus International Airport ATCT
Albert Roese	Mayor	Village of South Bloomfield
Kevin Rudd	LCK Division Manager	Lane Aviation
Tom Schaner	Director of Operations	AirNet Systems Inc.

**Table G-1, Continued
PLANNING ADVISORY COMMITTEE (PAC) MEMBERSHIP
Rickenbacker International Airport**

NAME	TITLE	COMPANY/AFFILIATION
Rhonda Shappert	Mayor	Village of Commercial Point
Ron Short	LCK Gateway Manager	UPS
Mike Smith		Ohio Army National Guard Army Aviation Support Facility #2
Wayne Warner	Administrator	Madison Township
Kevin Wheeler	Long Range Planning Manager	City of Columbus Department of Development/Planning Division
Mike Yartin	Tower Manager	Rickenbacker International Airport ATCT
Connie Swoyer		Madison Township

G.1.1. COMMITTEE MEETINGS

The PAC was composed of representatives of local agencies; citizen representatives; Airport Traffic Control Tower (ATCT) staff; airport users; representatives from the local community; and CRAA staff. The PAC advised the FAA, CRAA staff, and the consultant on the analysis and recommendations of the Part 150 Noise Compatibility Study through meetings and review of analysis, findings, and recommendations.

Four PAC meetings were conducted throughout the study. Informal presentations were made at all of the PAC meetings and included open discussion. This format provided the opportunity for group discussions about land use and noise issues, airport operations, and implementation strategies. Presentation, meeting materials, and summary meeting notes from each of the four PAC meetings are presented later in this appendix. The date, time, and location of each PAC meeting are provided below.

PAC Meeting #1 - October 11, 2005

Snow Removal Equipment (SRE) Building, Rickenbacker International Airport
9:00 a.m. to 11:00 a.m.

PAC Meeting #2 - February 9, 2006

Emergency Operations Center, Port Columbus International Airport
9:00 a.m. to 11:00 a.m.

PAC Meeting #3 - April 20, 2006

Rickenbacker International Airport Terminal Building
9:00 a.m. to 11:00 a.m.

PAC Meeting #4 - November 14, 2006

Rickenbacker International Airport Terminal Building
9:00 a.m. to 11:00 a.m.

G.2 FOCUS GROUP MEETINGS

As part of the public participation requirement under FAR Part 150, the consultants and airport staff made themselves available for meetings with neighborhood organizations, airport user groups, local government officials, and local residents throughout the study period. Land use coordination was conducted with local land use planners to gather information by phone and mail. No requests were received for meetings from the planners.

A meeting was held on May 31, 2006 with members of the LCK ATCT, Port Columbus International Airport (CMH) ATCT, CRAA staff, and members of the Consultant Team. The meeting addressed potential noise abatement alternatives and the coordination required between LCK ATCT and CMH TRACON. Further coordination with the ATCT was conducted via phone and mail.

G.3 PUBLIC INFORMATION WORKSHOPS

The workshop environment provides the public with ample opportunity to participate in one-on-one discussions with airport staff, the Federal Aviation Administration (FAA), and the airport consultants, and to review the maps, noise contours, flight tracks, and other study analysis. Three workshop opportunities were provided to the public during the conduct of this study: October 11, 2005; April 20, 2006; and November 14, 2006. Newspaper notices for each set of workshops were published in the Columbus Dispatch, The Times (Suburban News, Canal Winchester edition), and the Circleville Herald. Information regarding each set of Public Information Workshops is included later in this appendix.

Public Information Workshops #1

The first set of Public Information Workshops was held on October 11, 2005, following the first PAC meeting.

Teays Valley High School
3887 St. Route 752
Ashville, Ohio 43103
4:30 p.m. – 6:00 p.m.

Glendening Elementary School
4200 Glendening Drive
Groveport, Ohio 43125
7:30 p.m. – 9:00 p.m.

The same information was presented at both workshops. CRAA staff and the consultant were available to present and discuss the information regarding the Part 150 study process, baseline noise exposure maps, and the next steps in the study. Newspaper notices, registration, handouts, and comments received are presented later in this appendix.

Public Information Workshop #2

The second Public Information Workshop was held on April 20, 2006, following the first PAC meeting.

Rickenbacker International Airport Terminal
4:30 p.m. – 7:30 p.m.

CRAA staff and the consultant were available to present and discuss the information regarding the Part 150 study process, baseline noise exposure maps, potential noise abatement, potential land use mitigation, potential implementation measures, and the next steps in the study. Newspaper notices, registration, handouts, and comments received are presented later in this appendix.

Public Information Workshop #3

The third Public Information Workshop was held on November 14, 2006, in conjunction with a Public Hearing.

Rickenbacker International Airport Terminal
4:30 p.m. – 7:30 p.m.

CRAA staff and the consultant were available to present and discuss the information regarding the Part 150 study process, baseline noise exposure maps, recommended noise abatement, land use mitigation, potential implementation measures, as well as the Draft document. Newspaper notices, registration, handouts, and comments received will be included in the final document.

G.4 PUBLIC HEARING

A Public Hearing was held concurrently with the third and final Public Information Workshop approximately twenty days after the Draft *Part 150 Noise Compatibility Program* document was distributed for public review. This Public Hearing was held on November 14, 2006 at the LCK Terminal from 4:30 p.m. to 7:30 p.m., and satisfied the requirement for a Public Hearing as specified in 14 CFR 150.23(e)(7). Interested citizens were encouraged to attend and to testify or provide written comments at this Public Hearing on the Draft Part 150 Noise Compatibility Study. A court reporter was available to record oral comments and comment forms were also provided. A transcript of the oral testimony and the written comments received at the Public Hearing are included in this Final Part 150 Noise Compatibility Study document. These comments have been organized and categorized by topic and a Response to Comments is included in this appendix.

G.5 AVAILABILITY OF THE DOCUMENT FOR PUBLIC REVIEW

Copies of the Draft *Part 150 Noise Compatibility Study* document were located in the locations listed below and newspaper notices were published announcing the availability of the document for review and comment prior to the public hearing. The public locations where a copy of the Draft *Part 150 Noise Compatibility Study* and this Final document are located for public viewing are listed below.

Locations for Document Review	
Columbus Regional Airport Authority Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Columbus Regional Airport Authority Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401 Or Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
Municipal Building Village of Lockbourne 85 Commerce Street Lockbourne, OH 43137 (614) 491-1443	Municipal Building Village of Canal Winchester 36 South High Street Canal Winchester, OH 43110 (614) 837-7501
Columbus Metropolitan Library Southeast Branch 3980 S. Hamilton Road Groveport, OH 43125 (614) 645-2350	Pickaway County Public Library Floyd E. Younkin Branch 51 Long St. Ashville, OH 43103 (740) 983-8856

**Planning Advisory Committee Meeting #1
October 11, 2005**

Letter of Invite
Registration
Presentation
Summary Meeting Notes
Letter to Jean Ann Hilbert

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Clint Jeffries
Senior Manager
FedEx
7066 Cargo Road
Columbus, OH 43217

Dear Mr. Jeffries:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

We are writing to ask for your participation on the Planning Advisory Committee (PAC) that is being formed as part of the Part 150 Study. The PAC will consist of representatives from the communities in the vicinity of the airport which are most affected by aircraft operations, airport users, cargo and air charter operators, air traffic control professionals, Federal Aviation Administration (FAA) representatives, and airport staff. The PAC will review study findings, comment on study recommendations before they are presented to the public at-large, and will participate in discussions related to aircraft noise issues.

The PAC will meet four times over the 18 months anticipated to complete the Part 150 Study. The first meeting of the PAC is scheduled for October 11, 2005 at 9:00 am. It will be held in the Snow Removal Equipment Building at Rickenbacker International Airport. The meeting will last approximately two hours. PAC members will receive meeting announcements, directions, and an agenda in advance of the meetings.

The CRAA has contracted with Landrum & Brown, a nationally recognized aviation planning firm to conduct our study. We are hopeful that you will be willing to assist the CRAA with this important process. Please let us know if you are able to attend the October 11th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc. who is assisting Landrum & Brown with the study process. Melanie may be reached by phone at (317) 955-8395 ext. 304 or via e-mail at mdepoy@Aerofinity.com.

Sincerely,

Elaine Roberts
Elaine Roberts, A.A.E.
President & C.E.O.
Columbus Regional Airport Authority

Port Columbus International Airport
4800 International Gateway
Columbus, Ohio 43219
Phone: (614) 221-4300
Fax: (614) 221-4300

Rickenbacker International Airport
7110 Riverside Drive
Columbus, Ohio 43217
Phone: (614) 491-1400
Fax: (614) 491-1400

Bolton Field Airport
4000 Bolton Road
Columbus, Ohio 43228
Phone: (614) 221-4300
Fax: (614) 221-4300

Port Columbus International Airport
4800 International Gateway
Columbus, Ohio 43219
Phone: (614) 221-4300
Fax: (614) 221-4300

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Phone: (614) 221-4300
Fax: (614) 221-4300

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Tom Schaner
AirNet Systems, Inc.
7250 Star Check Drive
Columbus, OH 43217

Dear Mr. Schaner:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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Sincerely,

Elaine Roberts
Elaine Roberts, A.A.E.
President & C.E.O.
Columbus Regional Airport Authority

Port Columbus International Airport
4800 International Gateway
Columbus, Ohio 43219
Phone: (614) 221-4300
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Rickenbacker International Airport
7110 Riverside Drive
Columbus, Ohio 43217
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Bolton Field Airport
4000 Bolton Road
Columbus, Ohio 43228
Phone: (614) 221-4300
Fax: (614) 221-4300

Port Columbus International Airport
4800 International Gateway
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7110 Riverside Drive
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Bolton Field Airport
4000 Bolton Road
Columbus, Ohio 43228
Phone: (614) 221-4300
Fax: (614) 221-4300

Board of Directors
Kathleen H. Roberts
Chair
Joseph A. Ashby
Vice Chair

Don M. Castro, III
John W. Keebler
Wm. J. Linn
James P. Logsdon, P.E.
George A. Summers
Debra E. Smith
Doreen L. White

Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Ron Short
UPS
2102 Reserve Road
Columbus, OH 43217

Dear Mr. Short:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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Sincerely,

Elaine Roberts
Elaine Roberts, A.A.E.
President & C.E.O.
Columbus Regional Airport Authority

Board of Directors
Kathleen H. Roberts
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Joseph A. Ashby
Vice Chair

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Doreen L. White

Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Colleen DeLo
Station Manager
Hickory Air
2285 John Circle Drive
Columbus, OH 43217

Dear Ms. DeLo:

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Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Linda Potter
4899 Johannes Drive
Groveport, OH 43015

Dear Ms. Potter:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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Fort Columbus International Airport
4000 International Gateway
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Fax: 614-238-4359

Rickenbacker International Airport
7045 Second Street
Columbus, OH 43211
Phone: 614-441-1101
Fax: 614-441-0281

Bolton Field Airport
2001 Poplar Street
Columbus, OH 43207
Phone: 614-221-2201
Fax: 614-221-4000

Port Columbus International Airport
5007 International Gateway
Columbus, OH 43219
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Rickman Field Airport
1911 Donnell Drive
Columbus, OH 43217
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Vince Papsidero
Planning Administrator
City of Columbus
Department of Development/Planning Division
109 N. Front Street
Columbus, OH 43216

Dear Mr. Papsidero:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Kevin Wheeler
Long Range Planning Manager
City of Columbus
Department of Development/Planning Division
109 N. Front Street
Columbus, OH 43216

Dear Mr. Wheeler:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Terany Noble
Interim Director
Franklin County
Development Department-Zoning & Planning
280 E. Broad Street
Suite 202
Columbus, OH 43215

Dear Ms. Noble:

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President & C.E.O.
Columbus Regional Airport Authority

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Columbus, Ohio 43215
Phone: 614-231-4100
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Columbus, Ohio 43217
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Phone: 614-481-4200
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

The Honorable Shannon Bush
Chairman
Harrison Township
Board of Trustees
6400 Lockbourne Road
Lockbourne, OH 43137

Dear Chairman Bush:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Robert Lawler
Director, Transportation
Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, OH 43215

Dear Mr. Lawler:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Dorothy Green
Clerk
Harrison Township
Township Trustees
290 E. Main Street
Asthoria, OH 43103

Dear Ms. Green:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Micho Fleming
Clerk
Scioto Township
12100 Walker Road
Ashville, OH 43103

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President & C.E.O.
Columbus Regional Airport Authority

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5600 International Parkway
Columbus, OH 43219
Phone: 614-222-4400
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Connie Swoyer
Clerk
Madison Township
9718 Marcy Road
Ashville, OH 43103

Dear Ms. Swoyer:

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Daniel E. Swann
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
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September 14, 2005

Mr. Wayne Warner
Administrator
Madison Township
4675 Madison Lane
Ormsport, OH 43126

Dear Mr. Warner:

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Sincerely,

Elaine Roberts
Elaine Roberts, A.A.E.
President & C.E.O.
Columbus Regional Airport Authority

Board of Directors
Richard H. Flanigan
Chair
Joseph A. Altst
Vice Chair

David M. Gault, III
John W. Kessler
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Daniel E. Swann
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Terry Frazier
Planning Director
Pickaway County
Office of Planning
139 West Franklin Street
Circleville, OH 43113

Dear Mr. Frazier:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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COLUMBUS REGIONAL AIRPORT AUTHORITY
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September 14, 2005

Mr. Nathan Green
Economic Development Director
Pickaway County
199 West Franklin Street
P.O. Box 506
Circleville, OH 43119-0506

Dear Mr. Green:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
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September 14, 2005

Mr. Jon Crusey
Administrator
Village of Groveport
895 Blacklick Street
Groveport, OH 43021

Dear Mr. Crusey:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Joan Ann Hilbert
Village of Groveport
814 Main Street
Groveport, OH 43215

Dear Ms. Hilbert:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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COLUMBUS REGIONAL AIRPORT AUTHORITY
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September 14, 2005

The Honorable Ralph Coon
Mayor
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

Dear Mayor Coon:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Douglas Browell
Village Administrator
Village of Obetz
4775 Alum Creek Drive
Obetz, OH 43207

Dear Mr. Browell:

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Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Allen Melnyak
Planning & Zoning Administrator
Village of Canal Winchester
30 South High Street
Canal Winchester, OH 43110

Dear Mr. Melnyak:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Albert Rosen
Mayor
Village of South Bloomfield
5023 South Union Street
South Bloomfield, OH 43103

Dear Mayor Rosen:

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Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
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September 14, 2005

Mr. Frank Christmas
Village Administrator
Village of Ashville
200 E. Station Street
P.O. Box 165
Ashville, OH 43103

Dear Mr. Christmas:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

The Honorable Rhonda Shappert
Mayor
Village of Commercial Point
P.O. Box 78
Commercial Point, OH 43118

Dear Mayor Shappert:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Chris Lanfest
Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

Dear Mr. Lanfest:

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Sincerely,

Elaine Roberts
Elaine Roberts, A.A.E.
President & C.E.O.
Columbus Regional Airport Authority

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Fax: 614-229-4000

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Paul Pence
Harrison Township Zoning Board
Harrison Township House
2748 Weigand Road
Ashfield, OH 43103

Dear Mr. Pence:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Mike Yarin
Rickenbacker International Airport ATCT
7450 Alum Creek Drive
Columbus, OH 43217

Dear Mr. Yarin:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Ms. Katherine Jones
Community Planner
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, MI 48174

Dear Ms. Jones:

The Columbus Regional Airport Authority (CRAA) is initiating a study to document the noise effects from aircraft operations at Rickenbacker International Airport. The study is commonly referred to as a Part 150 Noise Compatibility Study (Part 150 Study). The purpose for conducting a Part 150 Study is to develop a balanced and cost-effective plan to reduce current noise impacts, where practical, and to limit the potential for future noise impacts.

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Kevin Ruedt
LOK Division Manager
Lans Aviation
2265 John Circle Drive
Columbus, OH 43217

Dear Mr. Ruedt:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Dale Taylor
Flight Operations Officer
Army Air Guard
Army Aviation Support Facility #2
7750 South Access Road
Building 918
Columbus, OH 43217

Dear Mr. Taylor:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

September 14, 2005

Mr. Chris Miller
Chief of Flying Standards
Air Force Air Guard
7370 Minuteman Way
Columbus, OH 43217

Dear Mr. Miller:

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**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE
 October 11, 2005**

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
SMITH, MICHAEL W. (MAJ)	Army Aviator Support Facility #2	614-336-6414
D.K. TAYLOR	" " "	614-336-6403
GEORGE E. HAMMOND	99 Williams Street Lockbourne, Ohio 43137	614-491-1443
Ralph J Coon	55 Landis St Po. Box 186 Lockbourne, Ohio 43137	614-491-9267
Tom Schaner	7250 Star Check Dr Columbus, OH 43217	614-409-4801
MIKE YARTIN	7400 Alum Creek Dr. Columbus OH 43217	614-492-3460
Clint Jeffries	7066 Cargo Road Columbus OH 43217	614-492-6107
Steve Maggio	7066 Cargo Road Columbus, OH 43217	614-492-6105
PROSTELL THOMAS	CMAH ART Columbus, OH	614-338-4030/4092
Chris Lenfest	4227 INTERNATIONAL GATEWAY COLUMBUS, OH 43219 DOT/FAA CMAH ATCT	(614) 338-4030
Claire Roberts	Cols. Regional Airport Authority	239-4004

**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE
 October 11, 2005**

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NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Robert Lawler	285 E. Main St. Columbus OH 43215	614 233 4160
Beth Clark	Columbus Planning Division 609 N. Front St. Columbus OH 43215	614-645-6096
Brandie Colburn-Cresswell	4120 McCallister Ave. Columbus, Ohio 43227	614-235-4379
Colleen DeLo Wood	2295 John Circle Drive, Suite H Columbus, Ohio 43217	614-332-9490

**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
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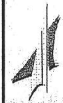
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NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Jon Cruisey	655 Blacklick Groveport 43125	(614) 830-2041
JeanAnn Hilbert	"	836-5904
James S. Kuhlwein	11645 Buler Pierce Rd Lockbourne Ohio 43137	614 989-9343
James Lewis	11658 Buler Pierce Rd Lockbourne, Ohio 43137	740-983-4372
Dave Clawson	CRAA 1600 International Gateway Columbus, OH 43219	614-239-5059
MARK KELBY	CRAA 4600 INTERNATIONAL GATEWAY COLUMBUS, OHIO 43219	614 239-5014
BERNIE MELESKI	CRAA	614-239-4042
DAVE WALL	CRAA	614-239-4063

**RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PLANNING ADVISORY COMMITTEE
October 11, 2005**

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Franklin Christman	Ashville Ohio 43103 17 Ash ten Drive	740/983-6360



Rickenbacker International Airport

FAR Part 150 Noise Compatibility Study

Planning Advisory Committee
Meeting 1

October 11, 2005



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

1



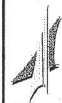
Planning Advisory Committee

Welcome and
Introductions



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

2



Today's Agenda

- Role of the Planning Advisory Committee
- History of Aviation Noise Abatement Planning
- What is a Part 150 Study?
- Part 150 Process
- Essential Elements of a Part 150 Study
- Previous Part 150 Studies at Rickenbacker
- Part 150 Schedule
- Existing Noise Exposure
- Noise Monitoring Program
- Next Steps



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

3



Role of the Planning Advisory Committee

- Sounding Board
- Link to the Community
- Reviewer
- Aid to Implementation
- Sub-committees
 - Land Use
 - Operational



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

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History of Aviation Noise Abatement Planning

- Jet Age + Rapid Expansion of Airports + Continued Suburban Development/Sprawl = **Adverse Noise Impacts**
- Aviation Noise Abatement Policy of 1976
- Aviation Safety and Noise Abatement Act of 1979
 - FAR Part 150 (1981) established requirements for airport owners who choose to submit noise exposure maps and develop noise compatibility planning programs to the FAA for review and approval.
 - Voluntary on the part of the sponsor and is not a requirement of the Federal government.



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FAR PART 150 NOISE COMPATIBILITY STUDY

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History of Aviation Noise Abatement Planning

- **Airport Noise and Capacity Act of 1990**
 - Established phase-out timeline of Stage 2 aircraft (Commercial aircraft >75,000 lbs)
 - Restricted airports from imposing locally based, non-voluntary restrictions without first completing a Part 161 Study. (To date no Part 161 has been submitted and approved by the FAA)
- **FAA Final Policy on Part 150 Noise Mitigation Measures (October 1, 1998)**
 - Individuals building a home within an approved and published noise exposure contour are NOT eligible for remedial noise mitigation.



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FAR PART 150 NOISE COMPATIBILITY STUDY

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What is a Part 150 Study?

- **Part 150 Studies Are Planning Studies**
 - Identify noise and land use impacts that exist today and in the future
 - Work to develop solutions within the FAA's framework
- **Part 150 Studies can open funding sources**
 - Following FAR Part 150 guidelines makes airport eligible for grants for implementing recommendations of the study
 - Funding is not guaranteed



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

7



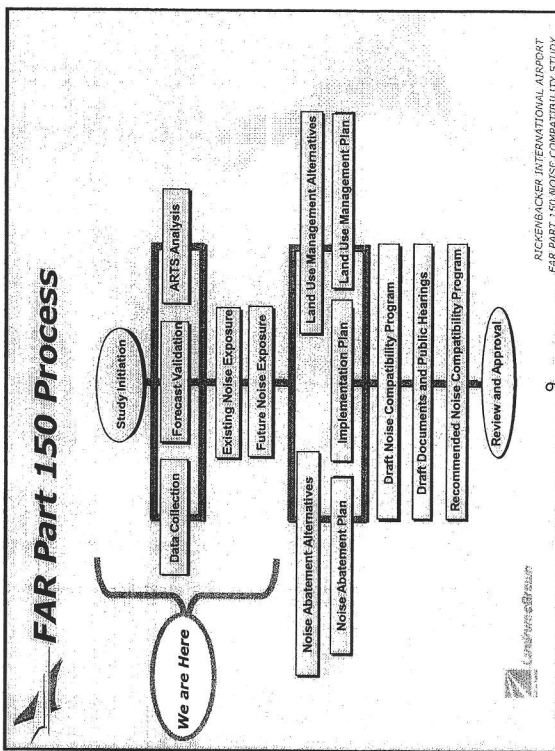
What is a Part 150 Study?

- **Part 150 Studies do not:**
 - Recommend closing an airport or implementing mandatory restrictions on aircraft
 - Give environmental approval for implementing noise abatement or land use programs



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FAR PART 150 NOISE COMPATIBILITY STUDY

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Part 150 Elements: Noise Exposure Maps

General: Maps depicting the existing and the future noise levels around the airport along with residential and other noise-sensitive land uses.

- FAR Part 150 provides guidance on the size, scale, and elements to be included.
- These maps are the starting point for identifying where there are noise impacts.
- Existing condition is based on last 12 months.
- Future condition projects noise levels five years out.

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FAR PART 150 NOISE COMPATIBILITY STUDY

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Part 150 Elements: Noise Exposure Maps

Technical:

- Represents an annual-average day (1 year of operations/365 days).
- Described with a set of continuous lines that represent equal levels of noise (e.g., 65 DNL).
- Prepared using the FAA's Integrated Noise Model (INM).
- Must use specific noise metric -- Day-Night Level (DNL).
- 24-Hour average
- Penalty for nighttime (10:00 p.m. - 6:59 a.m.) flights (x 10)
- National standard for all Federal agencies
- 65 DNL identified as threshold for impact

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

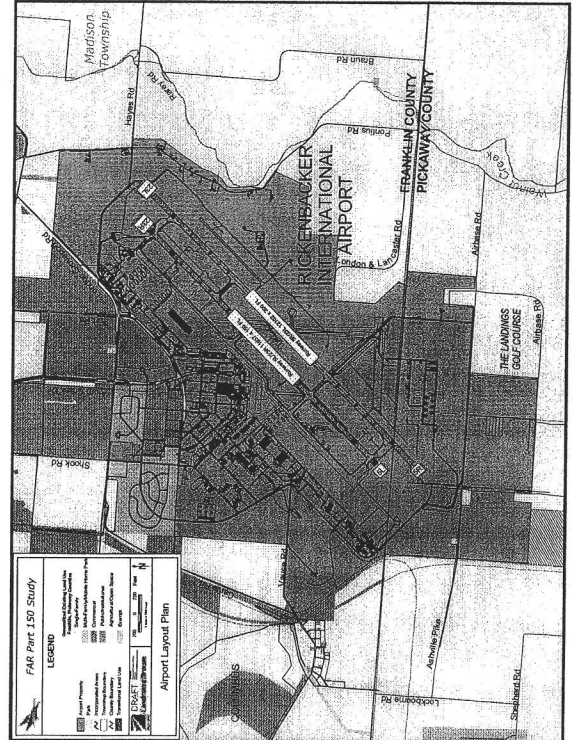
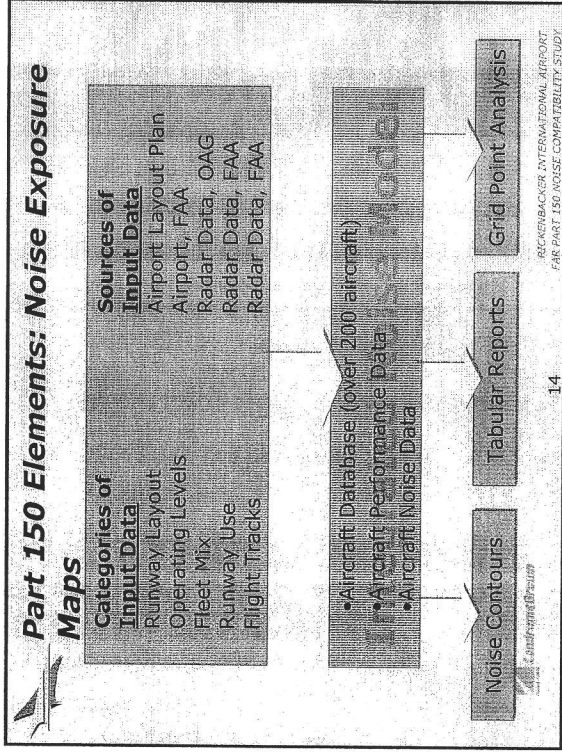
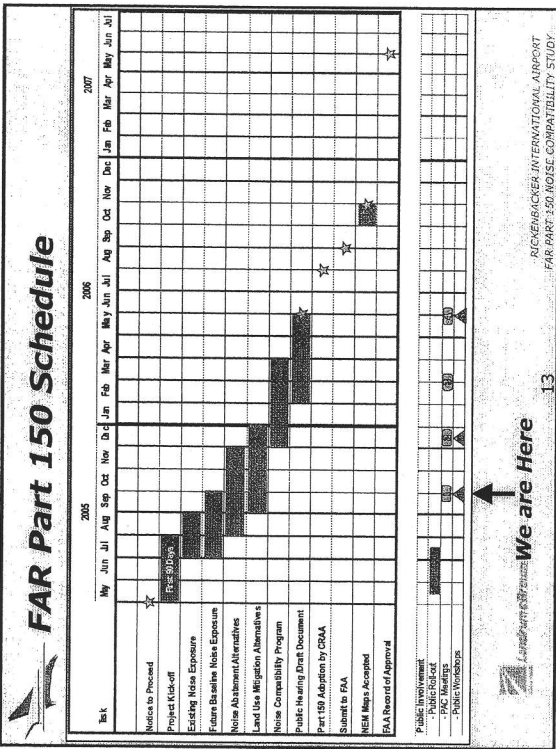
11

Previous Part 150 Studies at Rickenbacker

- Two Previous Part 150 Studies Completed (1989 and 1998)
- In the 1998 Part 150 Study:
 - Four Noise Abatement Measure Recommendations
 - Establish current flight tracks and nighttime runway use program.
 - Seventeen Land Use Management Recommendations
 - Recommended voluntary acquisition for limited number of properties.
 - Recommended land use controls to be implemented by local jurisdictions.
- Five Implementation Management Recommendations
 - Call for periodic updates of NEMs and NCP.
 - Recommendation for establishing a process for noise monitoring and noise complaint system.

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FAR PART 150 NOISE COMPATIBILITY STUDY

12



- ### 2005/06 Existing Noise Exposure Map
- **Airlines**
 - **Charter Airlines**
 - Hooters Air
 - Pan Am Clipper
 - **Cargo Airlines**
 - Federal Express
 - Evergreen Airlines
 - United Parcel Service
 - AirNet Systems
 - Atlas Air
 - Kalitta Air
 - Air Tahoma
 - **Military**
 - 121st Air Refueling Wing - Ohio Air National Guard
 - Ohio Army National Guard - Army Aviation Support Facility #2
 - **General Aviation**
 - FBO - Lane Aviation
- 16
- RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



2005/06 Existing Noise Exposure Map

□ Baseline Fleet Mix

- Charter operations consist mainly of the Boeing 737, and the Boeing 727-200.
- Cargo jet aircraft include the Airbus 300, Boeing 727, McDonnell Douglas DC-8, McDonnell Douglas DC-10, McDonnell Douglas MD-11, and the Boeing 747-200.
- AirNet cargo aircraft include the Lear 35, Cessna 208 and Baron 58.
- Military operations consist primarily of KC135 aircraft and helicopters.
- Business jets and single/twin-engine propeller aircraft make up the general aviation fleet.



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

17



2005/06 Existing Noise Exposure Map

□ Runway End Utilization

- South Flow (arrive and depart Runways 23L and 23R)
 - 65% of the operations
- North Flow (arrive and depart Runways 05L and 05R)
 - 35% of the operations
- Noise Abatement Procedures Affecting Runway Use
 - Current noise abatement procedures call for the airport to operate in contra-flow between 11:00 p.m. and 7:00 a.m.
 - During contra-flow procedures, the aircraft arrive from the south on Runways 05L and 05R and depart to the south on Runways 23R and 23L.
 - Military touch-and-go operations depart Runways 23L and 23R as often as wind, weather, and operational restrictions allow.



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2005/06 Existing Noise Exposure Map

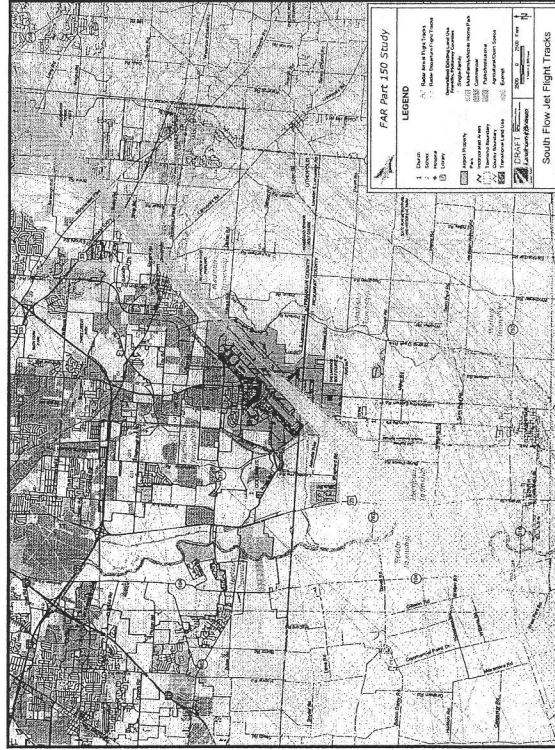
□ Flight Tracks

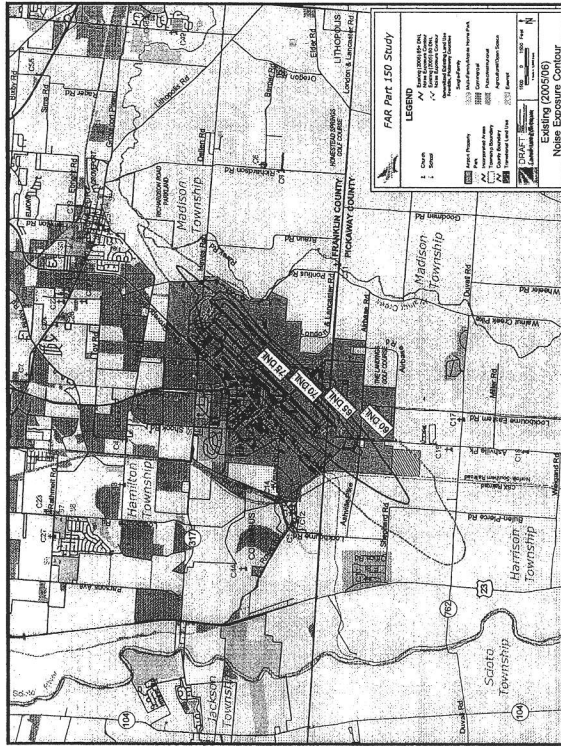
- Flight tracks are lines that represent the ground path of an aircraft as it arrives or departs the airport.
- Radar data was collected from the Total Airport Management Information System (TAMIS) representing each season.
- Noise Abatement Procedures Affecting Flight Tracks
 - Departures from Runways 5R and 5L turn right on a 70 degree heading.
 - Departures from Runways 23L and 23R fly straight out until reaching 3,000 ft. MSL.



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2005/06 Existing Noise Exposure Map

- Noise Exposure Contour Shape and Size**
 - North of the airport, the noise contour primarily reflects usage of aircraft arriving from the north.
 - South of the airport, the noise contour primarily reflects usage of aircraft departing to the south.
 - Contour shape and size also reflects a heavier use of Runway 23L/05R.
- Area and Housing Counts**

2005/06 Existing	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
Housing Units	11	0	0	0	11
Population	30	0	0	0	30
Area	3.39	1.43	0.55	0.92	6.29

*Population estimated based on U.S. Census data

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Future Baseline Noise Exposure Contours

- Future Operating Levels (2011)**
 - Prepared update to forecast of activity
 - Passenger Operations:** ~1% growth - based on forecast of enplanements and load factors.
 - AirNet:** no growth - based on conversations with the airline.
 - Other Cargo:** ~2% growth - based on current and historical cargo volumes.
 - Military:** no growth - based on conversations with the military.
 - General Aviation:** 1% growth - based on FAA forecasts.
 - Approximately 70,015 annual operations
 - Overall 2% increase from 2005/06 Baseline

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Future Baseline Noise Exposure Contours

- Future Fleet Mix**
 - Charter and cargo jet aircraft are expected to remain similar to baseline conditions
 - AirNet may replace small prop aircraft with larger turboprops
 - Military operations are expected to continue using KC135 aircraft and helicopters
 - Business jets and single/twin-engine propeller aircraft will continue to serve the corporate and general aviation market

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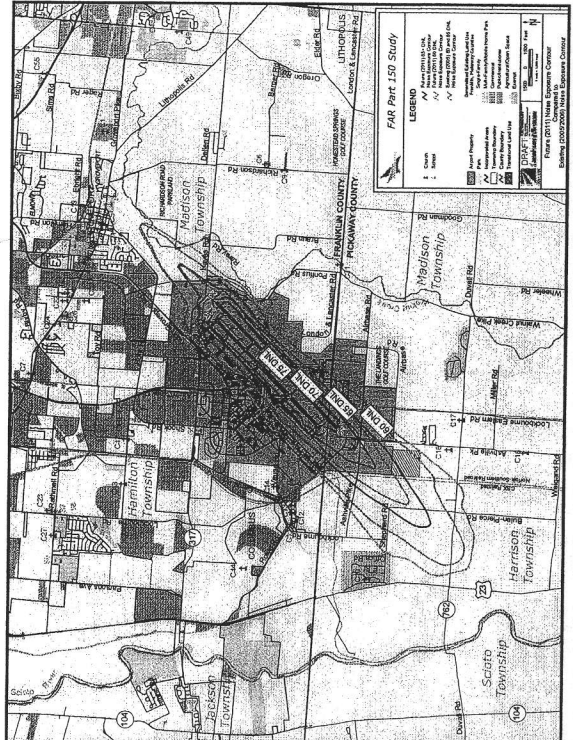
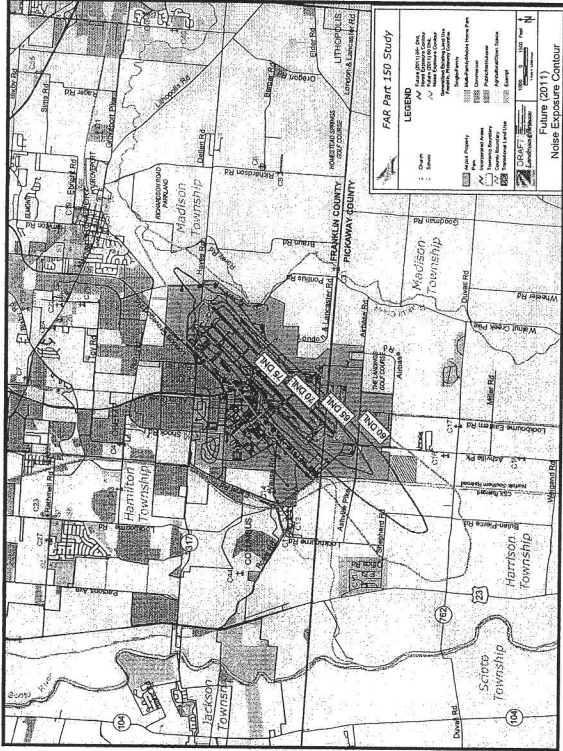
Future Baseline Noise Exposure Contours

- Future Airfield / Airspace Operating Assumptions

No Change from 2005/06	Changed from 2005/06
Runway Layout	Operations Levels
Runway Use	Aircraft Types
Flight Tracks	

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FAR PART 150 NOISE-COMPATIBILITY STUDY

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Future Baseline Noise Exposure Contours


- Noise Exposure Contour Shape and Size
 - Shape remains similar to the Existing 2005/06 noise contour.
 - Growth in the size of the contour due to the increase in the operations.
- Area and Housing Counts

	2005/06 Existing	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
Housing Units	11	0	0	0	0	11
Population	30	0	0	0	0	30
Area	3.39	1.43	0.55	0.92		6.29
2011 Future Baseline						
Housing Units	38	0	0	0	0	38
Population	104	0	0	0	0	104
Area	4.03	1.78	0.67	1.01		7.49

*Population estimated based on U.S. Census data

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FAR PART 150 NOISE-COMPATIBILITY STUDY

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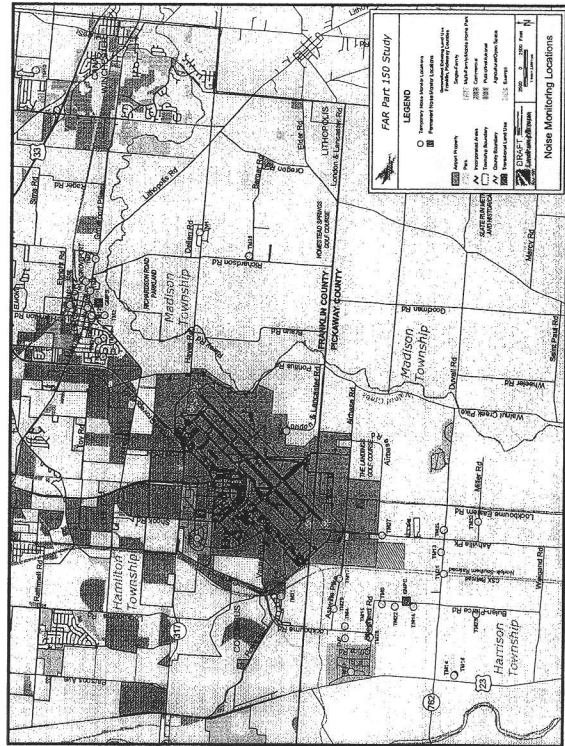
Noise Monitoring Program

- **Purpose**
 - Validate/verify the input data in the Integrated Noise Model (focus on departures)
 - Obtain "real-life" noise measurements to assist in understanding the total noise environment
- **Conducted the week of June 27, 2005**
 - 3 person team
 - Collected noise readings at 33 sites (approx. 1 hr.)
- **Results**
 - Loudest aircraft recorded was Boeing 747-200
 - Average number of aircraft observed at each site was 11



Noise Monitoring Program

- **Results (cont'd)**
 - Contra-flow operations were observed during AirNet arrival and departure banks between 11:00 p.m. and 7:00 a.m.
 - Results showed that the INM profiles of two aircraft types will be modified to better reflect the results of the aircraft monitoring.
 - Comparison to Permanent Noise Monitors
 - *Groveport Freshman School*: Measurements from the permanent noise monitors were within 1 db of the temporary noise monitor measurements.
 - *Bulen-Pierce Road*: Measurements from the permanent noise monitors were within 1-2 db of the temporary noise monitor measurements.



Noise Monitoring Program Results

SITE NO.	LOCATION	DATE MONITORED	TYPE OF EVENTS	HOURS MONITORED	SEL RANGE (DB)	PEAK AIRCRAFT	MAX RANGE (DB)
TM1	1999 Johnnie Dr., Groveport	06/28/05	Arrivals & Touch-n-Gos	12:00 p.m. - 1:00 p.m.	60.3 - 91.9	KCI35	52.0 - 84.8
TM2	Heritage Park, Groveport	06/28/05	Arrivals	1:00 p.m. - 2:30 p.m.	60.9 - 73.5	KCI35	52.0 - 66.4
TM3	Degenhart Park, Groveport	06/28/05	Arrivals	2:30 p.m. - 8:50 p.m.	60.6 - 83.9	Lea95	53.6 - 76.6
TM4	Kahville Pike, Groveport	06/28/05	Departures	11:00 p.m. - 1:00 a.m.	74.6 - 84.7	G208	62.7 - 79.3
TM5	Bulen Pierce Road, Groveport	06/29/05	Departures (3 Arr.)	5:55 a.m. - 4:50 a.m.	60.4 - 85.6	CV19	58.8 - 76.2
TM6	5575 Groveport Rd., Groveport	06/29/05	Arrivals	12:10 p.m. - 4:00 a.m.	72.7 - 90.8	KCI35	66.6 - 82.8
TM7	Shepherd & Bulen Pierce Rd., Groveport	06/29/05	Arrivals	4:50 a.m. - 1:45 p.m.	63.4 - 78.7	C208	54.0 - 77.1
TM8	7400 Groveport Rd., Groveport	06/29/05	Arrivals	1:45 p.m. - 9:00 p.m.	67.7 - 85.2	KCI35	60.3 - 76.7
TM9	844 Main St., Groveport	06/29/05	Arrivals	10:15 a.m. - 10:45 p.m.	63.3 - 102.3	B742	52.6 - 86.4
TM10	6501 Reservoir, Groveport	06/29/05	Arrivals	10:45 p.m. - 12:45 a.m.	58.5 - 66.9	Lea95	52.8 - 66.2
TM11	Elm Street, Groveport	06/30/05	Arrivals	12:45 p.m. - 9:15 p.m.	69.2 - 89.0	F16	55.6 - 62.6
TM12	Cona & Collins Street, Groveport	06/28/05	Arrivals	10:15 p.m. - 8:00 p.m.	60.1 - 84.6	KCI35	54.3 - 75.3
TM13	Duval Road, Groveport	06/28/05	Departures	8:00 p.m. - 9:55 p.m.	62.4 - 90.0	DC10	48.2 - 80.3
TM14	US Route 23, Groveport	06/28/05	1 Departure (4 Arr.)	10:00 p.m. - 11:20 p.m.	85.5	DC8	76.3
TM15	Bulen Pierce Road, Groveport	06/28/05	3 Departures (1 Arr.)	11:25 p.m. - 12:00 a.m.	73.2 - 99.9	B727	61.2 - 89.5
TM16	Bulen Pierce Road, Groveport	06/28/05	Departures (1 Arr.)	12:00 a.m. - 4:45 a.m.	73.3 - 89.6	Lea95	62.3 - 82.3
TM17	Ashtville Pike, Groveport	06/29/05	Arrivals	4:45 a.m. - 6:42 - 90.7	64.2 - 90.7	C208	55.3 - 79.5

Noise Monitoring Program Results

SITE NO.	LOCATION	DATE MONITORED	TYPE OF EVENTS	HOURS MONITORED	SEL RANGE (DB)	PEAK AIRCRAFT	MAX RANGE (DB)
TM18	US Route 23	06/29/05	Departures	4:58 a.m. - 9:00 p.m.	72.4 - 88.7	LeaR35	60.0 - 74.5
TM19	Harbinger Drive Church of Christ, Canal & Center Street	06/29/05	Arrivals	10:10 p.m. - 11:10 p.m.	56.8 - 86.4	8742	45.7 - 75.8
TM20	Center Street	06/29/05	Arrivals	10:10 p.m. - 11:10 p.m.	63.4 - 76.9	C208	54.6 - 69.4
TM21	Tallman & Shadow Run	06/29/05	Arrivals	10:00 p.m. - 11:10 p.m.	69.7 - 89.9	LeaR35	58.0 - 80.1
TM22	Bullen Pierce Road	06/28/05	Departures	6:46 p.m. - 10:05 p.m.	53.9 - 83.2	LeaR35	42.6 - 73.5
TM23	Duwall Road	06/28/05	Departures	11:30 p.m. - 1:30 p.m.	53.9 - 84.1	KC135	42.6 - 80.5
TM24	London - Lancaster Rd.	06/28/05	Departures	1:30 p.m. - 2:20 p.m.	52.8 - 71.6	KC135	42.7 - 60.6
TM25	Duwall Road	06/28/05	Departures	7:05 p.m. - 10:15 p.m.	46.9 - 58.4	C208	37.3 - 62.6
TM26	Shepherd Road	06/28/05	Departures (2 Arr.)	11:20 p.m. - 1:30 p.m.	67.3 - 88.9	B777	55.9 - 77.9
TM27	Shoville Pike	06/28/05	Departures	11:30 p.m. - 12:50 p.m.	63.3 - 79.0	PA31	52.0 - 84.8
TM28	Bullen Pierce Road	06/29/05	Arrivals	5:10 a.m. - 5:19 a.m.	42.4 - 75.9	LeaR35	48.6 - 66.3
TM29	Kennville Pike	06/29/05	Departures	5:50 a.m. - 7:00 a.m.	56.1 - 86.0	PA31	53.1 - 74.9
TM30	Church, Richardson Rd. & Lofler St.	06/29/05	Departures	11:20 a.m. - 9:30 p.m.	57.9 - 83.1	KC135	46.6 - 72.2
TM31	Lorbourne	06/29/05	Departures	10:26 p.m. - 3:45 a.m.	55.7 - 79.3	LeaR35	50.6 - 72.1
TM32	Miller Rd.	06/30/05	Arrivals	3:45 a.m. - 4:59 a.m.	49.0 - 65.6	LeaR35	42.2 - 54.8
TM33	Baptist Church	06/30/05	Departures	6:00 a.m. - 6:50 a.m.	61.6 - 82.2	LeaR35	51.7 - 70.5

TM24 northwest of the airport.
 TM25 - Sound Exposure Level
 DB(A) - Average Noise Contour
 Lmax = Maximum Noise Level

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 FAR PART 150 NOISE COMPATIBILITY STUDY

Next Steps

- **Tonight - Public Information Workshops**
 Teays Valley High School
 3887 St. Route 752
 Ashville, Ohio 43103
 7:30 p.m. to 9:00 p.m.
- **Glendening Elementary School**
 4200 Glendening Drive
 Groveport, Ohio 43125
 7:30 p.m. to 9:00 p.m.
- **Finalize the Existing and Future Noise Exposure Contours**
- **Identify Preliminary Noise Abatement, Land Use Management, and Program Alternatives**

Landmarks Group

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 FAR PART 150 NOISE COMPATIBILITY STUDY

Next Steps (cont'd)

- **Develop Noise Abatement Alternatives**
 - Purpose: To reduce noise levels in surrounding communities
 - Flight location (e.g., departure flight corridors)
 - Runway use program (e.g., how often runway ends are used)
 - Ground activity restrictions (e.g., run-up locations/time)
 - Facility development (e.g., runway extensions, berms)
 - Flight restrictions (e.g., mandatory curfews / restrictions --- would require Part 161 Study)

Landmarks Group

RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY

Questions/Answers

Landmarks Group

RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY



51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
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MEETING MEMO

MEETING

Rickenbacker International Airport
FAR Part 150 Noise Compatibility Study
Planning Advisory Committee – Meeting 1

MEETING DATE

October 11, 2005

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

Dave Wall, Capital Program Manager for the Columbus Regional Airport Authority (CRAA), opened the meeting by welcoming participants and introducing Elaine Roberts, CRAA President and CEO. Ms. Roberts thanked the Committee members for their participation. She commented that the Public Advisory Committee (PAC) is an important part of the Part 150 study process as it brings representatives of the airport, airport users and the community together to review information and exchange ideas.

Dave Wall introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm conducting the Part 150 Noise Compatibility Study (Part 150). Mr. Adams introduced the other members of the consulting team including: Royce Bassarab and Sarah Potter, Landrum & Brown; Melanie DePoy and Sue Schalk of Aerofinity. He explained that Landrum & Brown is conducting the technical analysis and that Aerofinity is assisting with community outreach.

Mr. Adams further commented on the role of the PAC explaining that some of the information would be more focused on land use and some toward operational issues. Because of this, at subsequent meetings, the PAC would be divided into two sub-committees with separate meetings. One subcommittee would focus on land management and one on operational issues. PAC members are welcome to attend both committee meetings.

Discussion for the remainder of the meeting focused on the following:

- Background on Part 150
- Study Process
- Previous Part 150 Studies at Rickenbacker
- Part 150 Study Schedule
- Study Progress to Date
- Next Steps

Background on Part 150

Rob Adams gave a short review of the history of aviation noise abatement planning and an overview of the legislation that provides the procedures for conducting a Part 150 study. The following points were made:

- Airports are not required to do Part 150 studies. If airports elect to conduct a Part 150 study there are strict regulatory guidelines that must be followed.
- Regulations that provide the guidelines for conducting a Part 150 study were overviewed.
- The purpose of a Part 150 study is to identify current and future noise impacts, and to work within the Federal Aviation Administration's (FAA) framework to develop solutions.
- An FAA-approved FAR Part 150 Noise Compatibility Program makes airports eligible for grants to assist in implementing the recommendations of the study. Grant funding is not guaranteed.
- Part 150 studies do not recommend closing an airport or imposing mandatory restrictions on airport operations.
- Subsequent environmental reviews of the study recommendations are required before they can be implemented.

Study Process

- Part 150 studies are conducted in two phases. In the first phase the existing and future noise exposure maps are developed. Noise exposure maps are used as the starting point for identifying where there are noise impacts.
- The second phase of the study is to identify measures to reduce the noise impacts on surrounding communities.
- Noise exposure maps are based upon the last 12 months of airport activity. They represent an annual average day.
- Noise contours are depicted by a continuous set of lines that represent equal levels of noise. They are prepared using the FAA's Integrated Noise Model.
- Federal regulations require the use of the noise metric Day-Night Level (DNL). DNL represents a 24-hour average with a penalty for flights that occur at night (10:00 p.m. – 6:59 a.m.). Flights occurring during these hours count as if ten of these flights were occurring. 65 DNL is identified as the noise level where mitigation is recommended.
- In the Rickenbacker Part 150 Study, 2005/2006 represents the base year with 2011 as the future.
- The noise exposure maps presented at the PAC meeting are preliminary and will be finalized after comments received from the PAC and the public following tonight's workshops.

Previous Part 150 Studies at Rickenbacker

- Two previous Part 150 studies have been completed for Rickenbacker (1989 and 1998).
- The 1998 study included four noise abatement measures which established the flight tracks and runway utilization program that exist at the airport today.

- It also recommended seventeen land management measures. The land management measures included some voluntary land acquisition and recommended zoning to be considered for adoption by local jurisdictions.
- The 1989 study recommended periodic updates of the Noise Exposure Maps and the Noise Compatibility Plan as well as the establishment of a process for noise monitoring and tracking noise complaints.

Part 150 Study Schedule

- The CRAA issued a Notice-to-Proceed on the Part 150 study in May, 2005.
- Technical analysis is anticipated to be completed in the fall, 2006.
- Study documents will be finalized following completion of the technical analysis and submitted to the FAA for review and approval. The FAA has 180 days from the time the Part 150 is submitted to them to review it and issue its approval.
- During the study process there will be four PAC meetings, and three public information workshops.

Study Progress to Date

- To date work on the Part 150 study has consisted of gathering and analyzing information to produce draft Noise Exposure Maps.
- Information was gathered from many sources for input to the FAA's Integrated Noise Model (INM).
- Input data includes runway layout, operating levels, fleet mix, runway utilization and flight tracks. He also discussed the sources of the input data.

One of the sources of information for development of the Noise Exposure Maps is the Airport Layout Plan (ALP). Elaine Roberts noted that there had previously been a third parallel runway shown on the Rickenbacker ALP. Because there is not a need for this runway foreseen at this time, it has been removed from the ALP.

Sarah Potter of Landrum & Brown reviewed the results of the flight track analysis and the resulting noise contours.

- It was noted that there are no homes that have been identified as being within either the existing or future 65 DNL noise contour.
- Eleven homes have been identified within the existing 60 DNL contour. Based upon the most recent U.S. Census data this would represent 30 people.
- Future noise contours are based upon forecasts of activity in five years. The future noise contours are used as a basis of comparison when alternative solutions are being studied.
- Forecasts indicate an overall increase in aircraft operations at Rickenbacker of 2% from the 2005/2006 baseline.
- Forecasts were based upon national trends.
- The greatest increase in operations is anticipated to be in cargo activity.
- The greatest change in fleet mix is anticipated to be growth in the number of larger turbo prop aircraft. These are somewhat louder than the small turbo-prop aircraft that are operating at the airport today.
- The 2011 noise contour is projected to remain similar in shape to the existing contour. Some slight growth in the size of the contour is anticipated due to the forecast increase in operations. No homes are anticipated to be in the future 65 DNL contour.

- Thirty-eight homes are anticipated to be in the future (2011) 60 DNL noise contour. Based upon the most recent U.S. Census data, this would represent 104 residents.
- The FAA does not fund mitigation in the 60 DNL noise contour.

A question was raised as to whether or not the forecasts accounted for the new intermodal investment. Elaine Roberts explained that the intermodal facility is anticipated to have very little increase on aircraft activity. This facility is anticipated to result in rail and truck activity. The location was chosen adjacent to the airport primarily because of the rail line and the available land. By co-location of the intermodal facility with the airport there is an opportunity to capitalize on warehouse development.

Noise Monitoring

Royce Bassarab of Landrum & Brown overviewed the field noise monitoring.

- A three-person team conducted field monitoring at thirty-three sites during the week of June 27, 2005.
- Noise monitoring is used to validate the input data in the Integrated Noise Model (INM).
- It was explained that the noise contours are not based upon the field noise monitoring. Field monitoring results are used to verify that the aircraft profiles in the INM are accurate for the specific airport being studied.
- The INM includes noise profiles for over two hundred different aircraft. These profiles were developed from information provided as part of the certification of these aircraft.

It was noted that the loudest aircraft recorded at Rickenbacker was the Boeing 747-200. Based upon monitoring results, the INM was adjusted for two aircraft (Boeing 727-200 and DC-8) to reflect specific activity at Rickenbacker.

Next Steps

The next steps in the study process are to present information to the public and receive their comments. Two public workshops will occur on October 11. Following these workshops, the existing and future noise contours will be finalized. Work will begin to identify preliminary noise abatement and land use and program alternatives that would result in reduced noise levels in the surrounding communities.

These alternatives may include changes in departure flight corridors, how often each runway end is used or restrictions on ground run-up activity. Alternatives could also include recommendations for runway extensions or the construction of berms or barriers. In some cases, flight restrictions which may include mandatory curfews can be considered but these would require a separate study process.

A date for the next PAC meeting has not been set but is scheduled to occur in early 2006.

A question and answer session followed.

Question and Answer Summary

How were residents were notified of the Public Workshops?

Letters were mailed to approximately 280 residents whose names are on a mailing list maintained by the Airport Authority, advertising was placed in the Circleville Herald, Columbus Dispatch and the Times, a news release was issued to the local media and information was posted on the airport website.

It was suggested that landowners who are potentially in the 65 DNL contour be identified and specifically notified of upcoming meetings.

Who controls arrivals from the northeast?

The TRACON at Port Columbus Tower.

How were noise contours prepared with only one monitoring session?

Noise monitoring is not used to develop the noise contours. Noise monitoring is used to verify that the aircraft profiles in the Integrated Noise Model are appropriate for the specific airport being studied. The INM uses the profiles for aircraft that are developed as they are certified for operation.

What is the plan for the homes that fall within the 60 DNL?

The FAA does not fund mitigation within the 60 DNL noise contour. Some operational measures may be considered that could decrease the noise impact on these homes.

Some of the monitoring show ranges of higher than 60 or 65 dB. How can this average out to less than 60 DNL?

Monitoring validates single events only. DNL takes into account the single events as well as the quiet times during the day (with a penalty for nighttime operations) and represents the "average" noise exposure on a typical day.

The 60 DNL is an important measure because it provides community planners an understanding of the potential for future noise impacts which allows the opportunity to put land use controls in place which may preclude the development of incompatible land uses.

Where do turns at 3,000' MSL (2,300' AGL) occur?

As shown by the flight tracks, ½ mile is the earliest estimated turn.

How do you get users to follow the departure policy?

Users generally want to be good neighbors. Educating them about the policy is the most effective means of compliance. CRAA has a flight tracking system that staff can review aircraft operations and do follow-up with specific users if necessary.

Is the military required to follow the procedures?

The military is also aware of the procedures. However, mission training is critical and sometimes may supersede following procedures.

Did FAA pay for the Part 150 Study?

Yes. The contract amount is \$360,000 of which 95% is paid by the FAA. The remaining 5% is being funded by the CRAA.



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON

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October 20, 2005

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655 Blacklick Street
Groveport, OH 43215

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George A. Skestos
Dwight E. Smith
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO

Dear Ms. Hilbert,

Thank you for your active participation in the first Planning Advisory Committee (PAC) meeting held on October 11, 2005. Your participation is what drives a successful Part 150 study, and we hope you will continue to be involved throughout the duration of the study. We encourage your comments and suggestions. We have attempted to more completely answer your questions from the PAC meeting below.

Your first question was in regards to the difference in noise levels between smaller and larger propeller aircraft as they relate to potential changes in the cargo fleet. In the presentation we discussed the possibility of AirNet replacing their small props with larger turboprops. It is important to stress that these changes are not definite; our forecast of operations for 2011 attempts to include reasonable predictions of operating levels and fleets. **Table 1** depicts two typical aircraft types, including an aircraft type that AirNet could potentially incorporate into its fleet within the next five years. The estimated maximum sound levels on takeoff and approach, measured in accordance with Federal Aviation Regulation (FAR) Part 36 procedures, are shown in the table.

Table 1

Aircraft	Takeoff Maximum Sound Level (dBA)	Approach Maximum Sound Level (dBA)
Single Engine Propeller (Cessna 208)	64.9	73.0
Turboprop (Saab340)	62.7 -65.3	75.8 - 78.0

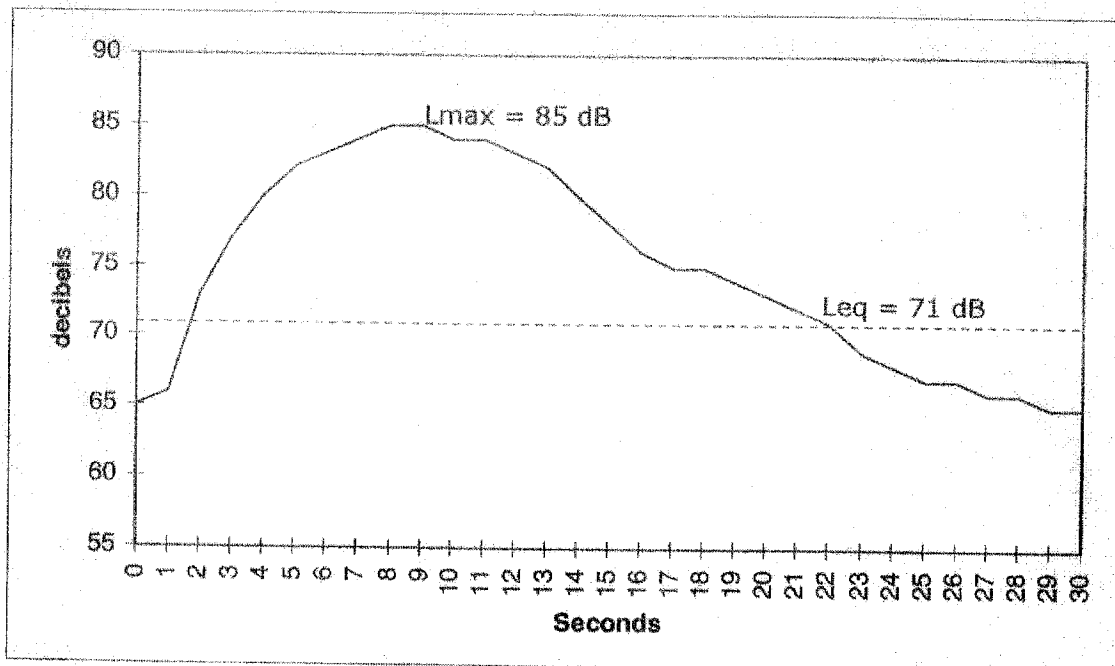
The decibel levels that you might experience at your house may or may not correlate with this information as these are measurements that are taken at a specific distance and angle from the aircraft. We provide them to you as the official noise levels provided by the Federal government. As the data shows, the noise levels created by the two aircraft when departing are relatively similar. The noise levels generated during an approach for the turboprop is higher than the single-engine propeller by a range of 2 to 5 dB, depending on the weight of the aircraft. This increase is due primarily to a larger airframe and larger flaps versus engine noise.

Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4066

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone: 614-491-1401
Fax: 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43228
Phone: 614-851-9900
Fax: 614-851-8959

Your next question dealt with the difference between a single-event noise level and a Day-Night Sound Level (DNL). The graph below depicts a typical aircraft overflight. This typical event lasted approximately 30 seconds and you can see that the noise level rises quickly as the aircraft approaches your location and passes over head. Then the noise level reduces, usually more slowly than it approached. For this example event, the noise level reached a maximum level (L_{max}) of 85 dB with an average noise level (L_{eq}) of 71 dB. You would have heard the 85 dB and the lesser noise levels as the aircraft came over your location. But, you would not have heard the average noise level because the human ear does not hear in terms of average noise level. Please note that as with any averaging, the resulting average noise level is less than the maximum noise level, in this case by 14 dB. The difference between a maximum noise level and an average noise level is important, because the FAA requires that the airport report the noise levels as an average. For a Part 150 Study, the airport must report the noise using the Day-Night Average Sound Level (DNL).



DNL incorporates all of the single-event noise levels (both the maximum and the average) when it calculates the average noise level. However, DNL averages noise over a 24-hour period, including both the times that aircraft are flying (loud times) and when they are not (quiet times). As an example, there are approximately 180 aircraft operations at Rickenbacker every day. If each of those events elevates the noise level at a location for approximately 30 seconds, then the total amount of time the noise level would be elevated during one day would be 5,400 seconds or 90 minutes. Because there are 86,400 seconds in one day, the DNL noise level will be lower than the maximum noise level that you hear.

We don't want to leave you with the belief that DNL is not a valuable tool for measuring noise. On the contrary, a tremendous amount of scientific analysis went into the development of DNL and it remains the best way to predict community annoyance from aircraft noise. The DNL does penalize aircraft events that occur during the nighttime hours (between 10:00 p.m. and 7:00 a.m.) by 10dB in an effort to account for the increased disruption that may occur due to night flights. What this means is that every aircraft operation at night is counted as 10 flights. While it is true that Part 150 Studies require the airport to report noise levels using the DNL, it does exclude the use of other types of noise descriptors to assist in developing recommendations. Therefore, expect to see more information as the study goes on relating to maximum noise level, number of flights above a specific noise level, and the amount of time a location receives noise above a specific noise level. We recognize that this may be a difficult concept to understand, so please feel free to continue to ask questions of us and the consultants.

Your third question related to advertising for the study and the public information workshops. As we referenced during the meeting, there were a number of ways the CRAA advertised the public information workshops. These methods are summarized below:

- **Newspaper Notices:** (legal notice or public advertisement): Publications were sent out in the following newspapers: Columbus Dispatch (October 3 and 10 editions), The Times Weekly (September 28 and October 5 editions), and the Circleville Herald (October 3 and 8 editions, October 9 Sunday Shopper edition).
- **Press Releases:** Press releases were issued by the CRAA and submitted to local television, print media, radio stations, and additional venues (minority media, aviation specific, etc) on September 26, 2005.
- **Direct Mail:** A mailing list, containing approximately 285 addresses, were sent a version of the press release via US mail. This mailing was sent out on September 30, 2005. Our mailing list will be frequently updated to reflect new participants in the study.
- **Columbus Regional Airport Authority Website:** Information regarding the study process, results, and public information workshops is available at <http://www.rickenbacker.org/about/noise.asp>.
- **The Rickenbacker Area Report:** - A publication that is sent to all Rickenbacker area businesses on October 5, 2005 and included a brief article about the Part 150 Study.

We certainly encourage more attendance at the public workshops and PAC, and we welcome your suggestions to accomplish this goal. To that end, we have included the direct mail distribution list and the press release for the study. Please feel free to update the mailing list as you think appropriate.

We hope we have more completely answered your questions. Please don't hesitate to call Rob Adams (Landrum & Brown Project Manager) at (513) 530-1201 or me at (614) 239-4063 with any additional questions you may have. With your continued interest and input, we look forward to a successful Part 150 Study.

Sincerely,



David Wall, A.A.E.

Capital Program Manager

Cc: Elaine Roberts, A.A.E.
Bernard F. Meleski
Rob Adams, Landrum & Brown

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**Public Information Workshop #1
October 11, 2005**

Newspaper Notice
CRAA Press Release
Registration
Handout
Comments

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For Immediate Release
September 26, 2005

For Additional Information:
Carrie Hoover, (614) 239-3213

Rickenbacker Noise Compatibility Study Begins

COLUMBUS – The Columbus Regional Airport Authority (CRAA) is initiating a study, commonly referred to as a Noise Compatibility Study, to document the levels of noise from aircraft operations at Rickenbacker International Airport. The purpose for conducting this Noise Compatibility Study at Rickenbacker is to develop a balanced and cost-effective plan to reduce current noise impacts from aircraft operations, where practical, and to limit the potential for future impacts.

The Noise Compatibility Study will be conducted under guidance provided in Part 150 of the Federal Aviation Regulations. The first component of the study is to identify Noise Exposure Maps (NEMs) and the second is to develop a Noise Compatibility Program (NCP). The NEMs provide information on the existing noise levels, as well as the expected noise levels for the next five years. The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas near Rickenbacker and to limit, to the extent possible, the introduction of new land uses into locations exposed to significant noise levels. Levels of significance are identified in the Federal Aviation Regulations.

An important element for a successful Noise Compatibility Study at Rickenbacker is for the airport staff and consulting team to hear from residents of the communities in the vicinity of the airport that are most affected by aircraft noise levels. To make this possible, two Public Information Workshops will take place on October 11, 2005, at the following locations:

Teays Valley High School
3887 State Route 752
Ashville, Ohio 43103
4:30 p.m. to 6:00 p.m.

Glendening Elementary School
4200 Glendening Drive
Groveport, Ohio 43125
7:30 p.m. to 9:00 p.m.

Residents, business owners and concerned citizens are encouraged to attend one of these workshops to provide input, ask questions, and gain an understanding of the scope and purpose of the study. There will not be a presentation made at the workshops and the same information will be available at each location, so people are invited to attend either of the workshops anytime during the workshop hours.

The Federal Aviation Administration (FAA), whose officials and air traffic control professionals are participating in the study process, provides funding for the Noise Compatibility Study. The FAA also reviews the results of the Part 150 Study and approves measures to limit the noise impact on local residents. An airport with an FAA-approved NCP is eligible for funding assistance to implement the measures in the NCP.

CRAA has contracted with Landrum & Brown, an aviation-planning firm headquartered in Cincinnati, Ohio, to conduct this study. The study is anticipated to take approximately 18 months.

For more information contact Carrie Hoover, Communications Coordinator for the Columbus Regional Airport Authority, at (614) 239-3213 or choover@ColumbusAirports.com.

– End –

THE COLUMBUS DISPATCH
PROOF OF PUBLICATION

STATE OF OHIO, FRANKLIN COUNTY, SS:

Carla Daniel
Call Center Manager

The Columbus Dispatch, a newspaper published at Columbus, Franklin County, Ohio, with a daily paid circulation of more than 25,000 copies, personally appeared and made oath that the notice of which a true copy is hereunto attached was published in The Columbus Dispatch for 2 Time(s) on

October 3, 9, 2005

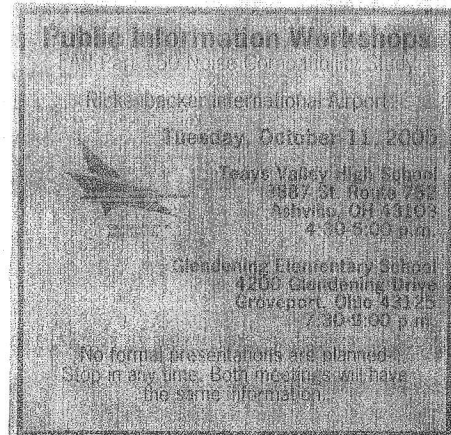
and that the rate charged therefore is the same as that charged for commercial advertising for like services.



subscribed and Sworn on this 10th day of
October 2005 as witness my hand and seal of office.



NOTARY PUBLIC - STATE OF OHIO



VERONICA H. HILL
NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES NOVEMBER 6, 2008

Charity benefit to be held

Knights of Columbus Women's Club of Reynoldsburg will hold a pre grand opening charity benefit day from 10 a.m. to 9 p.m. Oct. 14 at Kaufmann's Eastland Mall.

Tickets are \$5 and include an all day Storewide Savings

Pass for 25 percent off of regular and sale priced purchases.

Entertainment, fashion presentations, product demonstrations and prize drawings will be included.

For tickets call Kathy Baker at 614-861-1580.

One stop Christmas shop

N.E. Suburban Soroptimist is sponsoring a one stop Christmas shop from 9 a.m. to 3 p.m. Oct. 29 at Days Inn, 100 Brice Road.

Proceeds are used to provide educational scholarships as well as economic and social development for women and their families.

ton.

The wedding will take place at the First Christian Church in Canal Winchester.

FOCUS GROUP

Canal Winchester Garden Tour

The Canal Winchester Garden Tour will be held on Tuesday at Hope Methodist Church. A guest from Dill's Greenhouse will be present. The public is invited.

Columbus Marriage Council

The Columbus Marriage Council will hold a meeting on Tuesday, Oct. 20 at the Groveport Community Center from 7 to 8 p.m. For more information call 6900, ext. 206.

Public Information Workshops

FAR Part 150 Noise Compatibility Study

Rickenbacker International Airport

Tuesday, October 11, 2005

Teays Valley High School

3887 St. Route 752

Ashville, Ohio 43103

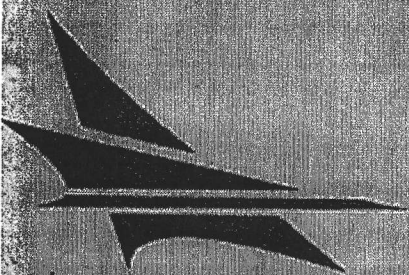
4:30 - 6:00 p.m.

Glendening Elementary School

4200 Glendening Drive

Groveport, Ohio 43125

7:30 - 9:00 p.m.

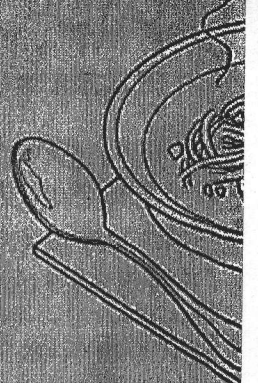


Columbus Regional Airport Authority

No formal presentations are planned - Stop in any time
Both meetings will have the same information

Annual Chicken Dinner

St. John Lutheran Church
Lithopolis, Ohio
October 11, 2005



4:30 p.m. - 7:00 p.m.

Wagnall's Meats

Carryout orders are available

FREE

Central Ohio

Sunday, October 9, 2005

SHOPPERS GUIDE

Published by The Circleville Herald

Your Connection to Classifieds!

Kerns recalls World War II



CLIFFORD KERNS

SHAY LUDWICK
Special Project Writer

Clifford Kerns remembers exactly when Pearl Harbor was bombed.

"I was 17 when Pearl Harbor occurred. I was playing basketball with some friends and a guy came to us and said that Pearl Harbor had been bombed. That woke up our game and I went home. When I got there, my parents were crying. They thought both my Dad and I would have to go to war," said Kerns, a World War II veteran.

Kerns, with the war booming in the background, finished his senior year at Circleville High School and began his freshman

year at Otterbein College. Not long after, a recruiter came and he signed up for the Enlisted Reserve Corp. He signed his enlistment papers on Dec. 15, 1942.

"That night (that I enlisted) my Dad called to say that my draft papers had come. I was sent to Fort Hayes for testing to see what I would do. After testing, I went to Fort Bragg, N. C. and was put into training for communications and radio operator. I learned Morse code, how to build telephone lines as a radio operator," said Kerns.

During the time he was in college, Kerns studied music and hoped to be in the military band. This wish was partly filled.

When he left Fort Bragg, he had a 15-day delay where he could visit home, then was off to Fort Meade, Md. for processing to go overseas. He left for the other side of the Atlantic from Newport News, Va. with 10,000 other GIs in early 1943.

From Newport News, they headed to Casablanca. Once they landed, they climbed the Atlas Mountains off the coast of Africa.

"We went across the mountains in railroad cars, known as 40 and eight cars. This meant that they would either haul eight horses or 40 men. We were stacked in their like logs."

His hands showed how they were divided, one man's head against another man's legs, for maximum space.

"It was a beautiful ride (scenery). What a ride," said Kerns, shaking his head.

From there, they landed in Naples, Italy, where Kerns joined the 937 field Artillery Battalion Battery B.

"We were stationed below Mt. Casino, which had a monastery that the Germans used for whatever they wanted. We couldn't go further until this was taken care of. The Germans would haul ammo into the mountains. We

See KERNS, Back Page



HONORING OUR VETERANS

Name: Clifford Kerns, 81
Branch of Service: 937 Field Artillery Battalion, Battery B
Wife: Marjorie, 78 married 59 years; children: Janice, Theresa, Laura, David
Honors: Good Conduct, Victory Medal, European Theatre Service Medal with four bronze stars and one arrowhead



R.W. BECKMAN
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 General Dentist

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 Complimentary Whitening w/invisaligns*

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Chris Hardesty Free
 720-947-1605 Estimator

Public Information Workshops
FAR Part 150 Noise Compatibility Study
 Rickenbacker International Airport

Tuesday, October 11, 2005

Teays Valley High School
 3887 St. Route 752
 Ashville, Ohio 43103
 4:30 - 6:00 p.m.

Glendening Elementary School
 4200 Glendening Drive
 Groveport, Ohio 43125
 7:30 - 9:00 p.m.

No formal presentations are planned - Stop in anytime

A

The Circleville Herald, Saturday, October 8, 2005

World/Nat

Public Information Workshops

FAR Part 150 Noise Compatibility Study

Rickenbacker International Airport

Tuesday, October 11, 2005

Teays Valley High School

3887 St. Route 752

Ashville, Ohio 43103

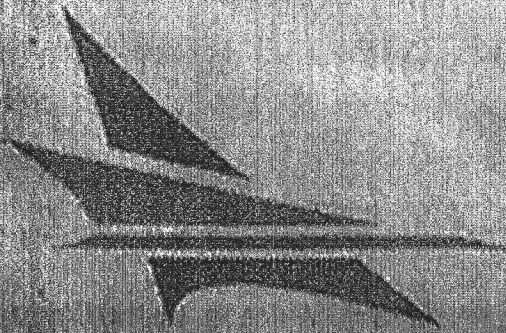
4:30 - 6:00 p.m.

Glendening Elementary School

4200 Glendening Drive

Groveport, Ohio 43125

7:30 - 9:00 p.m.



Columbus Regional
Airport Authority

No formal presentations are planned - Stop in any time

Both meetings will have the same information

567914

Key groups grow worried

behavior — from
decline in SUV sale
summer surge in bicy
government data sh



State/Local

Drillers...

Continued from Page 1
Council.

"When Ohioans think of a getting-away-from-it-all experience they don't think of oil and gas drilling in state parks," Shaner said. "We're not going to be able to drill our way out of this winter's gas shortage by drilling in state parks."

Stewart said wells can be built outside the parks and the gas can be removed by drilling diagonally to its source. Water can be returned to the ground the same way, he said.

It's important for Ohio to use more locally produced natural gas because of concerns about price stability and availability that have nothing to do with the hurricane, Stewart said.

"There would have been a crisis anyway. We as Americans and we as Ohioans cannot say

Kerns...

Continued from Page 1

Naples, Italy, where Kerns joined the 937 field Artillery Battalion Battery B.

"We were stationed below Mt. Casino, which had a monastery that the Germans used for whatever they wanted. We couldn't go further until this

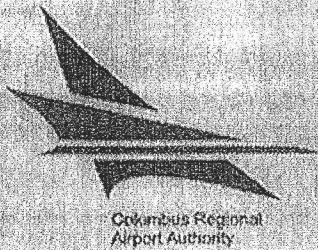
Public Information Workshops

FAR Part 150 Noise Compatibility Study
Rickenbacker International Airport

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Glendening Elementary School
4200 Glendening Drive
Groveport, Ohio 43125
7:30 - 9:00 p.m.



Columbus Regional
Airport Authority

No formal presentations are planned - Stop in any time
Both meetings will have the same information

567914

we will bring our energy from one spot," Stewart said.

Gov. Bob Taft has asked Speck's department to research the idea and report what he finds, Taft spokesman Mark Rickel said.

Public utilities committee chairman Rep. John Hagan, an Alliance Republican, said he hopes to have legislation that

would expand drilling in two to three weeks, but he said he realized it would not be a quick fix.

"There is something that will be able to help people with the gas bills this and in ensuing winters," Hagan said. "It also would be unrealistic to expect that after this winter, we would be over the hump," Hagan said.

watched the TV after Hurricane Katrina, there was a lady in New Orleans who said she couldn't describe the smell down there. It was just like that."

"We came upon a concentration camp. As the allies came, the Germans didn't want evidence of this, so they would



Public Information Workshops

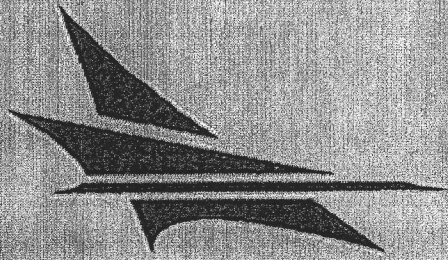
FAR Part 150 Noise Compatibility Study

Rickenbacker International Airport

Tuesday, October 11, 2005

Teays Valley High School
3887 St. Route 752
Ashville, Ohio 43103
4:30 - 6:00 p.m.

Glendening Elementary School
4200 Glendening Drive
Groveport, Ohio 43125
7:30 - 9:00 p.m.



Columbus Regional
Airport Authority

No formal presentations are planned - Stop in any time
Both meetings will have the same information

025032204438-05

Jury

■ *Emily Rimel missing since still has not been found.*

By **KATHLEEN L.**
The Times Reporter

After five days of deliberation last week, the jury returned with a verdict on Monday afternoon.

The jury found four-year-old Bruce guilty on a count of kidnapping. The Franklin County Pleas Court in the appearance of Emily Rimel of

HONDA

2005 HONDA ELEMENT LX 4X4

Automatic

\$289

60 mos. lease
plus tax

2006 HONDA

\$30

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC INFORMATION WORKSHOP - GLENDENING ELEMENTARY SCHOOL
October 11, 2005

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Ross Paucker	1228 Hilltop Av. Pickerington 43147	614 434-7262
STACY PARFITT	4237 HAYES RD 43125	(614) 836-3185
RICK BUSBYTT	900 MAIN ST 43125	836-3307
John Neth	634 Elm St. 43125	8363465
CHERYL GALLOWAY	183 FRONT ST 43125	836-7308
Leve Malone ^{OSU} STUDENT	4452 SHALMILL 43220	216 382-0906
Ann Blicven	190 Delane Rd 43125	614-836-7958
Craig Butler	4957 DeLan Road 43125	614 836 - 5842.
RAY DREHER	176 DeLANE RD 43125	614-836-5871
Carla Lacy	415 E. 15 th Ave 43201	614. 299. 8180
Alton J. Willis	2894 Neil Ave #511-B Columbus, OH 43202	504-905-8477

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC INFORMATION WORKSHOP - TEAYS VALLEY HIGH SCHOOL
October 11, 2005

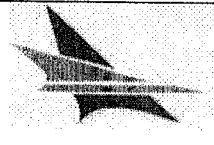
SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
John A. Schein	9627 Yanketown Pike Williamsport, OH 43164	(740) 412-0619 cell (740) 986-4884
Paul W. [unclear]	169 Col. Mans St Ashtsville, Ohio	740-983-9667
Chris Stillwell	1656 Lymbrook Ct Orient, OH 43146	614-871-9412
Tony [unclear]	10065 LOCKBOURNE EASTERN RD Ashtville, Ohio	740-983-9668
Dean [unclear]	10021 LOCKBOURNE EASTERN RD, ASHVILLE, OHIO	(740) 983-4370
Edward [unclear]	BOX 787 Columbus, Ohio 43130	740-983-4339
Miki Ward		
Ethan [unclear]		
Josh Hall	2235 Quarry Valley Rd Columbus 43204 Ohio State Student	(614) 485-0974
T.H. Walker	Box 203 17. Williams Lockbourne OHIO	614-491-3634
TERRY L FRAZIER	139 WEST FRANKLIN ST. Circleville OH 43113	740-474-8897

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC INFORMATION WORKSHOP – TEAYS VALLEY HIGH SCHOOL
October 11, 2005

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Dorothy Green	3025 Duvall Rd Lockbourne 43137	740-983-4208
Tami Ball	10854 Bolen Pigeon Lockbourne 43137	740 983 2481
Edwin Leatherwood	6558 SR 752 Ashville 43103	740 983 - 4967



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

October 11, 2005

The Columbus Regional Airport Authority is initiating an FAR Part 150 Noise Compatibility Study (Noise Compatibility Study) to document the noise levels from aircraft operations at Rickenbacker International Airport. The purpose for conducting a Noise Compatibility Study at Rickenbacker is to reduce noise impacts from existing aircraft operations on incompatible land uses and to discourage the introduction of new non-compatible land uses in the areas impacted by aircraft noise.

Part 150 of the Federal Aviation Regulations provides guidance for conducting a Noise Compatibility Study. There are two components to the study process. The first component is to identify the Noise Exposure Maps (NEMs) and the second is to develop a Noise Compatibility Program (NCP). Noise Exposure Maps (NEMs) are the official noise contours for the airport and are prepared for existing conditions (2005/06) and for five years in the future (2011). The NEMs must be prepared according to Federal Aviation Regulation (FAR) Part 150 guidelines in regards to methodology, noise metrics, identification of incompatible land uses, and public outreach. The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas near Rickenbacker, and to limit, to the extent possible, the introduction of new land uses into locations exposed to significant noise levels. Levels of significance are identified in the Federal Aviation Regulations.

The Federal Aviation Administration (FAA), whose officials and air traffic control professionals are participating in the study process, provide funding for the Noise Compatibility Study, which is voluntary on the part of the Columbus Regional Airport Authority (CRAA). The FAA will also review and approve the measures identified to limit noise impacts on local residents. An airport with an FAA-approved NCP is eligible for funding assistance to implement the measures in the NCP.

Why is a Noise Compatibility Study Being Conducted for Rickenbacker?

More than six years have passed since the last Noise Compatibility Study was approved for Rickenbacker. Typically, airports revise their NEMs and NCP every five years. A number of changes have occurred since completion of the previous Noise Compatibility Study at Rickenbacker.

In late 2002, the City of Columbus, Franklin County and the Columbus Municipal Airport Authority approved the merger of the Rickenbacker Port Authority and the Columbus Airport Authority. The merger formed the new Columbus Regional Airport Authority (CRAA) which is now responsible for the maintenance and operation of Rickenbacker International Airport, Port Columbus International Airport, and Bolton Field Airport.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

October 11, 2005

The CRAA is committed to being a good neighbor at all of its airports. As such, a proactive Noise Compatibility Program has been implemented and is regularly updated for Port Columbus International Airport. A noise and flight track monitoring system is maintained at Port Columbus International Airport, which allows for monitoring of aircraft activity at the CRAA airports on a daily basis. In addition, 13 permanent noise monitors at Port Columbus, and two noise monitors at Rickenbacker, provide daily noise readings to the system at Port Columbus.

In June 2005, AirNet Systems, Inc. (AirNet), a provider of on-demand cargo and passenger charter services, began operating at Rickenbacker after relocating from Port Columbus International Airport. AirNet has approximately 70 aircraft operations per day, mostly during the early evening and nighttime hours.

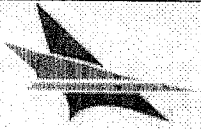
What is the Purpose of Tonight's Public Workshop?

The Noise Compatibility Study process is designed to encourage the public to comment on the study process and findings. Tonight is the first of three sets of public information workshops that will be held during the Noise Compatibility Study. In order to provide residents convenient access to the workshops, they are held at two locations on the same day. The first workshop is being held south of the airport at the Teays Valley High School, and the second is being held northeast of the airport at the Glendening Elementary School. Workshops are conducted in an open house format where residents can attend anytime during workshop hours. Representatives of the CRAA and consulting team will be available at various stations throughout the evening to answer questions or discuss specific issues.

The public is also encouraged to provide written comments regarding the study and its findings. Comment forms are located in the workshop area and at the registration table. You may either complete the forms this evening and leave them in the Comment Box or take them with you and mail them by **October 21, 2005**. All comments post-marked by this date will be included in the final document. Please mail your comments to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, Ohio 45242
Phone (513) 530-1201

Comments may also be e-mailed to Mr. Adams at radams@landrum-brown.com or sent by fax at (513) 530-1278 (facsimile). All of the comments received at tonight's



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

October 11, 2005

public workshop will be reviewed by the airport and the consultant team for consideration in the study process as appropriate, and included in the final study document.

Progress to Date

To date, the study process has concentrated on data collection and the development of the Noise Exposure Maps (NEMs). The steps listed below have been taken to document existing noise levels and identify expected noise levels for the next five years.

- Initiated Noise Compatibility Study in May 2005.
- Compiled and evaluated radar flight track, and airport flight track information.
- Collected surrounding land use information.
- Conducted field noise measurements (Week of June 27, 2005).
- Prepared draft existing and future baseline noise contours.

What's Next?

Following tonight's workshops, the next steps in the study process will concentrate on finalizing the noise exposure contours and the development of preliminary recommended noise abatement and land use management alternatives. A date for the second set of public information workshops has not been set at this time, but is anticipated to occur in early 2006. Announcements will be published as soon as dates and locations are determined.

COMMENT FORM

PUBLIC INFORMATION WORKSHOP

RICKENBACKER INTERNATIONAL AIRPORT

FAR PART 150 NOISE COMPATIBILITY STUDY

Glendening Elementary School

OCTOBER 11, 2005

Welcome to the Public Information Workshop for the FAR Part 150 Noise Compatibility Study at Rickenbacker International Airport. Public comments are an integral part of the FAR Part 150 process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150 Noise Compatibility Study. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, or mail to the address below, **postmarked by October 21, 2005.**

I appreciate the open forum & the information I learned a few new things tonight. However, I'm not sure much will change for airport residents, since the majority of flights are directly over the village.

I would hope that activity at the airport will not increase ~~significantly~~ significantly in coming years - per your study findings.

Submit comments postmarked by October 21, 2005 to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print):

Name:

CHERYL GALLOWAY

Address:

183 FRONT ST

GROVEPORT, OH

43125

COMMENT FORM

PUBLIC INFORMATION WORKSHOP

RICKENBACKER INTERNATIONAL AIRPORT FAR PART 150 NOISE COMPATIBILITY STUDY

Glending Elementary School

OCTOBER 11, 2005

Welcome to the Public Information Workshop for the FAR Part 150 Noise Compatibility Study at Rickenbacker International Airport. Public comments are an integral part of the FAR Part 150 process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150 Noise Compatibility Study. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, or mail to the address below, **postmarked by October 21, 2005.**

- Please consider to extent possible modifying take-off's over Dellen Road.
- Please develop clear policies + actions to take against planes that do not fly correct pathways
- Please work with the military to fly correct flight paths- they seem to be the worst @ this.
- Please continue to involve the public in this process. Thank you.
- Please keep your noise hot line - man it 24 hours a day.
- Please work w/ Elected officials on Proper / Regional zoning to minimize impacts to high / relatively high noise areas.

Submit comments postmarked by October 21, 2005 to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print):

Name: CRAIG BUTLER
Address: 4957 Dellen Road
Groveport OH 43125

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**Planning Advisory Committee Meeting #2
February 9, 2006**

Letter of Invite
Registration
Presentation
Summary Meeting Notes

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Vince Papsidero
Planning Administrator
City of Columbus
Columbus Planning Division
109 N. Front Street
Ground Floor
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Papsidero:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

Thursday, February 9, 2006
9:00 a.m. – 11:00 a.m.
Port Columbus International Airport
Emergency Operations Center

The Emergency Operations Center is located on the third level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. The food court is located on the departures level, near the Concourse B checkpoint. There will be signage at the entrance to the elevator directing you to the Rickenbacker Planning Advisory Committee meeting. **There is ample parking in the garage next to the terminal, and please bring your parking ticket to the meeting for validation.**

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Port Columbus International Airport
4800 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4066

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone: 614-491-1401
Fax: 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43228
Phone: 614-851-9900
Fax: 614-851-8959



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Kevin Wheeler
Long Range Planning Manager
City of Columbus
Department of Development/Planning Division
109 N. Front Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Wheeler:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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4800 International Gateway
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Ms. Tammy Noble
Interim Director
Franklin County
Development Department-Zoning & Planning
280 E. Broad Street
Suite 202
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Ms. Noble:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

Thursday, February 9, 2006
9:00 a.m. – 11:00 a.m.
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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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4800 International Gateway
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Fax: 614-239-4066

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Elnae Roberts, A.A.E.
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Dennis L. White

Elnae Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

The Honorable Shannon Bush
Chairman
Hamilton Township
Board of Trustees
6400 Lockbourne Road
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Chairman Bush:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Robert Lawler
Director, Transportation
Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Lawler:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4066

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Ms. Vickie Fleming
Clerk
Scioto Township
12100 Walker Road
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Ms. Fleming:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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Board of Directors
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Joseph A. Alutto
Vice Chair

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John W. Kessler
Wm. J. Lhotka
James P. Loomis, P.E.
George A. Skastos
Dwight E. Smith
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mrs. Susan Trego
Clerk
Harrison Township
Township Trustees
P.O. Box 290
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mrs. Trego:

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9:00 a.m. – 11:00 a.m.
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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Board of Directors
Kathleen H. Ransier
Chair
Joseph A. Alutto
Vice Chair

Don M. Casto, III
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Dennis L. White

Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Wayne Warner
Administrator
Madison Township
4575 Madison Lane
Groveport, OH 43125

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Warner:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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9:00 a.m. – 11:00 a.m.
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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Board of Directors
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Vice Chair

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Dennis L. White

Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Ms. Connie Swoyer
Clerk
Madison Township
9716 Marcy Road
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Ms. Swoyer:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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4600 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4006

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Columbus, Ohio 43217
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Fax: 614-491-0662

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2000 Norton Road
Columbus, Ohio 43228
Phone: 614-851-9900
Fax: 614-851-9959



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Terry Frazier
Planning Director
Pickaway County
Office of Planning
139 West Franklin Street
Circleville, OH 43113

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Frazier:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

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9:00 a.m. – 11:00 a.m.
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Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Nathan Green
Economic Development Director
Pickaway County
139 West Franklin Street
P.O. Box 506
Circleville, OH 43113

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Green:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Jon Crusey
Administrator
Village of Groveport
655 Blacklick Street
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Crusey:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

Thursday, February 9, 2006
9:00 a.m. – 11:00 a.m.
Port Columbus International Airport
Emergency Operations Center

The Emergency Operations Center is located on the third level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. The food court is located on the departures level, near the Concourse B checkpoint. There will be signage at the entrance to the elevator directing you to the Rickenbacker Planning Advisory Committee meeting. **There is ample parking in the garage next to the terminal, and please bring your parking ticket to the meeting for validation.**

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As promised at the first Planning Advisory Committee, we will manage our time so that we end promptly at 11:00 a.m. We appreciate your interest and participation in the Part 150 Study process. Please let us know if you are able to attend the February 9th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie may be reached by phone at (317) 955.8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4006

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone: 614-491-1401
Fax: 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43228
Phone: 614-851-9900
Fax: 614-851-9959

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President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Ms. Jean Ann Hilbert
Village of Groveport
814 Main Street
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Ms. Hilbert:

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Capital Program Manager
Columbus Regional Airport Authority

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President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

The Honorable Ralph Coon
Mayor
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mayor Coon:

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Columbus Regional Airport Authority

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President & CEO

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Columbus, Ohio 43219
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Fax: 614-239-4066

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7161 Second Street
Columbus, Ohio 43217
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Columbus, Ohio 43228
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Douglas Browell
Village Administrator
Village of Obetz
4175 Alum Creek Drive
Obetz, OH 43207

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Browell:

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Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Allen Neimayer
Planning & Zoning Administrator
Village of Canal Winchester
36 South High Street
Canal Winchester, OH 43110

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Neimayer:

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Capital Program Manager
Columbus Regional Airport Authority

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President & CEO

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Albert Roese
Mayor
Village of South Bloomfield
5023 South Union Street
South Bloomfield, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mayor Roese:

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Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

The Honorable Rhonda Shappert
Mayor
Village of Commercial Point
P.O. Box 78
Commercial Point, OH 43116

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mayor Shappert:

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Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Frank Christman
Village Administrator
Village of Ashville
200 E. Station Street
P.O. Box 195
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Christman:

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Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Paul Pence
Harrison Township Zoning Board
11658 Bulen-Pierce Road
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Pence:

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Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Mr. Chris Lenfest
 Manager
 Federal Aviation Administration
 Port Columbus International Airport ATCT
 4277 International Gateway
 Columbus, OH 43219

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Mr. Lenfest:

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Sincerely,

David E. Wall, A.A.E.
 Capital Program Manager
 Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
 President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Mr. Mike Yartin
 Rickenbacker International Airport ATCT
 7400 Alum Creek Drive
 Columbus, OH 43217

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Mr. Yartin:

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 Joseph A. Alutto
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Elaine Roberts, A.A.E.
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Port Columbus International Airport
 4600 International Gateway
 Columbus, Ohio 43219
 Phone: 614-239-4000
 Fax: 614-239-4066

Rickenbacker International Airport
 7161 Second Street
 Columbus, Ohio 43217
 Phone: 614-491-1401
 Fax: 614-491-0662

Bolton Field Airport
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COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Ms. Katherine Jones
 Community Planner
 Federal Aviation Administration
 Detroit Airports District Office
 11677 South Wayne Road
 Suite 107
 Romulus, MI 48174

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Ms. Jones:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

Thursday, February 9, 2006
9:00 a.m. - 11:00 a.m.
Port Columbus International Airport
Emergency Operations Center

The Emergency Operations Center is located on the third level of the airport terminal. It can be accessed by an elevator located adjacent to the food court. The food court is located on the departures level, near the Concourse B checkpoint. There will be signage at the entrance to the elevator directing you to the Rickenbacker Planning Advisory Committee meeting. **There is ample parking in the garage next to the terminal, and please bring your parking ticket to the meeting for validation.**

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As promised at the first Planning Advisory Committee, we will manage our time so that we end promptly at 11:00 a.m. We appreciate your interest and participation in the Part 150 Study process. Please let us know if you are able to attend the February 9th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie may be reached by phone at (317) 955.8395 ext. 304 or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
 Capital Program Manager
 Columbus Regional Airport Authority

Board of Directors
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Elaine Roberts, A.A.E.
 President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Mr. Kevin Rudd
 LCK Division Manager
 Lane Aviation
 2295 John Circle Drive
 Columbus, OH 43217

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Mr. Rudd:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

Thursday, February 9, 2006
9:00 a.m. - 11:00 a.m.
Port Columbus International Airport
Emergency Operations Center

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Dale Taylor
Flight Operations Officer
Army Air Guard
Army Aviation Support Facility #2
7750 South Access Road
Building 918
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Taylor:

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Thursday, February 9, 2006
9:00 a.m. - 11:00 a.m.
Port Columbus International Airport
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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Dennis L. White

Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Chris Miller
Chief of Flying Standards
Air Force Air Guard
7370 Minuteman Way
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Miller:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

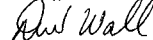
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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Clint Jeffries
Senior Manager
FedEx
7056 Cargo Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Jeffries:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:


Thursday, February 9, 2006
9:00 a.m. - 11:00 a.m.
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Emergency Operations Center

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Dennis L. White

Elaine Roberts, A.A.E.
President & CEO

COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
January 23, 2005

Mr. Ron Short
UPS
2162 Reserve Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting #2

Dear Mr. Short:

The second Planning Advisory Committee meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study is scheduled for:

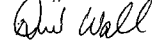
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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Columbus, Ohio 43217
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COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Mr. Tom Schaner
 AirNet Systems, Inc.
 7250 Star Check Drive
 Columbus, OH 43217

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Mr. Schaner:

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9:00 a.m. - 11:00 a.m.
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 President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Ms. Colleen Delo
 Station Manager
 Hooters Air
 2295 John Circle Drive
 Columbus, OH 43217

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Ms. Delo:

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 Capital Program Manager
 Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 January 23, 2005

Ms. Linda Potter
 4999 Johnanne Drive
 Groveport, OH 43215

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting #2

Dear Ms. Potter:

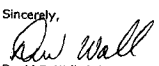
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 David E. Wall, A.A.E.
 Capital Program Manager
 Columbus Regional Airport Authority

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**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE
 February 9, 2006**

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Keith Peters	PO Box 290 4422 Ashville, Ohio 43103	740-983-3761 kcpeters@bright.net
Jon Crusey	655 Blacklick, Groveport	614-830-2041 614 836 9001
Linda Potter	4999 Johanna Dr.	LABSPOTTER@aol.com
Clint Jeffries	7066 Cargo Road	614-492-6107
Steve Maggio	7066 Cargo Road	614-492-6105
Michael Smith	o/f	michael.smith@us.army.mil 614 336 6403
Allan Weimayer	36 S. High St. Canal Winchester 43110	614-837-6742
Robert Lawler	MORPC 285 E. Main St. Col. 43215	614-235-4160
Gary E. Hammond	99 Williams Street, Locklome ⁴³¹³⁷	614-491-1443
Ralph S Coon	55 Wardis St Lockbourne OH 43139	614 491-9267
MICHAEL YACTIN	7400 ALUM CREEK COLUMBUS, OHIO 47217	614-442-3460


**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE
 February 9, 2006
 SIGN-IN FORM**

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Reza Reyazi (Vince Papsidero)	109 N. Front St 43215	645858030
Keith Kaussehl	SCIOTO TWP.	614 877 4452
Tom Schaner	7250 Star check Dr. Columbus, OH 43062	614 409 4801
JEAN ANN HILBERT	814 MAIN GROVEPORT	614-836-5904
Chris Lentest	4279 INTERNATIONAL GATEWAY COLUMBUS 43219	614 338-4030
Prostell Thomas	11	614-338-4030
Dave Clanson	CRPA	614-239-5059
DAVE WARR	CRAA	614-239-4063
MARK KELSY	"	239-8014
BERNIE HEWESKI	"	239-4042
ROD BORDEN	"	239-4014


**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE
 February 9, 2006**

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Franklin Chalmers	200 S. Woods St Ashville	740-983-6367
Dave Riley	PO Box 78 commercial ploth	617-496-8377
TERRY L FRAZIER	139 W. FRANKLIN ST. CINCINNATI OH 45213	740 474 8897




Rickenbacker International Airport
 FAR Part 150 Noise Compatibility Study
Planning Advisory Committee
Meeting 2
 February 9, 2006



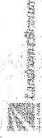
RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY

1




Planning Advisory Committee

Welcome and Introductions




RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY

2




Today's Agenda

- Where we are in the Part 150 Process
- Part 150 Schedule
- Review of Existing and Future Noise Exposure Maps
- Elements of a Noise Compatibility Study
- Review and Status of 1999 NCP measures
- Small group discussions
- Review Group Discussion Ideas
- Next Steps

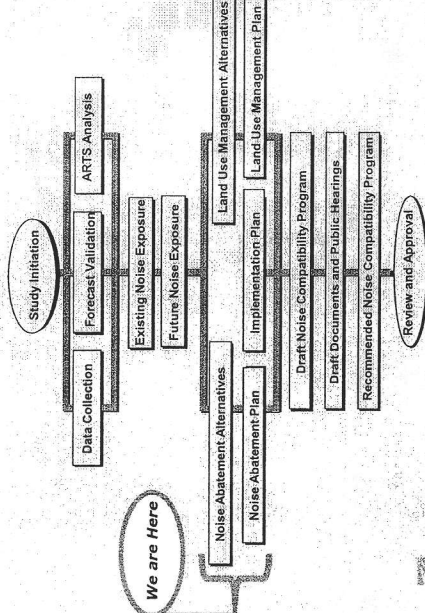



RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY

3



Where we are in the FAR Part 150 Process

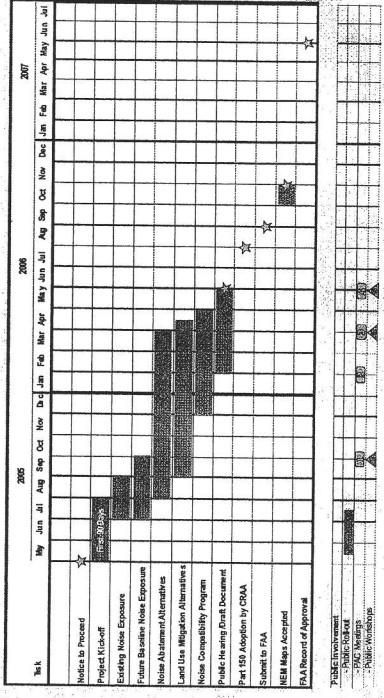



RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY

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Where are we in the FAR Part 150 Process



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

We are Here



Planning Advisory Committee

Review of Existing And Future Noise Exposure Maps



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

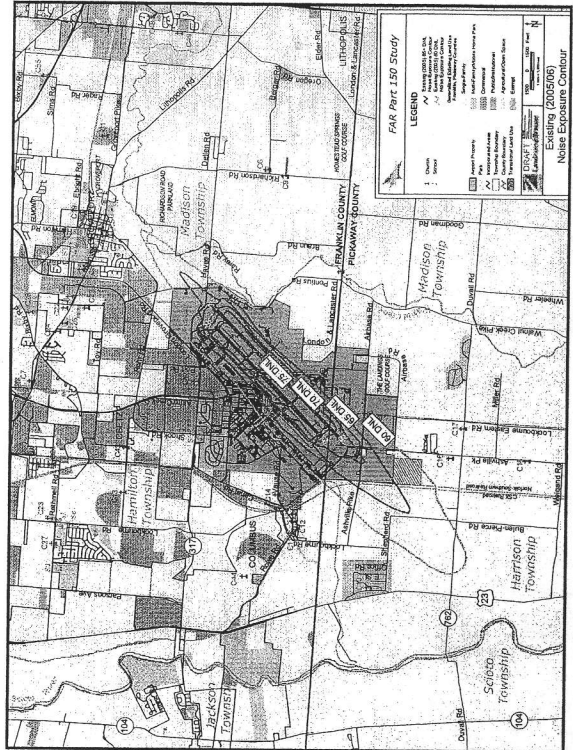


2005/06 Existing Noise Exposure Map

- **Categories of Input Data**
 - **Airports Operators and Fleet Mix**
 - Charter Airlines – Boeing 737
 - Cargo Airlines – Boeing 727, Airbus 300, DC-8, DC-10, MD-11, B747
 - AirNet – Lear 35, Cessna 208, Baron 58
 - Military – KC135
 - GA – Business jets and single/twin engine propellers
 - **Runway Use**
 - South Flow (arrive and depart 23L/23R) – 65% of the operations
 - North Flow (arrive and depart 05L/05R) – 35% of the operations
 - **Flight Tracks**
 - Jet aircraft departures from 05L/05R turn right on a 70 degree heading
 - Jet aircraft departures from 23L/23R fly straight out until reaching 3,000 feet MSL.



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



2005/06 Existing Noise Exposure Map

- **Noise Exposure Contour Shape and Size**
 - North of the airport, the noise contour primarily reflects usage of aircraft arriving from the north.
 - South of the airport, the noise contour primarily reflects usage of aircraft departing to the south.
 - Contour shape and size also reflects a heavier use of Runway 23L/05R

□ Area and Housing Counts

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
2005/06 Existing Housing Units	11	0	0	0	11
Population	30	0	0	0	30
Area	3.39	1.43	0.55	0.92	6.29

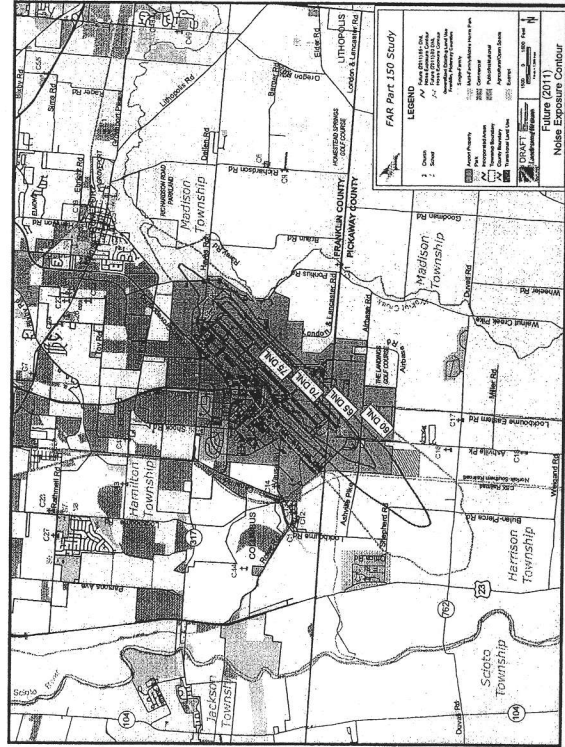
*Population estimated based on U.S. Census data



Future Baseline Noise Exposure Contours

- **Categories of Input Data**
 - Future Operating Levels and Fleet Mix
 - Overall 2% increase from 2005/06 Baseline
 - AirNet may replace small prop aircraft with larger turboprops
 - Summary

No Change from 2005/06	Changed from 2005/06
Runway Layout	Operations Levels
Runway Use	Aircraft Types
Flight Tracks	



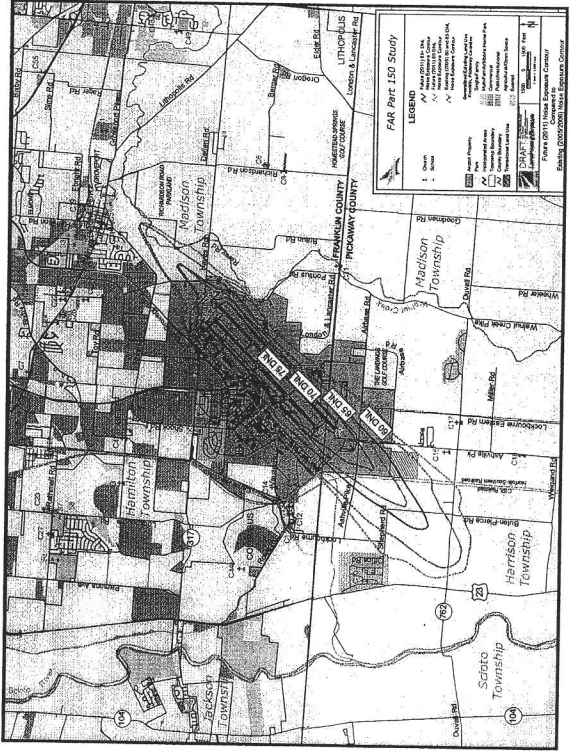
Future Baseline Noise Exposure Contours

- **Noise Exposure Contour Shape and Size**
 - Shape remains similar to the Existing 2005/06 noise contour.
 - Growth in the size of the contour due to the increase in the operations.
- **Area and Housing Counts**

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
2005/06 Existing Housing Units	11	0	0	0	11
Population	30	0	0	0	30
Area	3.39	1.43	0.55	0.92	6.29
2011 Future Baseline Housing Units	38	0	0	0	38
Population	104	0	0	0	104
Area	4.03	1.78	0.67	1.01	7.49

*Population estimated based on U.S. Census data





Planning Advisory Committee

Elements of a Noise Compatibility Program (NCP)

Elements of a Noise Compatibility Program

- Noise Abatement Alternatives**
 - Flight Track Location
 - Runway Use
 - Flight Management
 - Ground Activity Restrictions
 - Facility Modifications
- Land Use Management Alternatives**
 - Preventive
 - Corrective
- Implementation Alternatives**
 - Measures designed to assist the implementation of the Noise Compatibility Program (NCP)

Review and Status of Previously Approved Measures (1999 NCP)

- 4 Noise Abatement Alternatives**
- 17 Land Use Management Alternatives**
- 5 Implementation Alternatives**

Noise Abatement Alternatives

- **NA-1:** Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course.
 - **Status: Implemented at 3,000 feet MSL**
- **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.
 - **Status: Implemented 70 degree turn and preferential reverse flow between the hours of 11:00 p.m. to 7:00 a.m.**

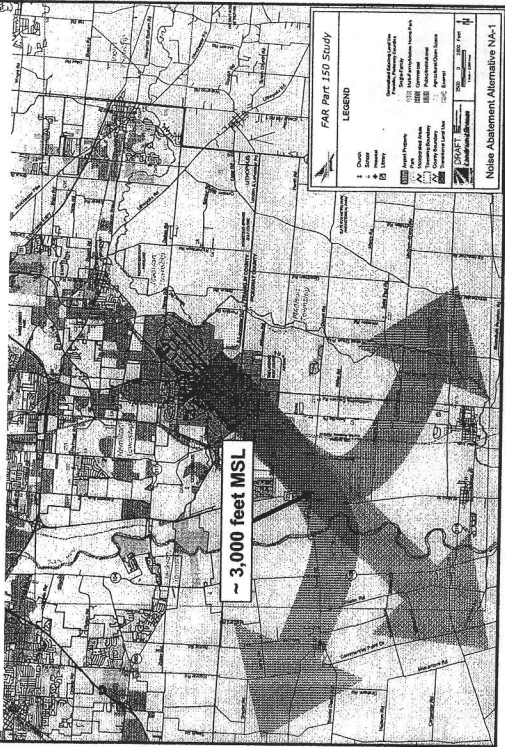


Noise Abatement Alternatives

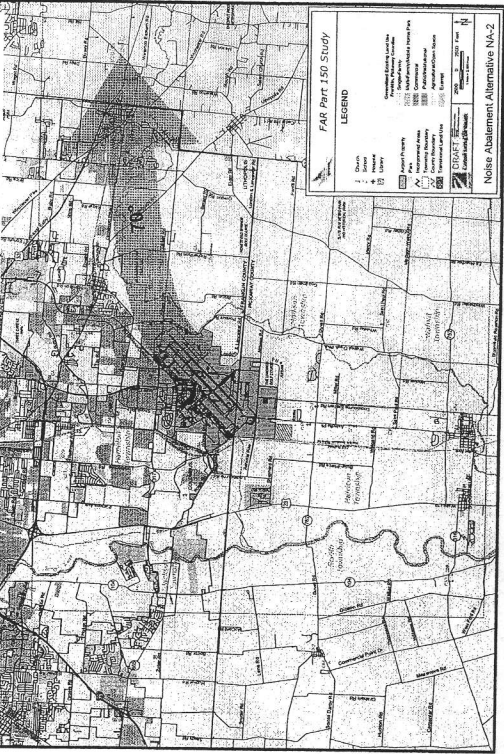
- **NA-3:** Formalize military noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast, preferential southwest flow for touch-and-go operations, and observing preferential reverse flow runway use.
 - **Status: Implemented 70 degree turn, preferential southwest flow for touch-and-go operations, and preferential reverse flow between the hours of 11:00 p.m. to 7:00 a.m.**
- **NA-4:** Implement periodic noise monitoring procedures within the Airport environs.
 - **Status: Installed two permanent noise monitors**
 - Produce aircraft noise level reports for Groveport and Pickaway County
 - Create a historical database of noise levels
 - Providing data for this Part 150 Study Update



- **NA-1:** Straight-out departures of jet aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course.



- **NA-2:** Formalize civil noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast for jet aircraft.



Land Use Management Alternatives

- **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.

□ **Status: Partially Implemented (Village of Groveport, City of Columbus)**



Land Use Management Alternatives

- **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.

□ **Status: Not Implemented**



Land Use Management Alternatives

- **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).

□ **Status: Implemented in Groveport**

- **LU-9:** Guaranteed purchase of homes within the 65 DNL noise contour.

□ **Status: Completed (purchased for Alum Creek Drive Extension project)**

- **LU-10:** Guaranteed purchase of undeveloped land within the 70 DNL noise contour.

□ **Status: Not Implemented**



Land Use Management Alternatives

- **LU-11:** Purchase aviation easements over existing residential buildings northeast and southwest of the airport.

□ **Status: Revoked as part of the 1999 NCP**

- **LU-12:** Guaranteed purchase or aviation easement purchase of selected homes in the forecasted 1992-70 DNL noise contour.

□ **Status: Completed prior to 1999 NCP (4 homes on Duval and one home on Pontius)**

- **LU-13:** Purchase development rights.

□ **Status: Withdrawn prior to 1999 NCP**



Land Use Management Alternatives

- **LU-14:** Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School).
 - **Status:** **Completed prior to 1999 NCP**
- **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.
 - **Status:** **Partially Implemented**



Land Use Management Alternatives

- **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 to officially recognize Rickenbacker 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.
 - **Status:** **Not Implemented**
- **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.
 - **Status:** **Not Implemented**



Implementation Alternatives


- **IM-1:** Establish a Noise Abatement Committee to assist in the implementation of the Noise Abatement and Land Use Management Plans of the NCP and the periodic review of noise complaints, as needed.
 - **Status:** **Implemented informally (no current committee)**
- **IM-2:** Establish a process for noise monitoring and contour updating should the equivalent operational levels change by more than 17 percent from existing or anticipated conditions within the five-year NCP time frame.
 - **Status:** **Installed two permanent noise monitors and FAR Part 150 Study initiated.**



Implementation Alternatives


- **IM-3:** Establish a noise complaint response process.
 - **Status:** **Implemented noise complaint hotline.**
- **IM-4:** Establish a Plan review and evaluation process.
 - **Status:** **Implemented current FAR Part 150 Study.**
- **IM-5:** Develop a public information program to distribute informational materials concerning the Airport's current and on-going planning studies, noise exposure contours, and Noise Compatibility Program measures and implementation status. Distribute materials to land developers, lending institutions, planning officials, real estate professionals, and residents.
 - **Status:** **Implemented**





Small Group Discussions

- **Purpose:** To gather ideas from the members of the PAC on methods to reduce noise in the surrounding communities
- **Time:** 30 minutes
- **Next Steps:** All ideas will be summarized at the end of our session today.



RICKENBACHER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

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Next Steps

- **Compile suggested alternatives**
- **Begin evaluation of alternatives**
- **PAC and Public Workshop April/May**




RICKENBACHER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

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Questions/Answers



RICKENBACHER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

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MEETING MEMO

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING

Rickenbacker International Airport
FAR Part 150 Noise Compatibility Study
Planning Advisory Committee – Meeting 2

MEETING DATE

February 9, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

Introduction and Schedule Review

Dave Wall, Capital Program Manager, Columbus Regional Airport Authority (CRAA), opened the meeting by welcoming participants and thanking them for their participation. Mr. Wall introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm conducting the Part 150 Noise Compatibility Study (Part 150). Mr. Adams introduced the other members of the consulting team including: Chuck Lang and Sarah Potter, Landrum & Brown; and Melanie DePoy of Aerofinity. He explained that Landrum & Brown is conducting the technical analysis and that Aerofinity is assisting with community outreach.

Mr. Adams asked the meeting participants to introduce themselves and tell what group they represented. He then reviewed the day's agenda and the study schedule. He stated that the study is currently in the phase of reviewing Noise Abatement Alternatives and preparing the Noise Abatement Plan. He explained that today's meeting represented a change in the study schedule. It had been anticipated that in conjunction with this Public Advisory Committee (PAC) meeting there would also be public information workshops as there had been following the first PAC meeting. Only a PAC meeting was being held today as the Airport Authority staff and the study team believed that it was important to gain additional input from this committee before going back to the public. As part of today's meeting there would be a "brainstorming" session in which committee members will be asked to provide input on actions that could be taken to further reduce or prevent noise impacts from Rickenbacker International Airport (LCK).

A handout was provided outlining key points of the meeting presentation.

Review of Existing and Future Noise Exposure Maps (NEMs)

Following the introduction, Sarah Potter reviewed the existing and future noise contours. She emphasized that the noise contours had been presented at the first PAC meeting and had not changed since that time. She stated that it was important to again review the contours for those who had not previously attended, and to assist with today's discussion. She pointed out that the major change between the existing and future noise contours was that the future noise contour was slightly larger both to the north and south, although there are still no homes that fall within the 65 DNL noise contour.

Elements of a Noise Compatibility Plan

Ms. Potter reviewed the three elements of a Noise Compatibility Plan (NCP.) She explained that Noise Abatement Alternatives essentially impact how aircraft operate at the airport. Land Use Management Alternatives are either preventive or corrective measures. Preventive measures include planning and zoning intended to prevent incompatible land uses being constructed in the airport area. Corrective measures include such actions as sound insulating or acquiring incompatible land uses. The third element of a NCP is the Implementation Plan. These are actions that are identified to assist in putting the Noise Abatement and Land Use Management measures into place.

Review and Status of 1999 NCP

Rob Adams reviewed the measures that had been approved as part of two previous NCPs prepared for LCK (1988 and 1999.) He explained that to the extent possible, an inventory has been conducted to determine the status of each of the approved measures. He stated that over the years, some of the measures had been revoked or withdrawn, or had not been implemented based upon conditions at the time. Mr. Adams then reviewed each measure and its status.

Key points made during this review included:

- The contra-flow measure is used only when weather permits. Mr. Adams emphasized that safety is always the first consideration. Therefore, when winds are from the north, Airport Traffic Controllers will not observe the contra-flow measure.
- All responsibility for zoning lies with the jurisdictions. While the Airport Authority can recommend zoning measures, they have no authority for implementation. One of the previously approved measures, Discretionary Project Review, has been implemented only in Groveport.
- In the 1988 Study only one home, which was part of a farm, had been identified for acquisition. The Airport Authority has recently purchased this farm as a part of the Alum Creek Drive extension.
- During the 1999 Study, voluntary acquisition of twenty-two (22) homes was approved. This measure was approved in contemplation of a major cargo hub locating at the airport. The cargo development did not materialize and therefore this measure has not been implemented.
- Avigation Easements had been identified as a previous measure. The FAA no longer encourages the purchase of avigation easements as they have not proven to address noise issues for the long-term.
- The 1988 Study identified the formation of a Noise Abatement Committee. This Committee is not active. Dave Wall clarified that following the 1999 Noise Study, the PAC evolved into a Noise Abatement Committee but did not remain active after a few meetings.
- One implementation measure identified as part of the 1999 Noise Study was a process for noise monitoring and contour updating. Since assuming responsibility for LCK, the CRAA has installed

two permanent noise monitors in the Groveport area. CRAA has a very well-developed noise complaint system, including a 24-hour hotline that includes LCK.

Mr. Adams stated that one of the major goals of this study is to "clean-up" the previously approved measures. This will include consolidating and revoking some of the measures that do not have the potential for implementation.

Small Group Discussions

Following the review of the previously approved NCP measures, the PAC was divided into four groups. Groups were asked to spend approximately thirty (30) minutes brainstorming ideas on methods to reduce noise in the communities surrounding LCK. Melanie DePoy explained that it is important for the consulting team to hear ideas from this group because they live and work in the area on a daily basis and therefore see how the airport operates. She stressed that the "door was open." Any ideas they have should be put on the table. Each group worked with a facilitator from the consulting team. Members of the Airport Authority staff were asked to participate in different groups.

Following the brainstorming session, the facilitators summarized each group's discussion. A consolidated list of the suggestions is attached.

Next Steps

Rob Adams closed the meeting by reviewing the next steps in the planning process. He stated that following this meeting, the consulting team would compile and review the alternatives suggested during the brainstorming session. The team would then begin to narrow the list of viable alternatives.

Suggestions will be evaluated based upon the following:

- Would this procedure allow safe operations?
- Is suggestion viable for implementation?
- Will it reduce noise? Where will it reduce noise?
- How much would it cost to implement?
- When would it be appropriate to implement this suggestion?

The next PAC and public workshops are anticipated to occur in late March or early April. Rob explained that the PAC will be divided into two groups for the next meeting. One group will meet at 9:00 a.m. and will focus on operational issues. The second group will meet at 10:00 a.m. and will discuss land use mitigation measures. Everyone is welcome to attend both meetings but it is not necessary for them to do so. Opening comments will be made at 9:00 a.m. and will be repeated at 10:00 a.m. so that both groups receive the same background information.

Meeting notices will be sent approximately one month in advance of the next PAC meeting. Meeting materials will be mailed approximately one week in advance of the next PAC meeting.

RICKENBACKER INTERNATIONAL AIRPORT PART 150 STUDY UPDATE CONSOLIDATED SUGGESTIONS FROM THE PAC

GENERAL COMMENTS

- Overall aircraft noise levels have decreased since the 1990's.
- Current flight paths are effective in reducing noise (in particular the touch-and-go patterns by the KC135 aircraft).
- MD 11 and Boeing 727 aircraft are the noisiest aircraft in the fleet. It is anticipated that Boeing 727 aircraft will be phased out.
- Make sure the Air National Guard is involved in this process.
- Conduct additional noise modeling to prepare sound metrics other than DNL.
- Recognize that LCK is an important economic generator in the community. This study should not do anything that would leave the airport in position that might discourage operators from coming to LCK.
- LCK should pursue more passenger operations to generate more economic growth that ultimately could assist in funding sound insulation.

NOISE

Flight Tracks

- Review the helicopter flight corridors.
- Standardize AirNet departures within more specific corridors.
- Modify the current tower order for straight out departures of itinerant aircraft from Runways 23L and 23R to fly the runway heading until reaching 3800' MSL instead of 3000' MSL.
- Specify a location/distance when the 70 degree heading off of 05R/05L would occur.
- Develop a flight path that will reduce arrival overflights over Scioto Township during the nighttime hours.

Flight Procedures

- Implement a continuous descent approach (would benefit noise for those who live ~5 miles from the airport)
- Use available technologies to help reduce noise.

Runway Use

- Modify the contra-flow procedures to occur during normal nighttime hours (10:00 p.m. to 7:00 a.m.) instead of from 11:00 p.m. to 7:00 a.m.
- Maximize the use of 23L/05R
- Develop a long-term runway use program that could be implemented if there is more residential development south of the airport.

Facility Modifications

- Construct a noise berm/wall to reduce aircraft noise impacts.
- Construct a ground run-up barrier to reduce aircraft noise impacts.
- Construct an east-west runway to reduce noise in the surrounding communities.

Non Aircraft Noise Issues

- Construct noise barriers for the inter-modal facility.
- Develop new automobile traffic patterns to reduce noise impacts.
- Airport employees tend to travel through Lockbourne which could become a noise/traffic problem.
- Create additional signs for the truck traffic to reduce the amount of traffic getting lost in Lockbourne.
- Make sure that roadway impacts (noise/congestion) are taken into account with development.

LAND USE

- Develop incentives (dollars) to encourage re-zoning land around the airport.
- Do not revoke any of the previous land use measures without first looking at the appropriateness of the measure.
- Develop a working group from the surrounding jurisdictions to focus on regional zoning and land use planning.
- Look beyond the 60 DNL for zoning restrictions.
- Local communities/jurisdictions use the noise contours to encourage/discourage specific types of development.
- Incorporate sound attenuation into building codes for noise sensitive facilities.
- Discourage residential development within the 65 DNL.
- Develop a long term zoning plan for Harrison Township.
- Offer sound insulation beyond the 60 DNL.
- The Alum-Creek Drive extension will spur development. Plan for compatible land uses in these areas.

IMPLEMENTATION MEASURES

- Monitor flight paths to make sure the pilots are following the assigned headings.
- Create handouts/signs to notify the pilots of the noise sensitive areas.
- Alert (phone calls or website) public when noise abatement procedures are not being followed and why (e.g., weather conditions).
- Re-establish the noise committee.
- Conduct temporary noise monitoring to check noise levels at noise sensitive locations.
- Educate the local communities about the benefits of the airport on the local economy.
- Develop an information awareness process for the real estate agents about the airport.

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**Planning Advisory Committee Meeting #3
April 20, 2006**

Letter of Invite
Registration
Presentation
Summary Meeting Notes



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Barbara Adams
Clerk
Madison Township
9716 Marry Road
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Adams:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

This meeting will be structured so that there will be a discussion of noise abatement alternatives between 9:00 a.m. and 11:00 a.m. Between 11:00 a.m. and Noon we will discuss alternatives for land use management. There will be a brief introduction at the beginning of each discussion that will provide an overview of the study to date. Committee members can elect to stay for both discussions, or may come only for the portion of the meeting that is most pertinent to their interest.

Also scheduled for Thursday, April 20, is the second Public Information Workshop for the LCK Part 150 Noise Compatibility Study. It will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Public Information Workshop, committee members are invited to attend the Public Information Workshop as well.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the April 20th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Board of Directors
Kathleen H. Ransler
Chair
Dwight E. Smith
Vice Chair

Don M. Casto, III
Frank J. Cipriano
John W. Kessler
Wm. J. Lhotka
James P. Loomis, PE
George A. Skostas
Dennis L. White

Elaire Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Douglas Browell
Village Administrator
Village of Obetz
4175 Alum Creek Drive
Obetz, OH 43207

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Browell:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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James P. Loomis, PE
George A. Skostas
Dennis L. White

Elaire Roberts, A.A.E.
President & CEO

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Rickenbacker International Airport
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Fax: 614-491-0662

Bolton Field Airport
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Columbus, Ohio 43226
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Fax: 614-651-8959

Port Columbus International Airport
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Columbus, Ohio 43219
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Fax: 614-239-4066

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Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43226
Phone: 614-651-9900
Fax: 614-651-8959



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

The Honorable Shannon Bush
Chairman
Hamilton Township
Board of Trustees
8400 Lockbourne Road
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Chairman Bush:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

This meeting will be structured so that there will be a discussion of noise abatement alternatives between 9:00 a.m. and 11:00 a.m. Between 11:00 a.m. and Noon we will discuss alternatives for land use management. There will be a brief introduction at the beginning of each discussion that will provide an overview of the study to date. Committee members can elect to stay for both discussions, or may come only for the portion of the meeting that is most pertinent to their interest.

Also scheduled for Thursday, April 20, is the second Public Information Workshop for the LCK Part 150 Noise Compatibility Study. It will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Public Information Workshop, committee members are invited to attend the Public Information Workshop as well.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the April 20th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Board of Directors
Kathleen H. Ransler
Chair
Dwight E. Smith
Vice Chair

Don M. Casto, III
Frank J. Cipriano
John W. Kessler
Wm. J. Lhotka
James P. Loomis, PE
George A. Skostas
Dennis L. White

Elaire Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Frank Christman
Village Administrator
Village of Ashville
200 E. Station Street
P.O. Box 195
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Christman:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Fax: 614-239-4066

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7161 Second Street
Columbus, Ohio 43217
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Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43226
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Fax: 614-651-8959

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

The Honorable Ralph Coon
Mayor
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mayor Coon:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006

Location: Rickenbacker International Airport Charter Terminal

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Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Jon Crusey
Administrator
Village of Groveport
655 Blacklick Street
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Crusey: *Jon*

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006

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Capital Program Manager
Columbus Regional Airport Authority

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President & CEO

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Colleen Delo Wood
Station Manager
Hodgers Air
2295 John Circle Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Delo Wood:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006

Location: Rickenbacker International Airport Charter Terminal

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Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Vickie Fleming
Clerk
Scioto Township
6752 State Route 762
P.O. Box 40
Commercial Point, OH 43116

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Fleming:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006

Location: Rickenbacker International Airport Charter Terminal

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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President & CEO

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Terry Frazier
Planning Director
Pickaway County
Office of Planning
139 West Franklin Street
Circleville, OH 43113

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Frazier:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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Dennis L. White

Elahe Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Chris Gawronski
Senior Planner
Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Gawronski:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Susan Trego
Clerk
Harrison Township
P.O. Box 290
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Trego:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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Elahe Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Nathan Green
Economic Development Director
Pickaway County
139 West Franklin Street
P.O. Box 506
Circleville, OH 43113

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Green:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. George Hammond
Village Administrator
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Hammond:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Capital Program Manager
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Dennis L. White

Elsie Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Jean Ann Hilbert
Village of Groveport
814 Main Street
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Hilbert:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

This meeting will be structured so that there will be a discussion of noise abatement alternatives between 9:00 a.m. and 11:00 a.m. and Noon we will discuss alternatives for land use management. There will be a brief introduction at the beginning of each discussion that will provide an overview of the study to date. Committee members can elect to stay for both discussions, or may come only for the portion of the meeting that is most pertinent to their interest.

Also scheduled for Thursday, April 20, is the second Public Information Workshop for the LCK Part 150 Noise Compatibility Study. It will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Public Information Workshop, committee members are invited to attend the Public Information Workshop as well.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the April 20th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Elsie Roberts, A.A.E.
President & CEO

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Fax: 614-239-4066

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Clint Jeffries
Senior Manager
FedEx
7086 Cargo Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Jeffries:

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President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Katherine Jones
Community Planner
Federal Aviation Administration
Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, MI 48174

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Jones:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Rolife Kanavel
Operations Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Kanavel:

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Robert Lawler
Director, Transportation
Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Lawler:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Chris Lanfest
Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Lanfest:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Steve Maggio
FedEx
7066 Cargo Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Maggio:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Chris Miller
Chief of Flying Standards
Air Force Air Guard
7370 Minuteman Way
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Miller:

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President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Allen Neimayer
Planning & Zoning Administrator
Village of Canal Winchester
36 South High Street
Canal Winchester, OH 43110

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Neimayer:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Tammy Noble
Interim Director
Franklin County
Development Department-Zoning & Planning
280 E. Broad Street
Suite 202
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Noble:

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Reza Reyazi
Planner
City of Columbus
Planning Division
109 N. Front Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Reyazi:

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Phone: 614-239-4000
Fax: 614-239-4066

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone: 614-491-1401
Fax: 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43226
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Paul Pence
Harrison Township Zoning Board
11658 Bufen-Pierce Road
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Pence:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

This meeting will be structured so that there will be a discussion of noise abatement alternatives between 9:00 a.m. and 11:00 a.m. Between 11:00 a.m. and Noon we will discuss alternatives for land use management. There will be a brief introduction at the beginning of each discussion that will provide an overview of the study to date. Committee members can elect to stay for both discussions, or may come only for the portion of the meeting that is most pertinent to their interest.

Also scheduled for Thursday, April 20, is the second Public Information Workshop for the LCK Part 150 Noise Compatibility Study. It will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Public Information Workshop, committee members are invited to attend the Public Information Workshop as well.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the April 20th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,


David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Board of Directors
Kathleen H. Ransier
Chair
Dwight E. Smith
Vice Chair

Don M. Casto, III
Frank J. Cipriano
John W. Kessler
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James P. Loomis, P.E.
George A. Skaslos
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Ms. Linda Potter
4999 Johannanna Drive
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Ms. Potter:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal


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Sincerely,


David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO

Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
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Fax: 614-239-4066

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Columbus, Ohio 43217
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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Prostel Thomas
Operations Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Thomas:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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Sincerely,


David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Albert Roese
Mayor
Village of South Bloomfield
5023 South Union Street
South Bloomfield, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mayor Roese:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

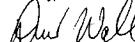
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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Kevin Rudd
LCK Division Manager
Lane Aviation
2295 John Circle Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Rudd:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Dennis L. White

Elnae Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Tom Schaner
AirNet Systems, Inc.
7250 Star Check Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Schaner: *Tom*

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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President & CEO

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Fax: 614-851-9859



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

The Honorable Rhonda Shappert
Mayor
Village of Commercial Point
P.O. Box 78
Commercial Point, OH 43116

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mayor Shappert:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Elnae Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Ron Short
LCK Gateway Manager
UPS
2162 Reserve Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Short:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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President & CEO

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Major Mike Smith
Ohio Army National Guard
Army Aviator Support Facility #2
7750 South Access Road
Building 918
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Major Smith:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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Location: Rickenbacker International Airport Charter Terminal

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Capital Program Manager
Columbus Regional Airport Authority

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Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Wayne Warner
Administrator
Madison Township
4575 Madison Lane
Greeport, OH 43125

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Warner:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Kevin Wheeler
Long Range Planning Manager
City of Columbus
Department of Development/Planning Division
109 N. Front Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Wheeler:

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Location: Rickenbacker International Airport Charter Terminal

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This meeting will be structured so that there will be a discussion of noise abatement alternatives between 9:00 a.m. and 11:00 a.m. Between 11:00 a.m. and Noon we will discuss alternatives for land use management. There will be a brief introduction at the beginning of each discussion that will provide an overview of the study to date. Committee members can elect to stay for both discussions, or may come only for the portion of the meeting that is most pertinent to their interest.

Also scheduled for Thursday, April 20, is the second Public Information Workshop for the LCK Part 150 Noise Compatibility Study. It will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Public Information Workshop, committee members are invited to attend the Public Information Workshop as well.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the April 20th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepov@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Board of Directors
Kathleen H. Ransler
Chair
Dwight E. Smith
Vice Chair

Don M. Casto, III
Frank J. Cipriano
John W. Kessler
Wm. J. Lhota
James P. Loomis, PE
George A. Skestos
Dennis L. White

Elaine Roberts, A.A.E.
President & CEO



COLUMBUS REGIONAL AIRPORT AUTHORITY
PORT COLUMBUS • RICKENBACKER • BOLTON
March 17, 2006

Mr. Mike Yartin
Tower Manager
Rickenbacker International Airport ATCT
7400 Alum Creek Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study
Planning Advisory Committee Meeting

Dear Mr. Yartin:

The third Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Thursday, April 20, 2006
Location: Rickenbacker International Airport Charter Terminal

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Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219
Phone: 614-239-4000
Fax: 614-239-4066

Rickenbacker International Airport
7161 Second Street
Columbus, Ohio 43217
Phone: 614-491-1401
Fax: 614-491-0662

Bolton Field Airport
2000 Norton Road
Columbus, Ohio 43228
Phone: 614-851-9900
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COLUMBUS REGIONAL AIRPORT AUTHORITY
 PORT COLUMBUS • RICKENBACKER • BOLTON
 March 17, 2006

Ms. Corrie Swoyer
 Madison Township
 9716 Marcy Road
 Ashville, OH 43103

RE: Rickenbacker International Airport
 Part 150 Noise Compatibility Study
 Planning Advisory Committee Meeting

Dear Ms. Swoyer:

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 Capital Program Manager
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 Fax: 614-491-0662

Bolton Field Airport
 2000 Norton Road
 Columbus, Ohio 43228
 Phone: 614-851-8900
 Fax: 614-851-8959

RICKENBACKER INTERNATIONAL AIRPORT

**FAR Part 150 NOISE COMPATIBILITY STUDY
PLANNING ADVISORY COMMITTEE**

April 20, 2006
SIGN-IN FORM

NOISE ABATEMENT ALTERNATIVES

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
MICHAEL YARTIN	7400 ALUM CREEK DR COLUMBUS OH 43217	614-492-3460
SCOTT BUZZARD	7317 MINUTEMAN WAY COLUMBUS OH 43217	614 492-3206
Tom Schaner	7250 Starcheck Dr. Columbus OH 43017	614-409-4801
Jon Crussing	655 Blacklick St Groveport	614-836-5301
Chris Lemfest	4279 INTERNATIONAL GATEWAY COLUMBUS, OH 43219	614 338-4030
Prossell Thomas Jr.	4277 INTERNATIONAL GATEWAY COS, OH 43219	614-338-4030
JEAN ANN HILBERT	814 MAIN GROVEPORT OH 43125	614-836-5301 Village 614-836-5904 hm
ALBERT ROBERT	So. Bloomfield	740-983-2541

**RICKENBACKER INTERNATIONAL AIRPORT
 FAR Part 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE**

April 20, 2006
 SIGN-IN FORM

NOISE ABATEMENT ALTERNATIVES

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Clint Jeffries	Toledo Cargo Rd. (FedEx)	614-492-6106
Angela Newland	CRAA	614-239-4011
MICHAEL SMITH	BLDG 918 RICKENBACKER	614-336-6403

**RICKENBACKER INTERNATIONAL AIRPORT
 FAR Part 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE**

April 20, 2006
 SIGN-IN FORM

NOISE ABATEMENT ALTERNATIVES

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Franklin Christman	200 East Station Street Archville Ohio 43103	740/983-0367
CHARLIE GOODWIN	7161 Seznam St. Columbus, OH 43035	614-409-3634
Chris Gawronski	MORPC 285 E. Main St., Col's 43202	614-233-4164

RICKENBACKER INTERNATIONAL AIRPORT

FAR Part 150 NOISE COMPATIBILITY STUDY
 PLANNING ADVISORY COMMITTEE

April 20, 2006

SIGN-IN FORM

LAND USE MANAGEMENT

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
PAUL PENCE	11658 Puleu - Prence Rd Lockbourne OH	740-983-4372
Franklin Christian	200 East Street - Ashland Ohio 43102	740 983-6367
Robert J Reese	SOUTH Bloomfield	740-983 2541
Angela Newland	CRAA	614-239-4011
Robert Lawlor	MORAC 285 E. Main St. Col. 43215	614-233-4160
Chris Gawronski	MORAC "	614-233-4166
DAVE WALK	CRAA	614-239-4063
DAVE JANSON	CRAA	614-239-5054
MARK KELBY	CRAA	614-239-5014
CHARLES GOODWIN	CRAA	614-409-3634



Rickenbacker International Airport

FAR Part 150 Noise Compatibility Study

Planning Advisory Committee Meeting 3

April 20, 2006



NOISE ABATEMENT - 1
RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Planning Advisory Committee

Welcome and Introductions



NOISE ABATEMENT - 2
RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Today's Agenda

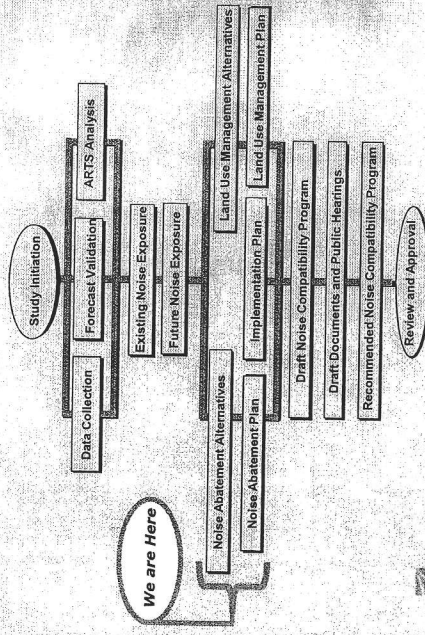
- Where we are in the Part 150 Process?
- Part 150 Schedule
- Review of Existing and Future Noise Exposure Maps
- Elements of a Noise Compatibility Study
- Review and Status of 1999 NCP measures
- Review of Noise Abatement Alternatives
- Next Steps



NOISE ABATEMENT - 3
RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

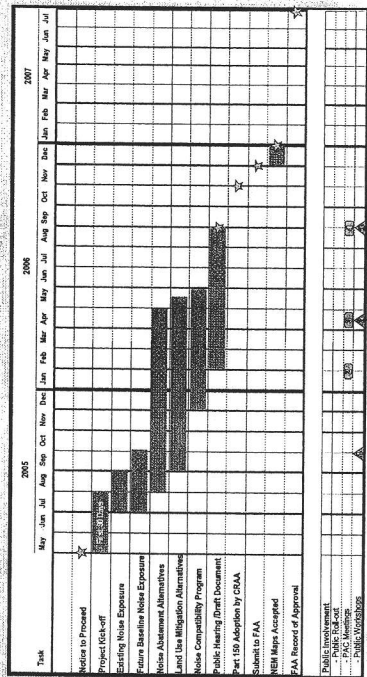


Where we are in the FAR Part 150 Process?



NOISE ABATEMENT - 4
RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Where are we in the FAR Part 150 Process?



We are Here
Noise Abatement - 5

RECKENBACKER INTERNATIONAL AIRPORT
FAR-PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

Review of Existing And Future Noise Exposure Maps

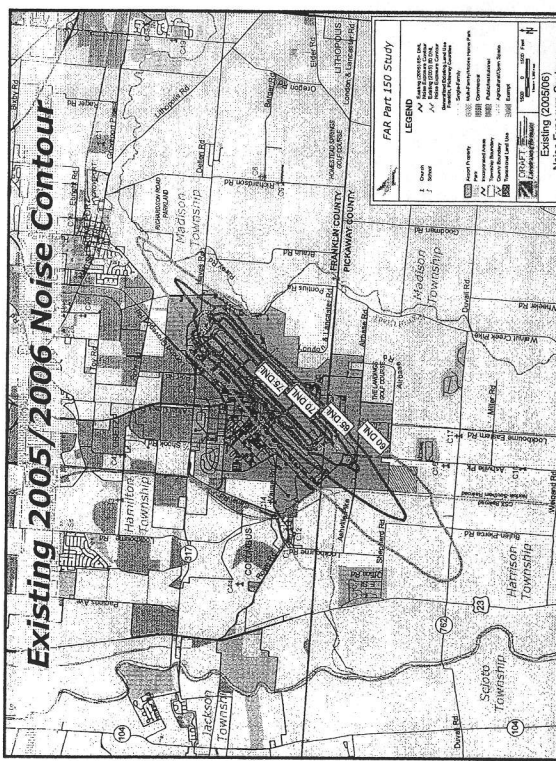
Noise Abatement - 6

RECKENBACKER INTERNATIONAL AIRPORT
FAR-PART 150 NOISE COMPATIBILITY STUDY

2005/06 Existing Noise Exposure Map

- **Categories of Input Data**
 - **Airports Operators and Fleet Mix**
 - Charter Airlines - Boeing 737
 - Cargo Airlines - Boeing 727, Airbus 300, DC-8, DC-10, MD-11, B747
 - AirNet - Lear 35, Cessna 208, Baron 58
 - Military - KC135
 - GA - Business Jets and single/twin engine propellers
 - **Runway Use**
 - South Flow (arrive and depart 23L/23R) - 65% of the operations
 - North Flow (arrive and depart 05L/05R) - 35% of the operations
 - **Flight Tracks**
 - Jet aircraft departures from 05L/05R turn right on a 70 degree heading
 - Jet aircraft departures from 23L/23R fly straight out until reaching 3,000 feet MSL

RECKENBACKER INTERNATIONAL AIRPORT
FAR-PART 150 NOISE COMPATIBILITY STUDY



Future Baseline Noise Exposure Contours

Categories of Input Data

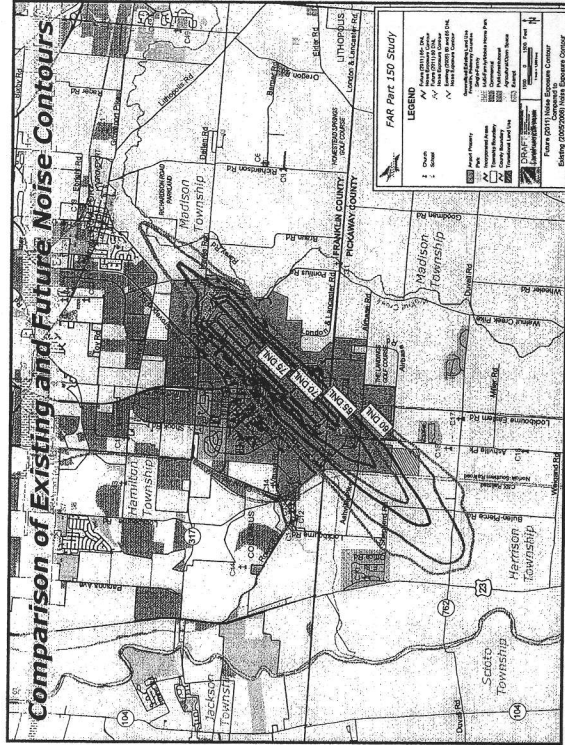
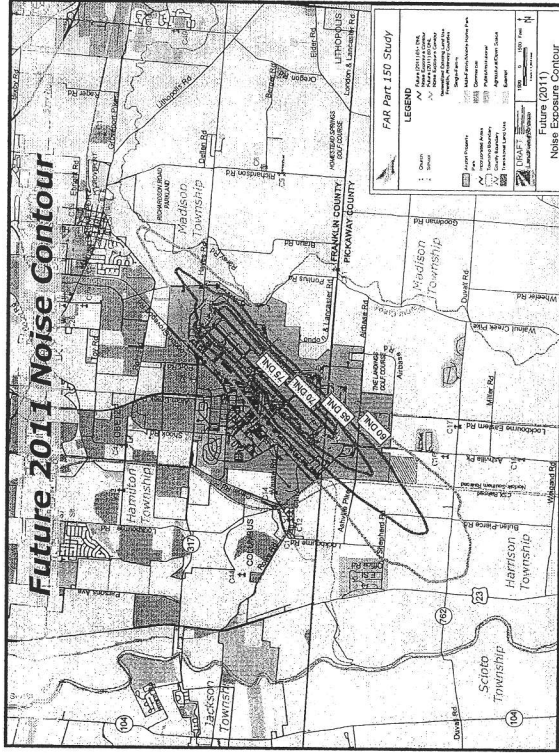
- Future Operating Levels and Fleet Mix
 - Overall 2% increase from 2005/06 Baseline
 - AirNet may replace small prop aircraft with larger turboprops
- Summary

No Change from 2005/06	Changed from 2005/06
Runway Layout	Operations Levels
Runway Use	Aircraft Types
Flight Tracks	



Noise Abatement - 9

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Future Baseline Noise Exposure Contours

- Noise Exposure Contour Shape and Size
 - Shape remains similar to the Existing 2005/06 noise contour.
 - Growth in the size of the contour due to the increase in the operations.
- Area and Housing Counts


	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
2005/06 Existing Housing Units	10	0	0	0	10
Population	27	0	0	0	27
Area	3.39	1.43	0.55	0.92	6.29
2011 Future Baseline Housing Units	37	0	0	0	37
Population	101	0	0	0	101
Area	4.03	1.78	0.67	1.01	7.49

*Population estimated based on U.S. Census data



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 12




Planning Advisory Committee

Elements of a Noise Compatibility Program (NCP)

Noise Abatement - 13

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY




Elements of a Noise Compatibility Program

- Noise Abatement Alternatives**
 - 4 Measures approved as part of 1999 NCP
- Land Use Management Alternatives**
 - 17 Measures approved as part of 1999 NCP
- Implementation Alternatives**
 - 5 Measures approved as part of 1999 NCP

Noise Abatement - 14

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY




Planning Advisory Committee

- IM-1: Establish a Noise Abatement Committee. (Not active)**
- IM-2: Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent. (Implemented as necessary)**
- IM-3: Establish a noise complaint response program. (Implemented)**
- IM-4: Periodic review and update of Noise Exposure Maps and Noise Compatibility Program. (Implemented)**
- IM-5: Develop a public information program to communicate information about the Noise Compatibility Program (Implemented)**

Noise Abatement - 15

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Implementation Alternatives

- IM-A: Provide for upgrades/enhancement of the Airport Noise & Operations Monitoring System (ANOMS)**
- IM-B: Establish/implement a temporary noise monitoring program, as needed**
- IM-C: Enhance/refresh IM-5 (public information program) to include items such as:**
 - Alerting public when noise abatement procedures will not be followed and why
 - Educating the community about the benefits of the airport
 - Restart efforts to communicate with pilots, planners, real estate agents, lending institutions about the airport and noise issues

Noise Abatement - 16

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

- Noise Abatement Alternatives**
- Flight Track Location**
- Runway Use**
- Flight Management**
- Ground Activity Restrictions**
- Facility Modifications**



Noise Abatement - 17

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

Current Noise Abatement Measures



Noise Abatement - 18

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

- NA-1:** Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course.
- Status: Implemented at 3,000 feet MSL**
- 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.
- Status: Implemented 70 degree turn and preferential reverse flow between the hours of 11:00 p.m. to 7:00 a.m.**



Noise Abatement - 19

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

- 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.
- Status: Implemented 70 degree turn, preferential southwest flow for touch-and-go operations, and preferential reverse flow between the hours of 11:00 p.m. to 7:00 a.m.**
- NA-4:** Implement periodic noise monitoring procedures within the Airport environs.
- Status: Installed two permanent noise monitors**
 - Produce aircraft noise level reports for Groveport and Pickaway County
 - Create a historical database of noise levels
 - Providing data for this Part 150 Study Update



Noise Abatement - 20

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

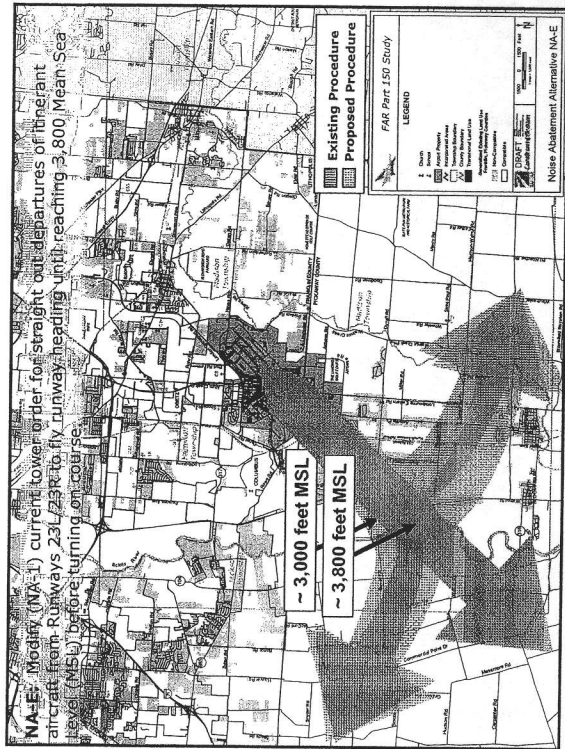
Planning Advisory Committee

Review of Noise Abatement Alternatives Being Considered



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 25



Noise Abatement Alternatives

NA-E: Modify (NA-1) current tower order for straight out departures of itinerant aircraft from Runways 23L/23R to fly runway heading until reaching 3,800 Mean Sea Level (MSL) before turning on course.

Description:

- Increase altitude at which aircraft make initial turns off of Runways 23L/R
- Original intent of the approved measure

Benefits:

- Reduced noise along the sides of the departure corridor
- Aircraft are higher and less noisier when making turns

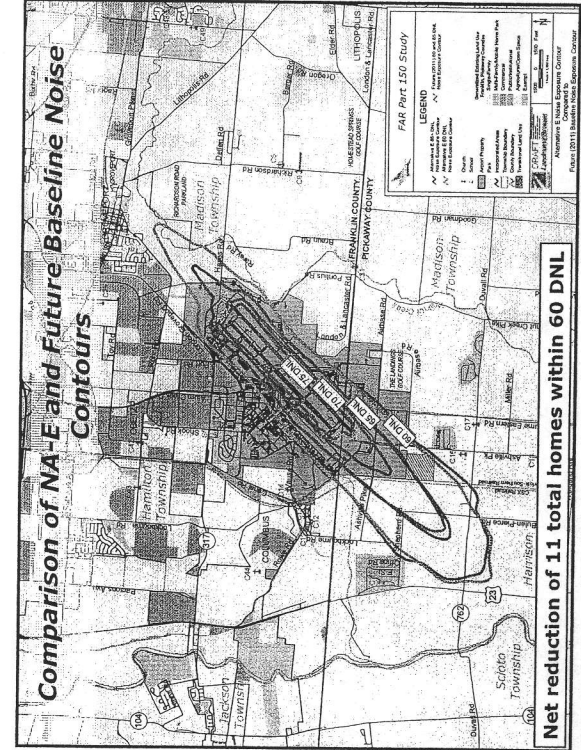
Drawbacks:

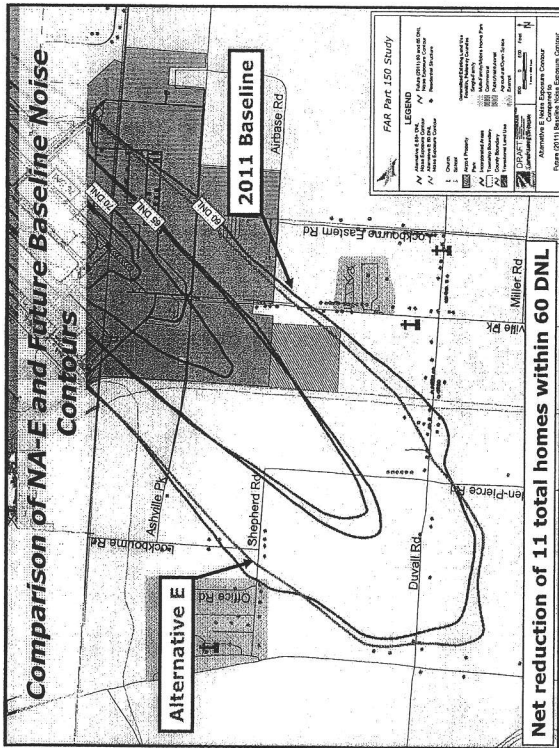
- Increased noise along centerline of runway
- May interfere with other airspace procedures



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 26





Noise Abatement Alternatives

NA-E: Modify (NA-1) current tower order for straight out departures of itinerant aircraft from Runways 23L/23R to fly runway heading until reaching 3,800 Mean Sea Level (MSL) before turning on course.

Preliminary Recommendation:

- Continue to review for implementation
- Consult with ATCT to determine if there are any issues that need to be addressed with the airspace

Noise Abatement - 30

**RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY**

Noise Abatement Alternatives

NA-G: Three-degree offset approach to Runway 23L.

Description:

- Intent is to reduce direct arrival overflights of Groveport by offsetting the approach path by up to 3 degrees

Benefits:

- Does not require new equipment to be installed
- Could result in noise reductions beyond the 60 DNL

Drawbacks:

- Could impact airspace procedures at Port Columbus

Net reduction of 11 total homes within 60 DNL

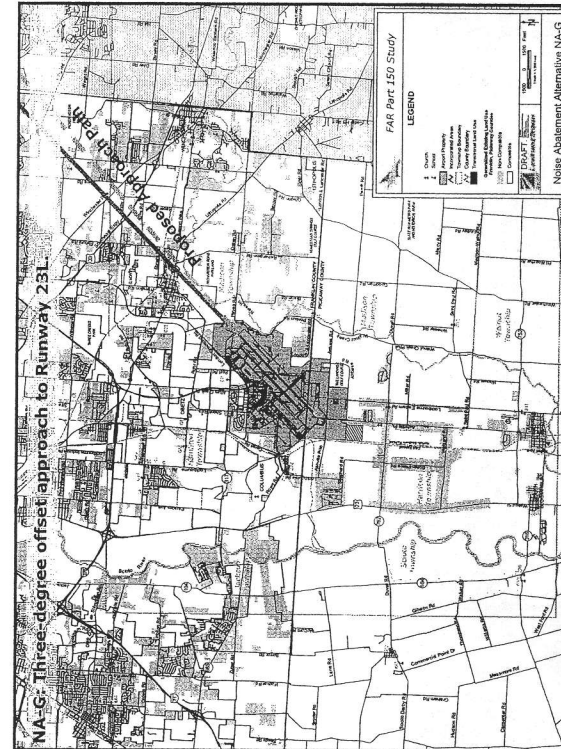
FAR Part 150 Study

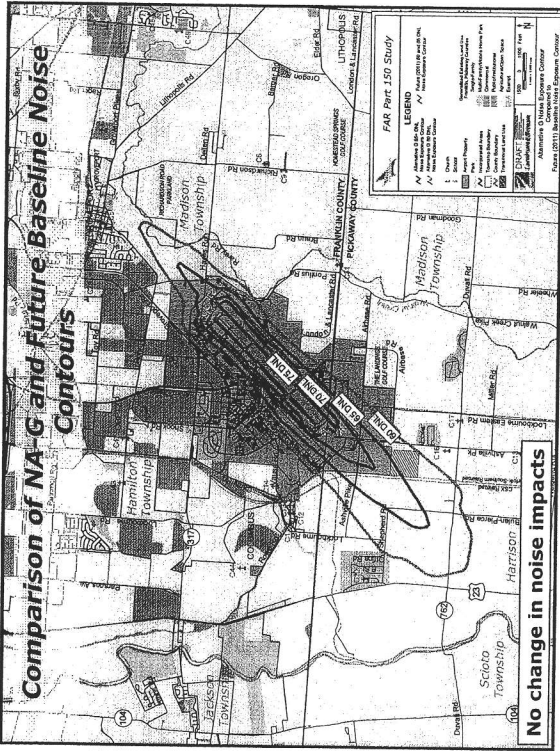
LEGEND

N Noise Contour (60 DNL)
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Noise Abatement - 31

**RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY**






Noise Abatement Alternatives

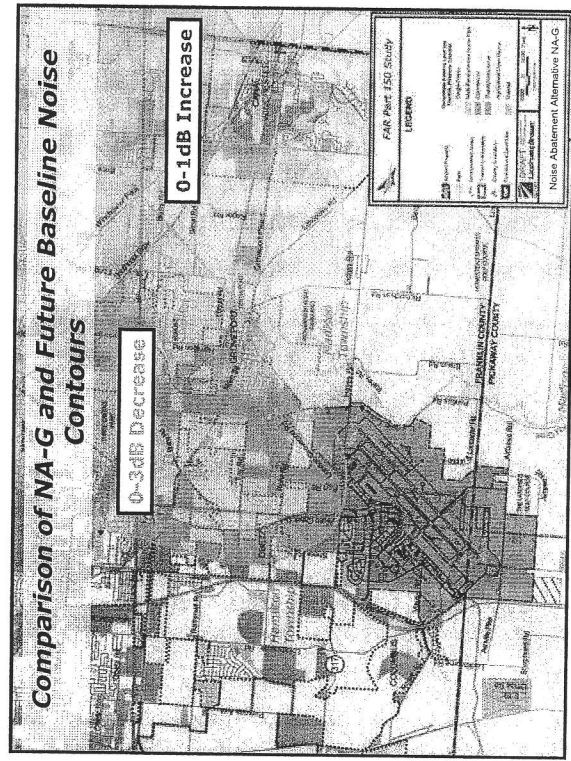
NA-G: Three-degree offset approach to Runway 23L.

Preliminary Recommendation:

- No change in impacts within the 60: DNL
- Could reduce noise levels over eastern portion of Groveport
- Minor increases in noise over other areas
- Recommend for further analysis to determine feasibility of implementing



 RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 Noise Abatement - 35



Noise Abatement Alternatives

NA-K: Departures by small jet aircraft and turboprop aircraft on Runways 5R/5L turn right, as soon as practical, to a 110 degree heading or left to a 270 degree heading.

Description:


- Intent is to reduce direct departure overflights of Groveport by small jet and turboprop aircraft

Benefits:

- Could reduce noise in Groveport from overflights by routing aircraft farther west and east of the village

Drawbacks:

- Could result in shifting noise from one noise-sensitive area to another noise-sensitive area
- Airspace conflicts with Port Columbus (if any) would need to be identified and resolved



 RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 Noise Abatement - 36

Noise Abatement Alternatives

NA-P: Displace the landing threshold on Runway 23L by 2,000 feet.

Description:

- Intent of this alternative is to relocate the landing threshold for Runway 23L south by 2,000 feet in an effort to increase the altitude of aircraft arriving from the north on that runway

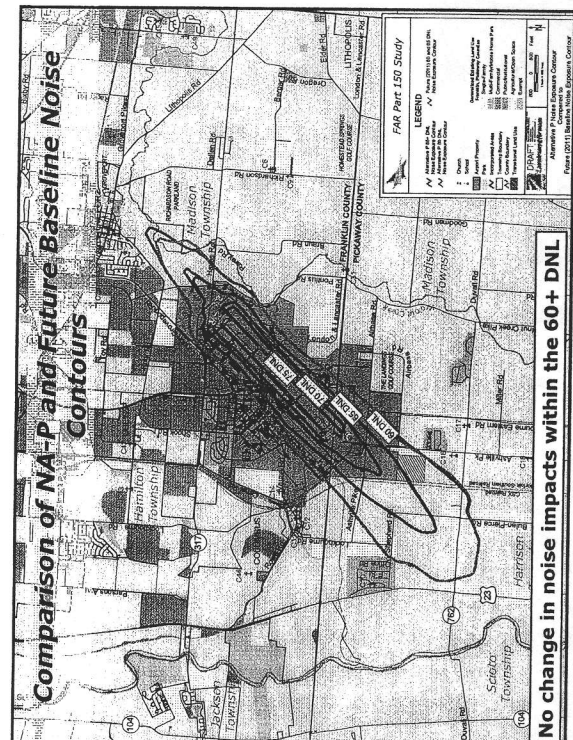
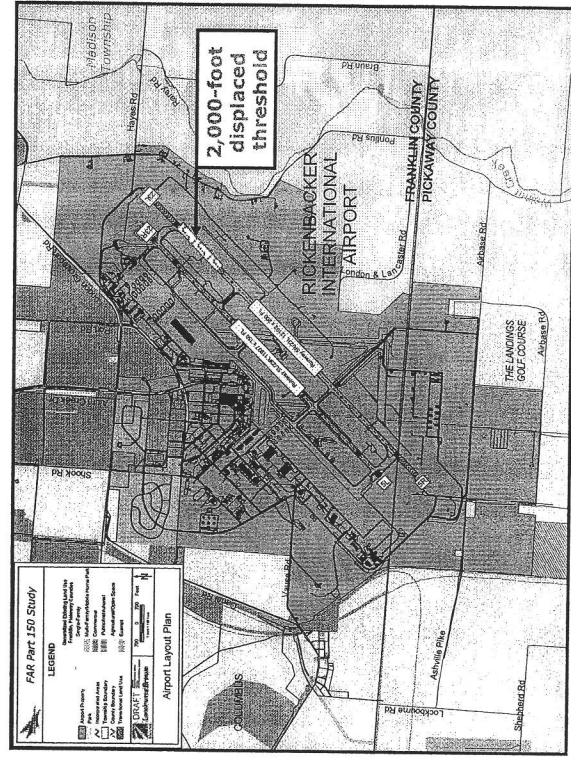
Benefits:

- 2,000-foot threshold displacement would increase altitude of aircraft by 400 - 600 feet and would reduce noise north of the airport

Drawbacks:

- None

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FAR PART 150 NOISE COMPATIBILITY STUDY
Noise Abatement - 41



Noise Abatement Alternatives

NA-P: Displace the landing threshold on Runway 23L by 2,000 feet.

Preliminary Recommendation:

- Noticeable benefits may occur as a result of implementing this alternative
- Consultant recommends further evaluation

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FAR PART 150 NOISE COMPATIBILITY STUDY
Noise Abatement - 44

Planning Advisory Committee

Noise Abatement Alternatives Not Carried Forward

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FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 45

Noise Abatement Alternatives

NA-J: Modify (NA-2) current tower order for departures of itinerant aircraft from Runways 5R/5L to turn right 0.25 nautical miles beyond runway end to a 70 degree heading

Description:

- Identify a turn point for departures using the 70 degree heading on Runway 5R/5L
- Intent is to make turn more predictable and consistent

Benefits:

- Reduced noise north of the current departure corridor due to turns occurring at fixed point

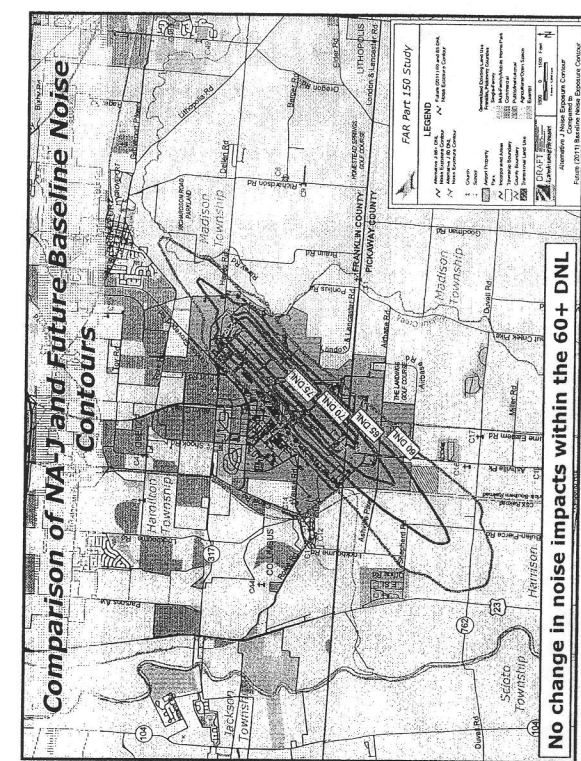
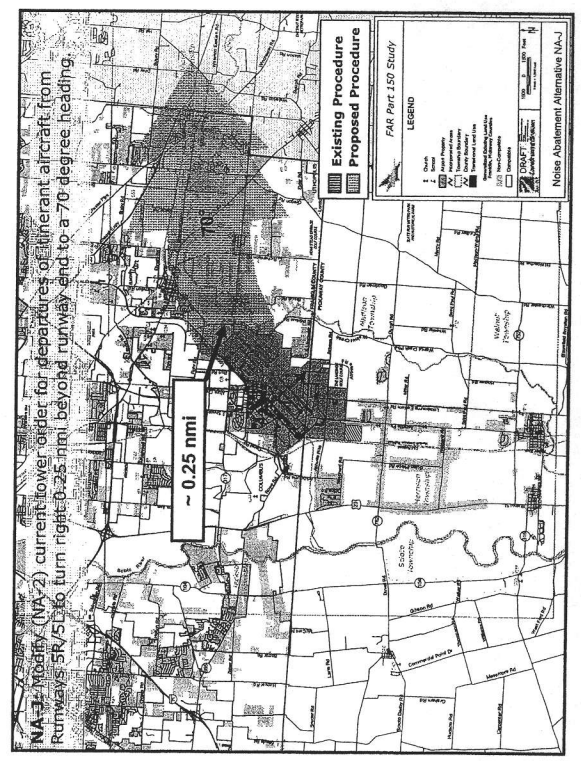
Drawbacks:

- Aircraft that routinely turned before the specified point would now be turning later
- Potential difficulty in identifying a navigational aid for turn

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FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 46



Noise Abatement Alternatives

NA-W: Construct a noise berm/wall.

Description:

- Intent of this alternative is to reduce noise from ground activity by constructing a noise berm/wall
- Berm/walls are most effective when located near the source (aircraft) or the receiver (homes)
- Two locations near homes are candidates for noise berm/wall

Benefits:

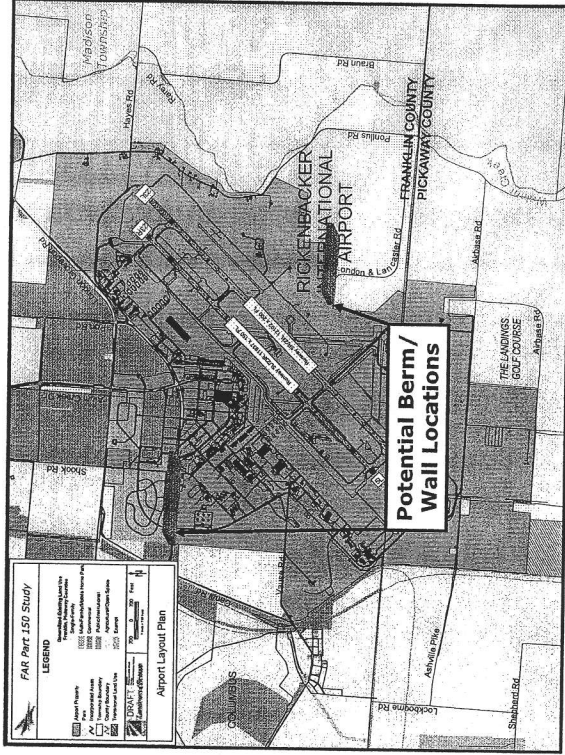
- Noise berm/wall would reduce noise from ground activity for the homes immediately adjacent to the wall (3 - 5 dB)

Drawbacks:

- Expensive to build (>\$1 million per wall)
- Has limited effect for homes located even 100 feet away from the wall. Has no effect on flight noise



Noise Abatement - 61. RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Noise Abatement Alternatives

NA-W: Construct noise berm/wall.

Preliminary Recommendation:

- Limited benefits for high cost
- Consultant does not recommend further evaluation



Noise Abatement - 63. RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Next Steps

- ☐ Tonight - Public Information Workshop
 - Right Here!
 - 4:30 pm to 7:30 pm
- ☐ Prepare Recommended Noise Compatibility Program and Gather Public Comments
- ☐ Discuss Draft Part 150 Noise Compatibility Study at next PAC Meeting (August 2006)
- ☐ Public Information Workshop and Public Hearing (August/September 2006)




Noise Abatement - 64. RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Questions/Answers

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 65

Noise Abatement Alternatives

NA-F: All traffic departing Runways 23L/23R turn right 10 degrees to 240 degree heading after reaching the runway end.

Description:

- Intent is to take advantage of more compatible corridor than straight out on runway heading


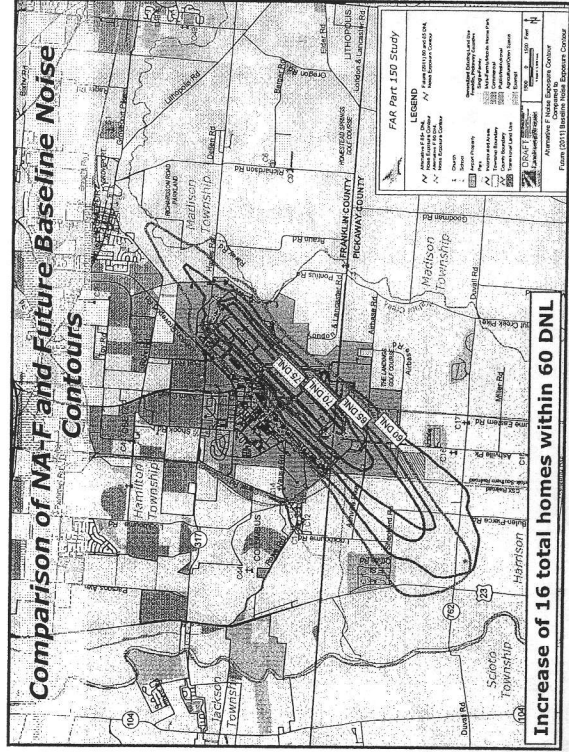
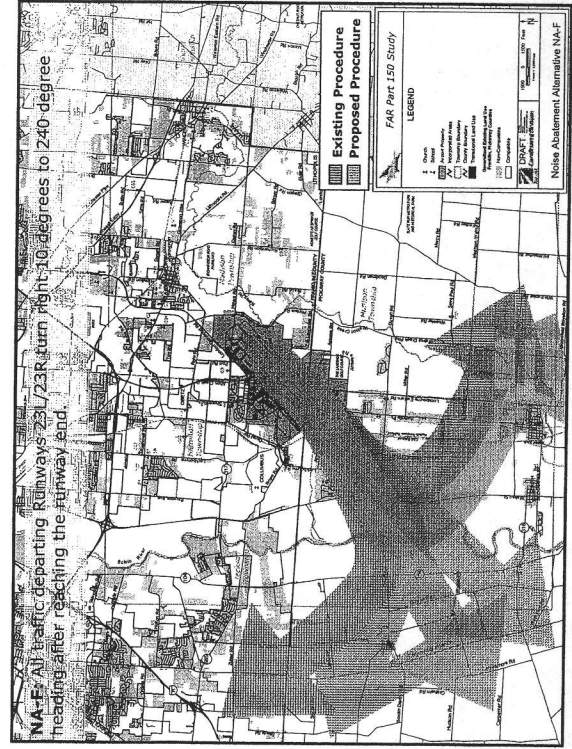
Benefits:

- If more compatible corridor exists, could reduce noise for those areas that are located along the extended centerline

Drawbacks:

- It is likely that the result will be a shifting of noise from one group of homes to another
- May increase overall noise impacts

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Noise Abatement Alternatives

NA-F: All traffic departing Runways 23L/23R turn right 10 degrees to 240 degree heading after reaching the runway end.

Preliminary Recommendation:

- Increases overall noise impacts by 1.6 homes
- Shifts noise from one area to another
- Consultant does not recommend for further analysis



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 69



Noise Abatement Alternatives

NA-H: Implement a side-step arrival procedure to Runway 23L.

Description:

- Intent is to reduce direct arrival overflights of Groveport by using a side-step approach path to Runway 23L

Benefits:

- Could result in noise reductions beyond the 60 DNL

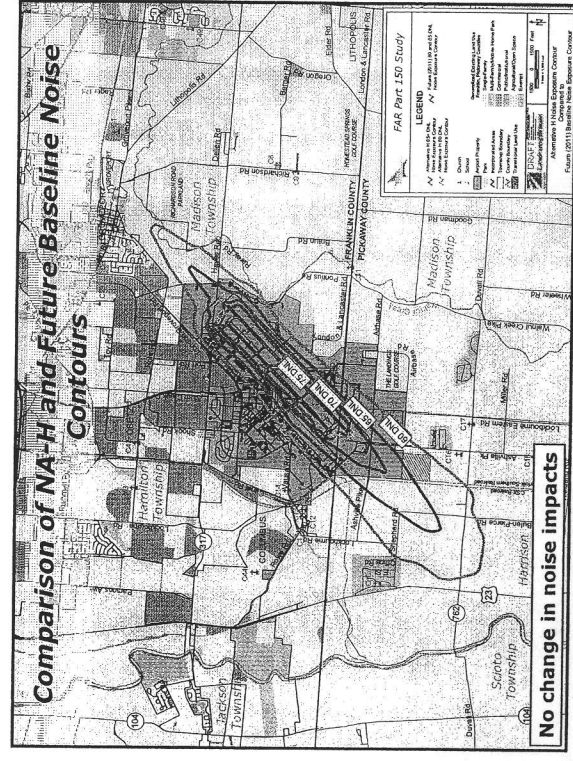
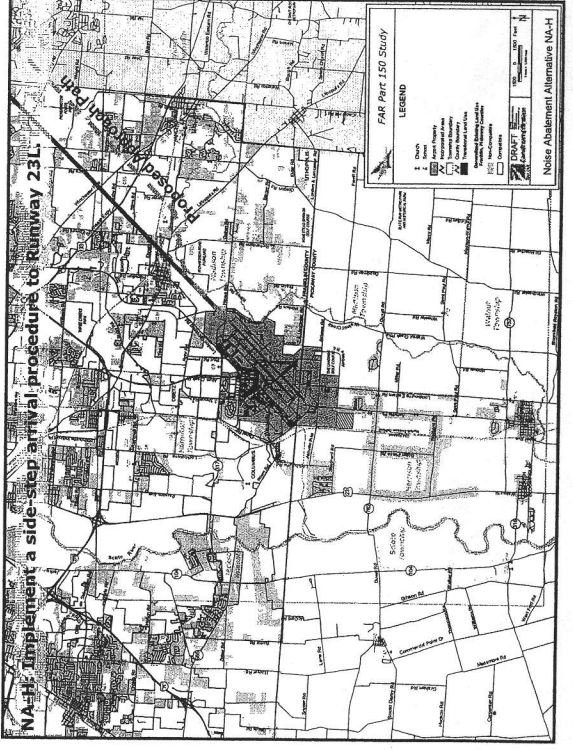
Drawbacks:

- Would require new navigational equipment to be installed (in excess of \$250,000)
- Aircraft without GPS equipment would continue to use straight-in approach
- Could impact airspace procedures at Port Columbus
- Shifts noise from one community to another

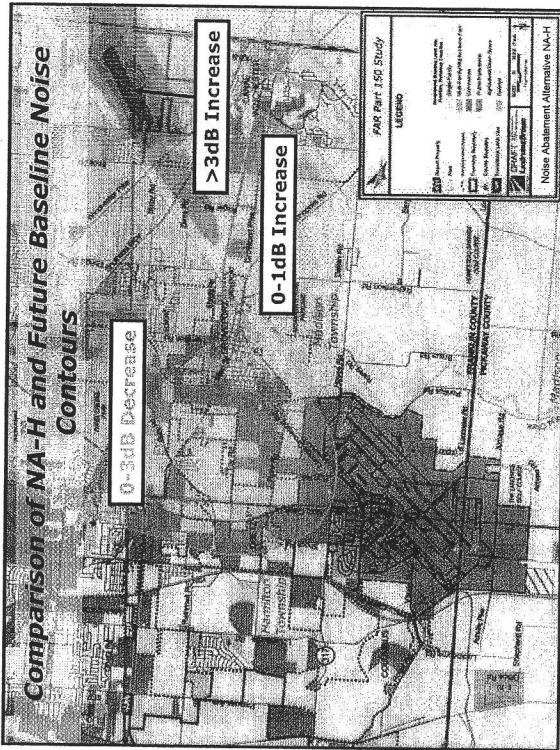


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FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement - 70



No change in noise impacts



Noise Abatement Alternatives

NA-H: Implement a side-step arrival procedure to Runway 23L.

Preliminary Recommendation:

- No change in impacts within the 60+ DNL
- Could increase noise levels near Canal Winchester
- Would require expensive navigational equipment to be installed
- Shifts noise from one community to another
- Consultant does not recommend for further analysis

NA-I: Implement a curved approach procedure to Runway 23L.

Description:

- Intent is to reduce direct arrival overflights of Groveport by using a curved approach path to Runway 23L that would align aircraft with the centerline south of Groveport
- Would be developed as a charted visual approach that could be used only during good weather conditions

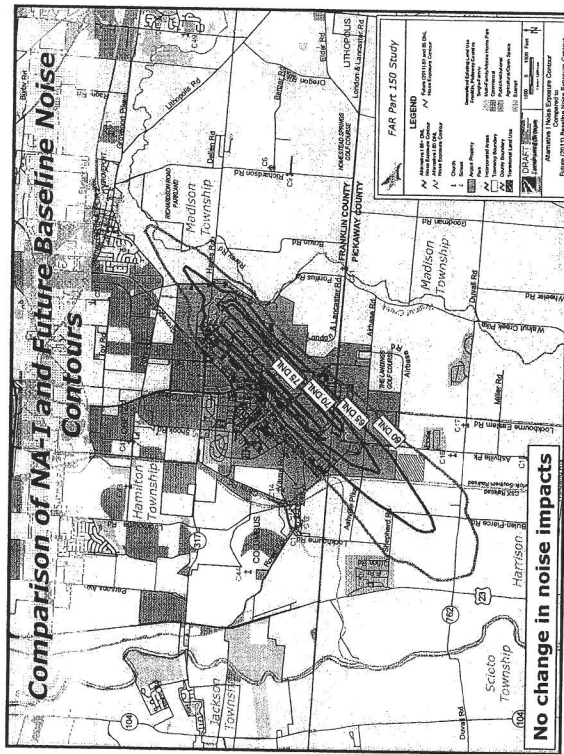
Benefits:

- Could result in noise reductions beyond the 60 DNL

Drawbacks:

- Only small jet and turboprop aircraft approaching from east and south/southeast could use the procedure
- It is unlikely that it could be used during busy periods or by large jets

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FAR PART 150 NOISE COMPATIBILITY STUDY
Noise Abatement - 75



Noise Abatement Alternatives

NA-1: Implement a curved approach procedure to Runway 23L.

Preliminary Recommendation:

- No change in impacts within the 60+ DNL
- Unlikely that large jet aircraft would use the procedure
- This procedure is used informally today for small jet and turboprop aircraft as traffic allows
- Consultant does not recommend for further analysis

Landmarks Group

NOISE ABATEMENT - 78

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement Alternatives

NA-M: Create Area Navigation (RNAV) overlay procedures for all existing and proposed departure procedures.

Description:

- Intent is to reduce the width of departure flight corridors and by doing so reduce overflights and create a more predictable flight pattern
- Various technologies (e.g., GPS, GPS/FMS) can be used

Benefits:

- Would reduce noise for areas adjacent to established flight corridors

Drawbacks:

- Majority of the fleet does not have GPS/FMS equipment
- Would increase noise for those areas under the established flight corridors
- Could be time consuming and costly process to undertake

Landmarks Group

NOISE ABATEMENT - 79

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement Alternatives

NA-M: Create Area Navigation (RNAV) overlay procedures for all existing and proposed departure procedures.

Preliminary Recommendation:

- No definable benefit for the effort (time and money) that it would take to implement the procedures
- Consultant does not recommend further analysis

Landmarks Group

NOISE ABATEMENT - 80

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement Alternatives

NA-N: Implement a Continuous Descent Approach (CDA) procedure for all runway ends.

Description:

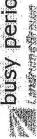
- A new procedure under development that could potentially reduce noise exposure in areas outside of the 65 DNL noise contour by increasing the height of arriving aircraft

Benefits:

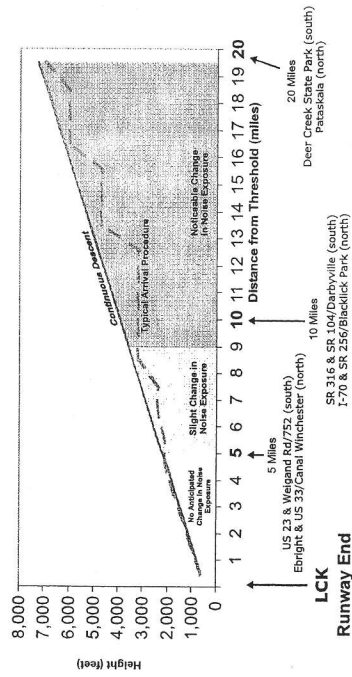
- Potential reduction in noise exposure ranging from 4-6 dB approximately 10-20 miles from the airport. Additional benefits to airlines by reducing fuel burn

Drawbacks:

- Primarily in the test stages of the procedure. In preliminary tests, aircraft were required to maintain 15 miles of intrail separation, which would result in significant delays during busy periods



Comparison of Arrival Procedures



Noise Abatement Alternatives

NA-N: Implement a Continuous Descent Approach (CDA) procedure for all runway ends.

Preliminary Recommendation:

- Consultant does not recommend for implementation at this time
- However, the CAAA should continue to monitor the development of this and other types of procedures for potential implementation in the future



Noise Abatement Alternatives

NA-O: Displace the landing threshold on Runway 23L by 1,000 feet.

Description:

- Intent of this alternative is to relocate the landing threshold for Runway 23L south by 1,000 feet in an effort to increase the altitude of aircraft arriving from the north on that runway

Benefits:

- 1,000-foot threshold displacement would increase altitude of aircraft by 200 feet and would result in minor reductions in noise north of the airport

Drawbacks:

- None



Noise Abatement Alternatives

NA-R: Wind and weather permitting, use the reverse-flow procedures all the time (arrivals to 5R/L and departures to 23R/L).

Preliminary Recommendation:

- This alternative is not safe or feasible, therefore it is not recommended for further analysis



Landmark Strategies
Noise Abatement - 89

RICKENBACKER INTERNATIONAL AIRPORT
FAIR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement Alternatives

NA-S: Designate Runway 5R/23L as the preferential runway.

Description:

- Currently Runway 5R/23L is the most heavily used due to its length and instrumentation on both ends of the runway
- This alternative would formalize this preference and for the most part eliminate use of Runway 5L/23R

Benefits:

- Reduces noise impacts on the areas directly north and south of Runway 5L/23R

Drawbacks:

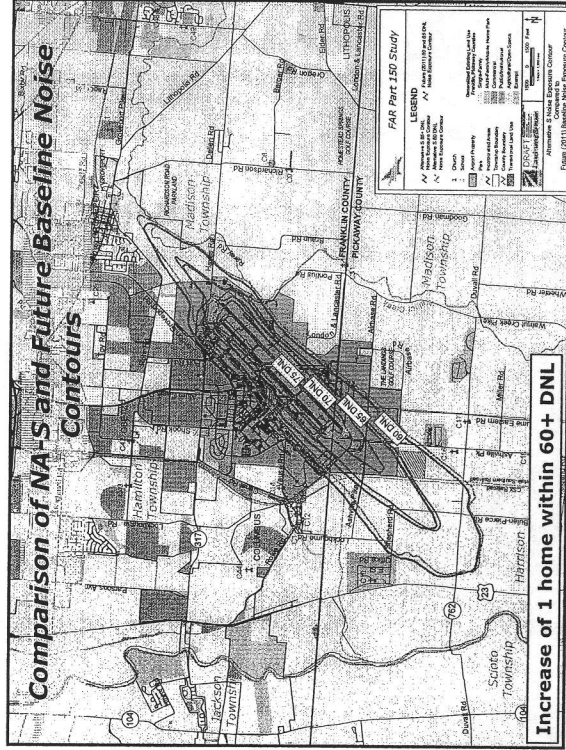
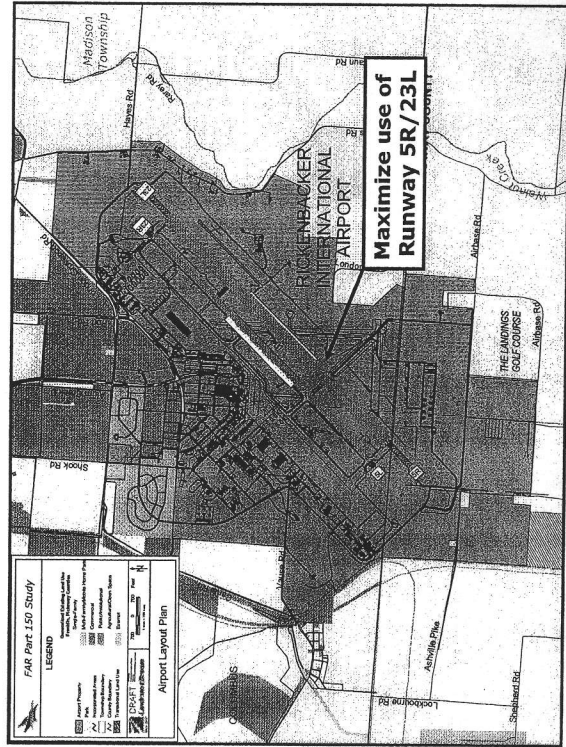
- Increases noise impacts on the areas directly north and south of Runway 5R/23L
- Limits the airport to a single runway

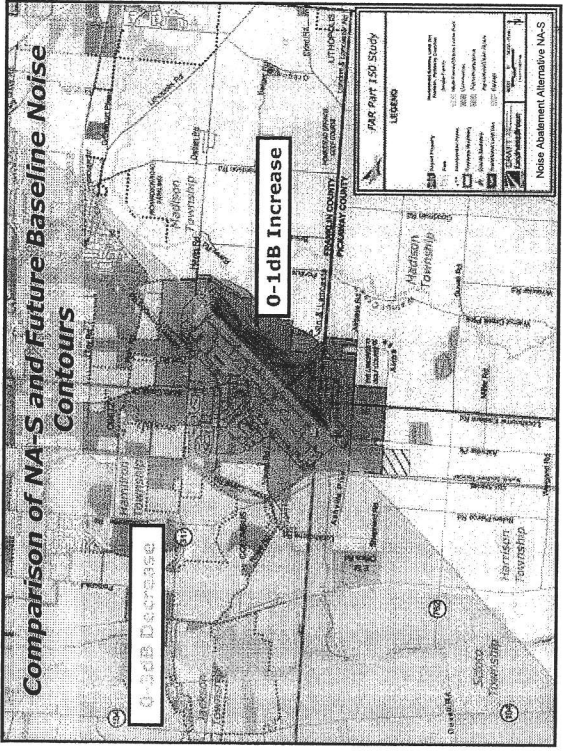


Landmark Strategies

Noise Abatement - 90

RICKENBACKER INTERNATIONAL AIRPORT
FAIR PART 150 NOISE COMPATIBILITY STUDY





Noise Abatement Alternatives

NA-S: Designate Runway 5R/23L as the preferential runway.

Preliminary Recommendation:

- Limits the airport to a single runway, eliminating the use of Runway 5L/23R
- Focuses noise impacts on the areas directly north and south of Runway 5R/23L
- Consultant does not recommend further evaluation

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Noise Abatement Alternatives

NA-T: Designate Runway 5L/23R as the preferential runway.

Description:

- Currently Runway 5R/23L is the most heavily used due to its length and instrumentation on both ends of the runway
- Runway 23R does not have an Instrument Landing System (ILS), which prevents aircraft to use the runway in poor weather conditions

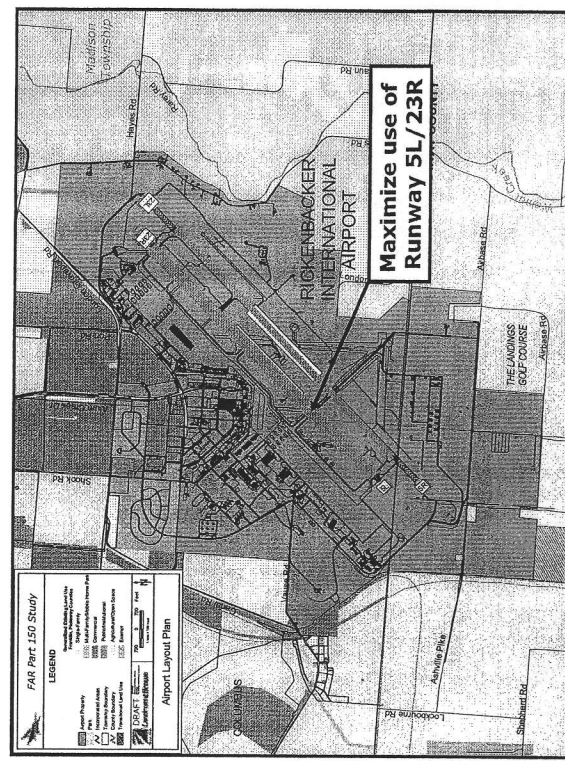
Benefits:

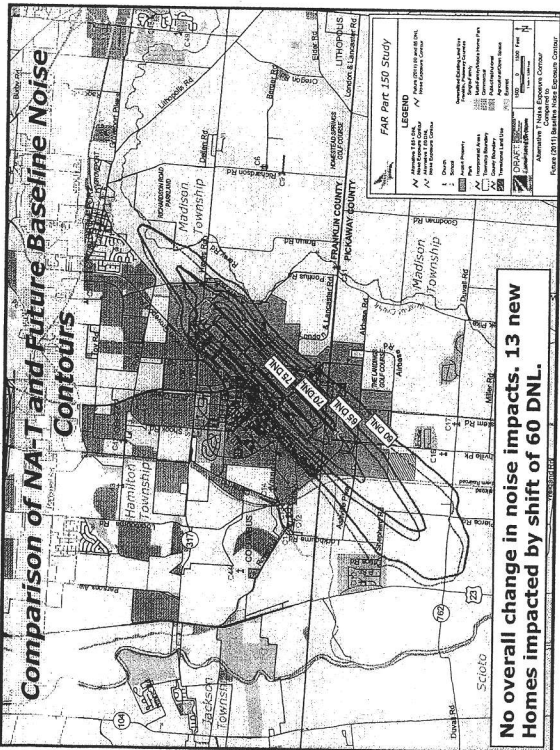
- Reduces noise impacts on the areas directly north and south of Runway 5R/23L

Drawbacks:

- Increases noise impacts on the areas directly north and south of Runway 5L/23R
- Limits the capacity of the airport to a single runway that does not have an ILS on both ends of the runway

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FAR PART 150 NOISE COMPATIBILITY STUDY







Noise Abatement Alternatives

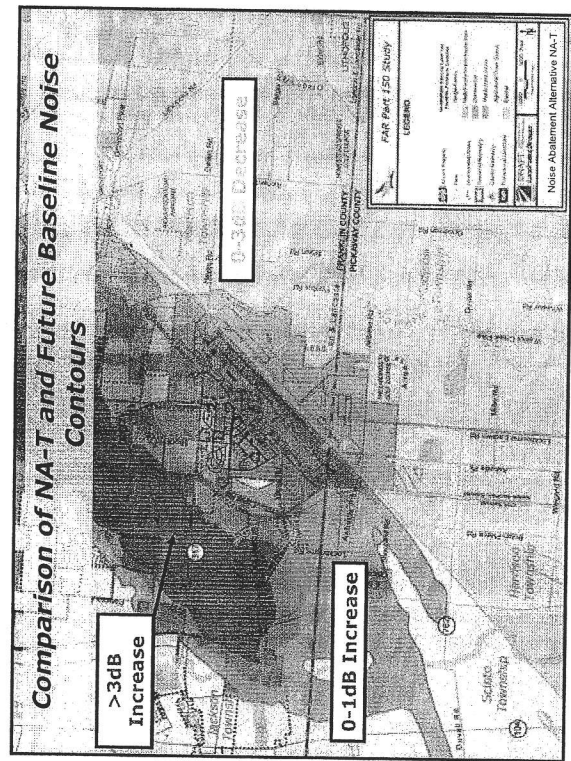
NA-T: Designate Runway 5L/23R as the preferential runway.

Preliminary Recommendation:

- Limits the airport to a single runway that is not equipped with ILS on one runway end
- Focuses noise impacts on the areas directly north and south of Runway 5L/23R
- 13 newly impacted homes result from the shift in the 60 DNL noise contour (overall no increase in noise impacts)
- Consultant does not recommend further evaluation

Noise Abatement - 99
 RICKENBACKER INTERNATIONAL AIRPORT
 FAR-PART 150 NOISE COMPATIBILITY STUDY



Noise Abatement Alternatives

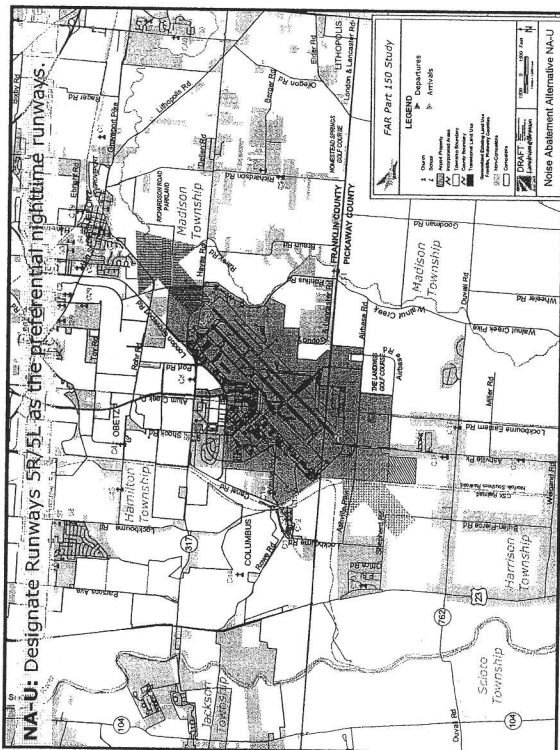
NA-U: Designate Runways 5R/5L as the preferential nighttime runways.

Description:

- Intent of this alternative is to evaluate modifications to the nighttime preferential reverse flow procedure in the event that significant residential development occurs south of the airport
- This alternative is not being considered for implementation at this time
- This alternative would eliminate the reverse flow procedures and the airport would operate in a north flow during the night




Noise Abatement - 100
 RICKENBACKER INTERNATIONAL AIRPORT
 FAR-PART 150 NOISE COMPATIBILITY STUDY



Noise Abatement Alternatives

NA-U: Designate Runways 5R/5L as the preferential nighttime runways.

Benefits:

- Would reduce noise from nighttime arrivals over the areas to the north of the airport

Drawbacks:

- Would increase noise from nighttime arrivals over the areas to the north of the airport

Preliminary Recommendation:

- As indicated, this alternative is not an option for implementation at this time
- Consultant recommends re-evaluation of this alternative if significant residential development occurs south of the airport

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART ISO NOISE COMPATIBILITY STUDY
Noise Abatement - 102

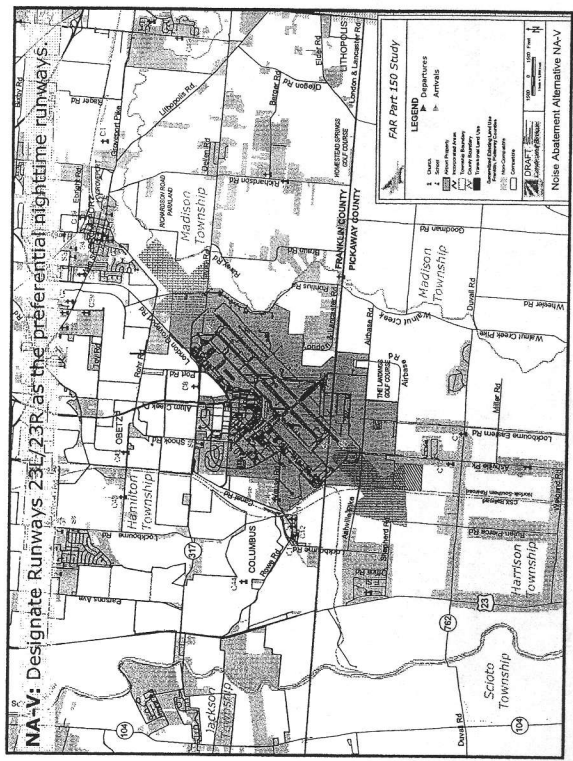
Noise Abatement Alternatives


NA-V: Modify NA-2 and NA-3 to eliminate the preferential reverse flow runway use during nighttime hours. Designate Runways 23R/23L as the preferential nighttime runways.

Description:

- Intent of this alternative is to evaluate modifications to the nighttime preferential reverse flow procedure in the event that significant residential development occurs south of the airport
- This alternative is not being considered for implementation at this time
- This alternative would eliminate the reverse flow procedures and the airport would operate during the night as it does during the day

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART ISO NOISE COMPATIBILITY STUDY
Noise Abatement - 103





Noise Abatement Alternatives

NA-Y: Implement Ground Run-up Restrictions.

Description:


- Intent of this alternative is to reduce noise impacts from ground run-up activities, such as engine maintenance, by developing restrictions on location, time, duration, etc.
- Currently there are no significant engine maintenance activities at the airport

Benefits:

- Restrictions provide guidelines for when, where, and what type of run-ups occur at the airport


Drawbacks:

- Needs to be developed in a way that does not impact the livelihood of the operators at the airport



Noise Abatement - 109

RICKENBACKER INTERNATIONAL AIRPORT
FAA PART 150 NOISE COMPATIBILITY STUDY




Noise Abatement Alternatives

NA-Y: Implement Ground Run-up Restrictions.


Preliminary Recommendation:

- Consultant recommends further evaluation to determine future maintenance activities at the airport



Noise Abatement - 110

RICKENBACKER INTERNATIONAL AIRPORT
FAA PART 150 NOISE COMPATIBILITY STUDY



Noise Abatement Alternatives

NA-Z: Implement Airport Operational Restrictions (Part 161 actions).

Description:

- Non-voluntary restrictions such as curfews based on time, type of aircraft, or noise levels

Benefits:


- Can resolve noise annoyance problems during the most sensitive periods or of the most annoying events

Drawbacks:

- Requires extensive additional evaluation, with little hope of approval given the FAA's current stance on Part 161 actions

Preliminary Recommendation:

- Consultant recommends no further evaluation



Noise Abatement - 111

RICKENBACKER INTERNATIONAL AIRPORT
FAA PART 150 NOISE COMPATIBILITY STUDY



Rickenbacker International Airport

FAR Part 150 Noise Compatibility Study

Planning Advisory Committee Meeting 3

April 20, 2006



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 1



Planning Advisory Committee

Welcome and Introductions



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 2



Today's Agenda

- Where we are in the Part 150 Process?
- Part 150 Schedule
- Review of Existing and Future Noise Exposure Maps
- Elements of a Noise Compatibility Study
- Review and Status of 1999 NCP measures
- Review of Land Use Alternatives
- Next Steps

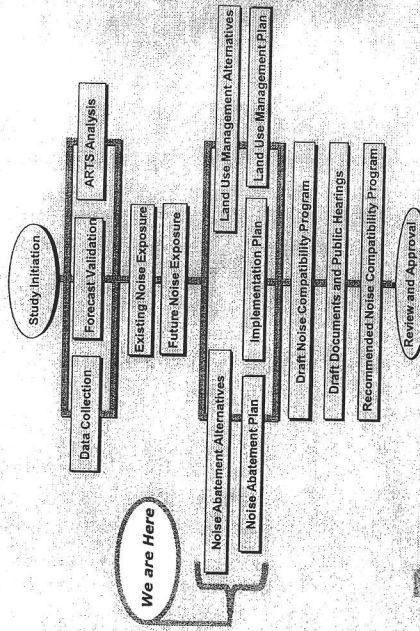


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FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 3



Where we are in the FAR Part 150 Process?



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FAR PART 150 NOISE COMPATIBILITY STUDY

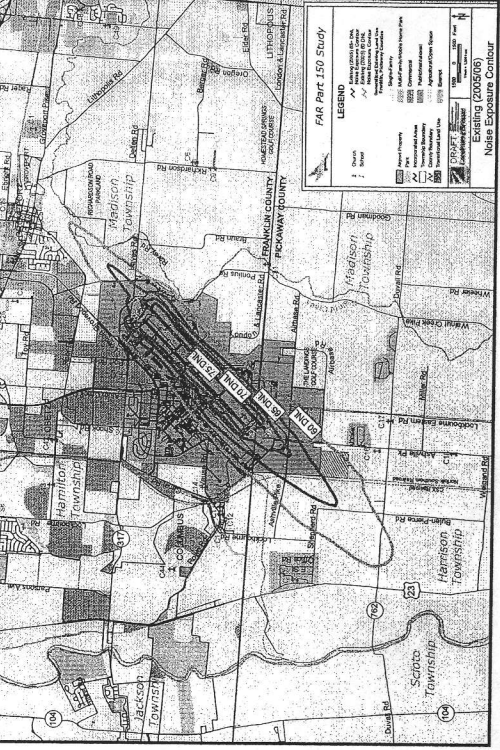
Land Use - 4

Planning Advisory Committee

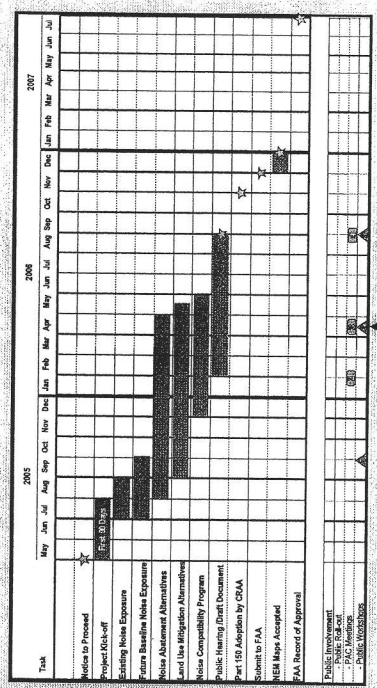
Review of Existing And Future Noise Exposure Maps

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FAR PART 150 NOISE COMPATIBILITY STUDY
Land Use - 6

Existing 2005/2006 Noise Contour



Where are we in the FAR Part 150 Process?



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
Land Use - 5
We are Here

2005/06 Existing Noise Exposure Map

- Categories of Input Data
 - Airports Operators and Fleet Mix
 - Charter Airlines - Boeing 737
 - Cargo Airlines - Boeing 727, Airbus 300, DC-8, DC-10, MD-11, B747
 - AirNet - Lear 35, Cessna 208, Baron 58
 - Military - KC135
 - GA - Business Jets and single/twin engine propellers
 - Runway Use
 - South Flow (arrive and depart 23L/23R) - 65% of the operations
 - North Flow (arrive and depart 05L/05R) - 35% of the operations
 - Flight Tracks
 - Jet aircraft departures from 05L/05R turn right on a 70 degree heading
 - Jet aircraft departures from 23L/23R fly straight out until reaching 3,000 feet MSL.

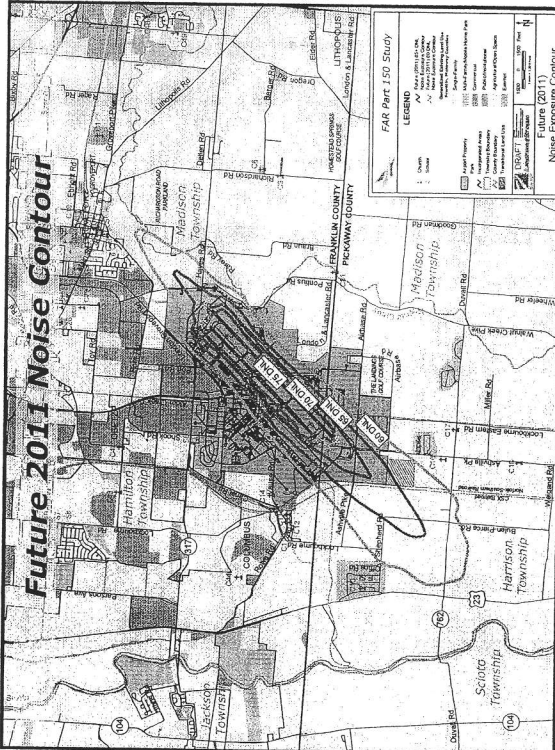
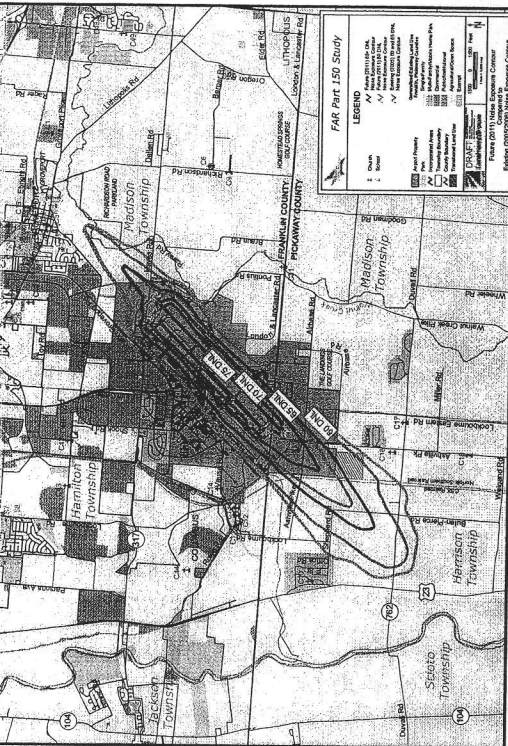
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FAR PART 150 NOISE COMPATIBILITY STUDY
Land Use - 7

Future Baseline Noise Exposure Contours

- Categories of Input Data
 - Future Operating Levels and Fleet Mix
 - Overall 2% increase from 2005/06 Baseline
 - AirNet may replace small prop aircraft with larger turboprops
 - Summary

No Change from 2005/06	Changed from 2005/06
Runway Layout	Operations Levels
Runway Use	Aircraft Types
Flight Tracks	

Comparison of Existing and Future Noise Contours



Future Baseline Noise Exposure Contours

- Noise Exposure Contour Shape and Size
 - Shape remains similar to the Existing 2005/06 noise contour.
 - Growth in the size of the contour due to the increase in the operations.
- Area and Housing Counts

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
2005/06 Existing Housing Units	10	0	0	0	10
Population	27	0	0	0	27
Area	3.39	1.43	0.55	0.92	6.29
2011 Future Baseline Housing Units	37	0	0	0	37
Population	101	0	0	0	101
Area	4.03	1.78	0.67	1.01	7.49

*Population estimated based on U.S. Census data

Planning Advisory Committee

Elements of a Noise Compatibility Program (NCP)



Land Use - 13

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FAR PART 150 NOISE COMPATIBILITY STUDY

Elements of a Noise Compatibility Program

- Noise Abatement Alternatives**
 - 4 Measures approved as part of 1999 NCP
- Land Use Management Alternatives**
 - 17 Measures approved as part of 1999 NCP
- Implementation Alternatives**
 - 5 Measures approved as part of 1999 NCP



Land Use - 14

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FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

- IM-1: Establish a Noise Abatement Committee. (Not active)**

- IM-2: Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent. (Implemented as necessary)**

- IM-3: Establish a noise complaint response program. (Implemented)**

- IM-4: Periodic review and update of Noise Exposure Maps and Noise Compatibility Program. (Implemented)**

- IM-5: Develop a public information program to communicate information about the Noise Compatibility Program (Implemented)**



Land Use - 15

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Implementation Alternatives

- IM-A: Provide for upgrades/enhancement of the Airport Noise & Operations Monitoring System (ANOMS)**

- IM-B: Establish/implement a temporary noise monitoring program, as needed**

- IM-C: Enhance/refresh IM-5 (public information program) to include items such as:**

- Alerting public when noise abatement procedures will not be followed and why
- Educating the community about the benefits of the airport
- Restart efforts to communicate with pilots, planners, real estate agents, lending institutions about the airport and noise issues



Land Use - 16

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FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

Land Use Management Alternatives

- **Preventive**
 - Capital improvement programming
 - Zoning changes
 - Exclusive farm use
 - Excluding selected noise-sensitive uses
 - Transfer of development rights
 - Open space/environmental protection
 - Subdivision regulations
 - Building codes
 - Fair disclosure regulations/covenants
- **Corrective**
 - Development Rights Purchase
 - Purchase Assurance, Sales Assistance
 - Noise and Avigation Easement Purchase
 - Sound Insulation



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FAA PART 150 NOISE COMPATIBILITY STUDY

Land Use - 17

Planning Advisory Committee

Current Land Use Mitigation Measures

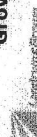


RICKENBACKER INTERNATIONAL AIRPORT
FAA PART 150 NOISE COMPATIBILITY STUDY

Land Use - 18

Planning Advisory Committee

- **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.
- **Status:** **Partially Implemented**
- **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 Township 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.
- **Status:** **Partially Implemented (Village of Groveport, Columbus/Franklin Co. - 65 DNL)**



RICKENBACKER INTERNATIONAL AIRPORT
FAA PART 150 NOISE COMPATIBILITY STUDY

Land Use - 19

Planning Advisory Committee

- **LU-3:** Adopt height and hazard zoning.
- **Status:** **Withdrawn prior to 1999 NCP**
- **LU-4:** Adopt floodplain zoning in Harrison and Scioto Townships.
- **Status:** **Completed prior to 1999 NCP**
- **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.
- **Status:** **Partially Implemented (Village of Groveport, City of Columbus)**



RICKENBACKER INTERNATIONAL AIRPORT
FAA PART 150 NOISE COMPATIBILITY STUDY

Land Use - 20

Planning Advisory Committee

- **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.
 - **Status: Partially Implemented (Village of Groveport, City of Columbus)**



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 21

Planning Advisory Committee

- **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.
 - **Status: Not Implemented**



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 22

Planning Advisory Committee

- **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).
 - **Status: Implemented in Groveport**
- **LU-9:** Guaranteed purchase of homes within the 65 DNL noise contour.
 - **Status: Completed (purchased for Alum Creek Drive Extension project)**
- **LU-10:** Guaranteed purchase of undeveloped land within the 70 DNL noise contour.
 - **Status: Not Implemented**



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 23

Planning Advisory Committee

- **LU-11:** Purchase aviation easements over existing residential buildings northeast and southwest of the airport.
 - **Status: Revoked as part of the 1999 NCP**
- **LU-12:** Guaranteed purchase or aviation easement purchase of selected homes in the forecasted 1992 70 DNL noise contour.
 - **Status: Completed prior to 1999 NCP**
- **LU-13:** Purchase development rights.
 - **Status: Withdrawn prior to 1999 NCP**



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 24

Planning Advisory Committee

- **LU-14:** Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School).
- **Status:** **Completed prior to 1999 NCP**
- **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.
- **Status:** **Partially Implemented**



Land Use Group

Land Use - 25

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

- **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 to officially recognize Rickenbacker 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.
- **Status:** **Not Implemented**
- **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.
- **Status:** **Not Implemented**



Land Use Group

Land Use - 26

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Planning Advisory Committee

Review of Land Use Mitigation Alternatives



Land Use Group

Land Use - 27

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use Alternatives

Observations on Current Land Use Measures

- Large number of land use measures
- Many are either completed or not relevant due to changes in conditions
- Some appear to be duplicative or very similar to others
- Provide an important historical record of what has occurred over the years

Guiding Principles for Moving Forward

- Corrective measures are designed to remove or mitigate existing impacts
- Preventive measures are designed to restrict or limit the development of noise-sensitive land uses near the airport
- Any new measures should complement rather than hinder the economic benefits of development near the airport



Land Use Group

Land Use - 28

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Land Use Alternatives

LU-A: Offer Sound Insulation for homes located within the Existing or Future 65 DNL Noise Exposure Map noise contour. (Corrective)

Description:

- Offer sound insulation for homes within the 65 DNL of any NEM developed from this point forward
- No homes currently eligible based on Existing/Future NEMs

Benefits:

- Reduces noise inside the homes by at least 5 dB
- Typically increases the value of the home due to improvements
- Brings LCK in line with CRAA policy regarding land use mitigation within the 65 DNL

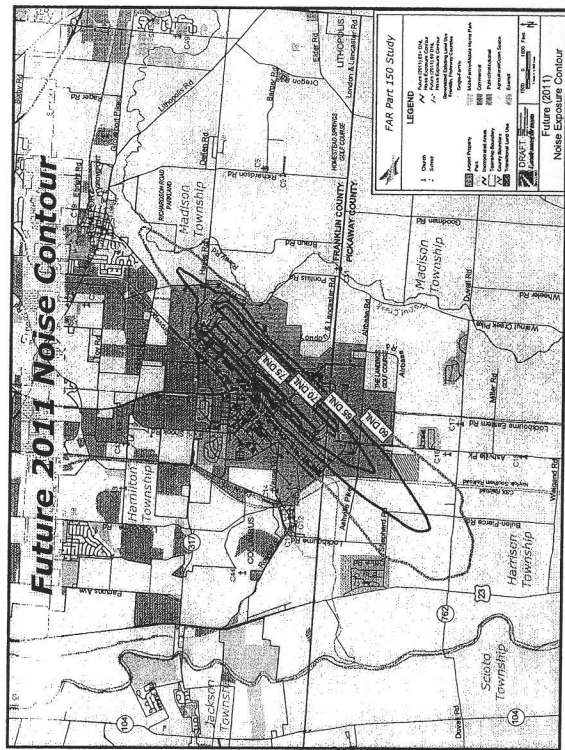
Drawbacks:

- Does not reduce noise outside home or when windows are open



Land Use - 29

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Land Use Alternatives

LU-B: Offer Acquisition to Undeveloped Properties Within the Existing or Future 65 DNL Noise Exposure Map noise contour. (Preventive/Corrective)

Description:

- CRAA offers to purchase undeveloped land within the 65 DNL of any NEM developed from this point forward

Benefits:

- Prevents noise-sensitive development from occurring near the airport
- Could/Might/Maybe provide economic development opportunities by combining smaller parcels into larger parcels

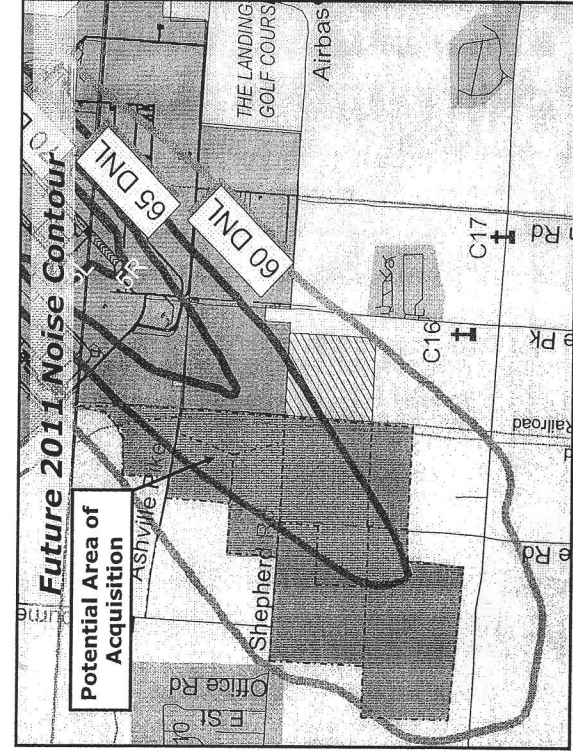
Drawbacks:

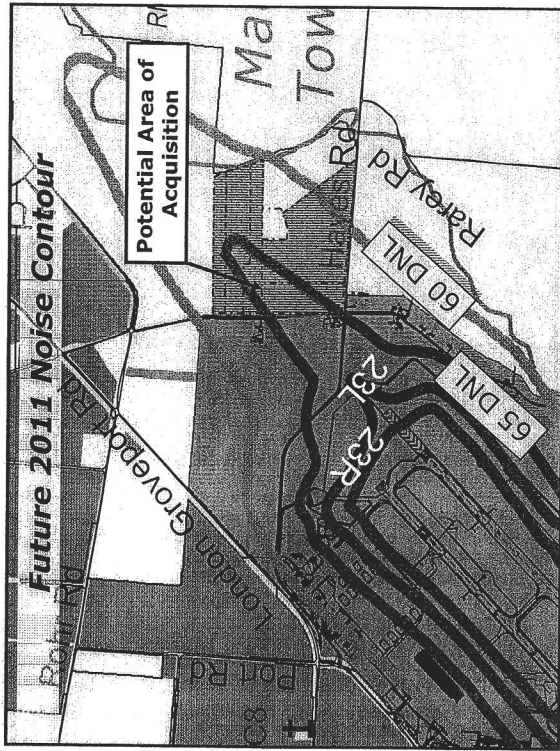
- Does not reduce noise to any existing residents
- No guarantee of redevelopment – loss tax revenue



Land Use - 30

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY





Land Use Alternatives

LU-C: Offer aviation easements or the purchase of development rights for undeveloped properties within the Existing or Future 65 DNL Noise Exposure Map noise contour. (Preventive/Corrective)

Description:

- CRAA offers to purchase aviation easements or the development rights of undeveloped land within the 65 DNL of any NEM developed from this point forward

Benefits:

- Prevents noise-sensitive development from occurring near the airport

Drawbacks:

- Does not reduce noise to any existing residents
- Restricts development options – loss tax revenue



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART L50 NOISE COMPATIBILITY STUDY

Land Use - 34

Land Use Alternatives

LU-D: Develop an Airport Land Use Management District based on the most recent Future 60 DNL Noise Exposure Map noise contour, natural geographic, and jurisdictional boundaries. (Preventive)

Description:

- CRAA works with local jurisdictions (City of Columbus, Franklin County, Village of Groveport, Pickaway County) to identify a land use planning boundary based on noise and other factors

Benefits:

- Identifies an area to be managed that is not based solely on noise contours that change over time
- Starting point for development of other measures

Drawbacks:

- Difficulty creating the group
- Difficult to manage and administrate



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART L50 NOISE COMPATIBILITY STUDY

Land Use - 35



Land Use Alternatives

LU-E: Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District. (Preventive)

Description:

- CRAA works with local jurisdictions (City of Columbus, Franklin County, Village of Groveport, Pickaway County) to develop land use controls within the land use management district

Benefits:

- Provides a consistent and coordinated approach to land use management for the entire area around the airport

Drawbacks:

- Difficulty creating the group
- Difficult to manage and administrate



Land Use Management District

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 37



Land Use Management District

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 39



Land Use Alternatives

LU-F: Identify a multi-jurisdictional land use planning committee that will work to manage the land uses within the Airport Land Use Management District. (Preventive)

Description:

- CRAA supports local jurisdictions (City of Columbus, Franklin County, Village of Groveport, Pickaway County) and participates on a multi-jurisdictional committee to address land use planning around the airport

Benefits:

- Provides a consistent and coordinated approach to land use management for the entire area around the airport
- Should address noise compatibility planning in context with other economic development initiatives

Drawbacks:

- Difficulty creating the group
- Difficult to manage and administrate



Land Use Management District

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 38



Land Use Management District

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Land Use - 40



Next Steps

- Tonight - Public Information Workshop**
 - Right Here!
 - 4:30 pm to 7:30 pm
- Prepare Recommended Noise Compatibility Program and Gather Public Comments**
- Discuss Draft Part 150 Noise Compatibility Study at next PAC Meeting (August 2006)**
- Public Information Workshop and Public Hearing (August/September 2006)**

Questions/Answers



MEETING MEMO

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING

Rickenbacker International Airport
FAR Part 150 Noise Compatibility Study
Planning Advisory Committee – Meeting 3

MEETING DATE

April 20, 2006

ATTENDING

A meeting attendance list is attached.

DISCUSSION SUMMARY

The third Planning Advisory Committee (PAC) meeting was held with an emphasis on two segments of discussion: noise abatement alternatives and land use management. Dave Wall, Capital Program Manager for the Columbus Regional Airport Authority (CRAA), opened the meeting by welcoming participants and thanking them for their participation. Mr. Wall introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm conducting the Part 150 Noise Compatibility Study (Part 150). Mr. Adams introduced the other members of the consulting team including: Sarah Potter, Chuck Lang, and Chris Sandfoss of Landrum & Brown; and Sue Schalk of Aerofinity. Mr. Adams asked the meeting participants to introduce themselves and then reviewed the day's agenda and the study schedule.

During the second PAC meeting, the participants indicated that noise issues that had been raised in the past had for the most part been addressed and were not as controversial today. At the last meeting, it was also noted that the participants did not want to place limitations that would negatively affect the economic impact potential of the airport.

Review of Existing and Future Noise Exposure Maps

- The findings from the 2005/2006 noise contours and future baseline noise contours for 2011 were reviewed. In regard to the future baseline noise exposure contours, the shape remains similar to the existing noise contours, with growth in the size of the contour due to the forecast increase in aircraft operations.

- There are no homes in the 65 DNL contours in either the existing or future baseline. In the existing contours, there are 10 housing units (27 estimated population) in the 60 DNL; under the baseline for 2011, there are 37 housing units (101 estimated population) in the 60 DNL.

Elements of a Noise Compatibility Program

- The Noise Compatibility Program in 1999 included noise abatement alternatives (4 measures), land use management alternatives (17 measures), and implementation alternatives (5 measures).

Review NCP implementation measures

- The five implementation measures from 1999 were reviewed with a status update.
- Three additional implementation alternatives were identified for consideration in the current Part 150 noise study.

Questions were encouraged to be raised during the meeting and are summarized as a part of each topic discussion:

One of the implementation alternatives was to provide upgrades/enhancement of the Airport Noise & Operations Monitoring System. A laundry list of the upgrades under consideration was requested.

These upgrades would include additional monitors or new products. For example, as the technology evolves there are now products available through the vendor which will allow web access to flight tracks that were not available before. As the technology evolves, in some cases, the monitoring systems provide answers to some of the noise complaint questions.

Review of Noise Abatement Alternatives

- The current noise abatement measures from 1999 were reviewed, with the implementation status of each addressed.

Are pilots following the procedures today? How often are the procedures not being followed by pilots and why?

The flight tracks indicate that there are some occasions when noise abatement procedures are not followed. The noise abatement flight procedures may not be followed when safety issues dictate, such as wind or weather, and impact the decisions made by the ATCT and the pilots.

The consultants were asked to address whether an increase in the public information program creates an undue burden on the FAA and users when there are exceptions to the procedures in use.

- Noise Abatement Alternative-1 recommended straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course. This alternative was implemented at 3,000 feet MSL.

Why was this NA-1 implemented at 3,000 feet MSL instead of the recommended height of 3,800 feet MSL?

Initially, the ATCT representative indicated that the restrictions to the noise abatement procedures are partly driven by the satellite airport flight procedures. The ATCT will need to research this question and confirm the answer.

- There were four new noise abatement alternatives included in the working papers that are recommended for further study and were discussed at the Committee meeting.
- Noise Abatement Alternative-E considers a modification to the NA-1 current tower order for straight out departures of itinerant aircraft from Runway 23L/23R to fly runway heading until reaching 3,800 feet MSL before turning on course. The comparison of NA-E and the future baseline noise contours resulted in a net reduction of 11 total homes within the 60 DNL contour.
- Noise Abatement Alternative-G considers a three-degree offset approach to Runway 23L. There is no change in impacts within the 60 DNL but could reduce noise levels over the eastern portion of Groveport and thus recommends further analysis to determine the feasibility of implementing.
- Noise Abatement Alternative-K considers departures by small jet aircraft and turboprop aircraft on Runways 5R/5L directed to turn right, as soon as practical, to a 110 degree heading or left to a 270 degree heading. The intent is to reduce direct departure over flights of Groveport by small jet and turboprop aircraft. There is no change in impacts within the 60 DNL but could reduce noise levels by up to 3DB over Groveport.
- Noise Abatement Alternative-P considers the displacement of the threshold for Runway 23L by 2,000 feet to the south in an effort to increase the altitude of aircraft arriving from the north on that runway. This would reduce noise north of the airport.
- The consultant recommendation for these four alternatives is for further airspace and economic study.

Why is NA-G and NA-K recommended if not impacting the noise contour?

The 3 DB difference (reduction) is considered a noticeable improvement level even though this change occurs outside the noise contour.

Concerns were expressed by the military representatives that the larger aircraft users would be affected if the runway is shortened as considered in NA-P. The FAA also indicated that the glide slope would also need to be moved under NA-P. It was also noted that the costs under this alternative would be impacted by increased costs due to the required lighting and signage movements.

The airport staff noted that a study process is underway for Runway 5R-23L to examine the runway length and width justification in order to determine whether the investments in runway maintenance are worthwhile. The question that is being examined is the justification for the runway length, which could result in a runway length change instead of a study regarding threshold displacement. It was noted that one of the comments from the second committee meeting was that the committee did not want to identify noise abatement alternatives that would negatively affect the economic impact potential of the airport. There is an interest in looking at the economic side of the NA-P recommendation based upon the airports critical users.

After a break, the committee meeting resumed to focus on the land use alternatives. The committee members specifically interested in this topic were present for the second part of the meeting (see page 4 of the sign-in).

Review of Land Use Alternatives

- Current land use mitigation measures were reviewed with a status report regarding implementation.
- Six additional land use alternatives were overviewed, with a mix of corrective and preventive measures. All of these alternatives will be studied further after the noise abatement alternatives are selected for implementation.

The potential for establishing a multi-jurisdictional land use planning committee to encourage compatible land use activities within the airport land use management district was discussed, especially as the economic development potential for the area is actively underway with the North Gate Alliance.

The possibility of joining the existing Joint Economic Development District (JEDD) was discussed. It did not appear that the area of the JEDD and the multi-jurisdictional land use planning committee were the same. In addition, issues related to management of the existing JEDD were raised. Rob Adams stated that a follow-on meeting would be held to discuss the land use measures further.

Next Steps

The public information workshop was held from 4:30 p.m. to 7:30 p.m. at the airport terminal on this evening. The next committee meeting is expected to be held in August 2006. The final public information workshop and public hearing will follow in August or September 2006.

**Public Information Workshop #2
April 20, 2006**

Newspaper Notice
Registration
Handout
Comments

THE COLUMBUS DISPATCH
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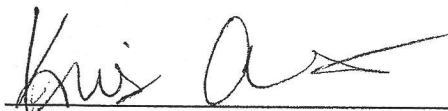
STATE OF OHIO, FRANKLIN COUNTY. SS:

Kris Allbright
Classified Training Supervisor

The Columbus Dispatch, a newspaper published at Columbus, Franklin County, Ohio, with a daily paid circulation of more than 25,000 copies, personally appeared and made oath that the notice of which a true copy is hereunto attached was published in The Columbus Dispatch for 2 Time(s) on

April 10,16, 2006


and that the rate charged therefore is the same as that charged for commercial advertising for like services.



subscribed and Sworn on this 17th day April 2006 as witness my hand and seal of office.



NOTARY PUBLIC - STATE OF OHIO

Public Information Workshop
FAR Part 150 Noise Compatibility Study
Rickenbacker International Airport
The Workshop will be held at:
**Rickenbacker International Airport
Charter Terminal
2241 John Circle Drive
Columbus, OH 43217**
 **Thursday, April 20, 2006
4:30 p.m. - 7:30 p.m.**
No formal presentations are planned.
Stop in any time. No charge for parking.



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NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES NOVEMBER 6, 2008

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Circleville Herald

Today in History

By The Associated Press

Today is Monday, April 10, the 100th day of 2006. There are 265 days left in the year.

Today's Highlight in History:

On April 10, 1912, the RMS Titanic set sail from Southampton,

England, on its ill-fated maiden voyage.

On this date:

In 1866, the American Society for the Prevention of Cruelty to Animals was incorporated.

In 1925, the novel "The Great

Gatsby," by F. Scott Fitz was first published.

In 1932, German pre Paul Von Hindenburg w elected, with Adolf Hitler c in second.

In 1953, the three-dimer horror movie "House of produced by Warner Brothe starring Vincent Price, pret in New York.

In 1963, the nuclear-po submarine USS Thresher fa surface off Cape Cod, Mass disaster that claimed 129 liv

In 1972, the United State the Soviet Union joined sor nations in signing an agre banning biological warfare.

In 1974, Golda announced her resignatio prime minister of Israel.

In 1981, imprisoned hunger striker Bobby Sands election to the British Parlian

In 1981, the long-aw maiden launch of the space st Columbia was scrubbed bec of a computer malfunction.

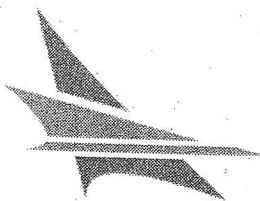
In 1998, the Northern Ire peace talks concluded as neg tors reached a landmark s ment to end 30 years of t

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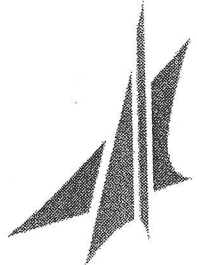
Public Information Workshop

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Columbus, OH 43217

Thursday, April 20, 2006
4:30 p.m. - 7:30 p.m.



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647774

...outings that become long-term. A
black mayor — the first directly
elected by voters — and prominent
business people are helping lead
the way.

Yet, Over-the-Rhine is still
plagued by crime and poverty, and
some say that underlying problems
have not changed much in the years
since long-simmering anger and
frustration exploded into riots after
a white police officer shot and
killed an unarmed black man.

Certainly not enough to say the
situation has improved.

“I don’t think enough time has
gone by to tell,” said the Rev.
Damon Lynch III, pastor of New
Prospect Baptist Church and the
former head of the Cincinnati
Black United Front that helped
organize a boycott of the city.

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And the mur...

Eric Henn, muralist, was in Circleville for the kick off what will be an attractive addition to downtown Circleville. Henn, a 1983 graduate of Logan Elm High School, is going to paint a

mural to commemorate the 100th Pumpkin Show on the Johnson building on E. Main St. A major contribution from The Savings Bank allowed for Frye Construction to begin

preparation of the wall. Henn will begin working on the art piece in July and will work on the project right up to Pumpkin Show. Pictures in front of the mural site are from left, Paul Johnson, mural committee member; Jessica Mullins, assistant vice president The Savings Bank; Skip Moats, mural committee member; Her and Bev Martin, vice president The Savings Bank; Bob Johnson, mural committee member; Amy Else executive director chamber of commerce and Joe Frye, Frye Construction.

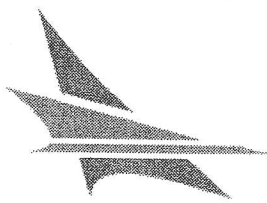
Nancy Radcliff/Here

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Thursday, April 20, 2006
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No formal presentations are planned - stop in anytime
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NEW LOCATION

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Wed., April 19, 2006 • 7:00 p.m.

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Res. Grand Champion Gil. Champion Hampshire, Buckle Bred, & Bride Classic

Grand Champion Poland Gil. National Summer Type Conference

Res. Champion Market Gil. Cor. Filwood Fall, Ohio

Grand Champion Gil. Overall, 2005 Champaign Co. Fair, Ohio

Res. Champion Berkshire Gil. 2005

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BOARD

Continued from Page 1

"All our students would be home by 5 p.m.," Mackley said. "That's a good thing." He said that fact makes not providing busing to the high school very appealing.

One problem discussed with this style of schedule would be "singleton" classes, which are only offered once a day. This would include classes such as band, and could cause potential scheduling issues.

"Students' choice is only one consideration," Mackley said.

He also said that the lunchroom company suggested consolidating lunches to save money. With a more flexible schedule Mackley said they "could group all

the lunches around the middle of the day."

He said that these changes in the schedule could be made possible by cutting high school busing.

While the discussion on busing was mainly calm, the meeting was not void of drama.

When Andrea Branham addressed the board during public participation, she had no comments on busing, but directly addressed board Vice President Naomi Sealey.

"I'm a little unraveled right now," Branham said. She went on to say that Sealey verbally assaulted her daughter in a classroom.

"I've seen her (Sealey) as a catalyst to many problems," Branham said. "We cannot allow this foolishness

to continue."

Sealey said she apologized for the fact that Branham felt like she attacked her daughter. "I did not know it was your daughter," Sealey said.

She added that she was invited to the school, and that

she yelled at her son only, and not another student. "My son was out of line ... I would never verbally attack anyone."

Sealey said she simply asked Branham's daughter to "Please refrain from talking to my son."

Branham said that she researched the logs and Sealey had not signed into the logs, as is required by the school.

"I was acting as a parent," Sealey said, and denied that she had not signed into the logs.

The next regular board

VOICE

Continued from Page 1

rules it would like to have adopted by the village in regard to public meetings.

One of the main issues addressed was the public forum at any of the village meetings. Paimi said that all residents should have an ample chance to voice their views.

Community advocates Sara Ball and Jeffrey Bond agreed with the suggestion. Ball explained the public should be given more opportunities to speak, especially after council enacts emergency legislation to adopt an ordinance after the first or second hearing.

"Emergency legislation takes the voice out of the people," Ball said.

To alleviate this situation, the committee discussed opening up the floor to public discussion at the end of each meeting so the public has a chance to address topics discussed during the meeting. Paimi said the issue was duly noted and would be discussed with each village council member before approval.

Another issue discussed was the increasing length of recent public meetings. The April 10 planning and zoning commission meeting was a prime example. The meeting topped four hours in

length and finally let out just after 11 p.m.

Paimi said the council recognized the personal sacrifices that are made by those community members that attend the various public meetings and stressed the importance of streamlining those meetings for that reason.

Turner explained that some of these rules would be enacted to improve the relationship between the audience and the committee, giving the meetings a more inviting and comfortable atmosphere.

At the meeting, she talked about an unspecified incident where a community

member stood up to voice opinion, only to be yelled at by a chairperson.

"This guy started to say something and a chairman of the committee just screamed at him," Turner said. "The audience was terribly embarrassed for them."

Turner said she was embarrassed for the man. Most of these people don't regularly come to meetings and don't know what the rules are. "I think it was totally out of line."

The rule changes discussed at the meeting need approval by the Village Council before can go into effect.



Public Information Workshop

FAR Part 150 Noise Compatibility Study
Rickenbacker International Airport

The workshop will be held at

Rickenbacker International Airport

Charter Terminal

2241 John Circle Drive

Columbus, OH 43217

Thursday, April 20, 2006

4:30 p.m. - 7:30 p.m.

No formal presentations are planned - stop in anytime
No charge for parking

brick exterior to their building plans. McCoy made it clear that if Meijer had a store in Canal Winchester, it also would be brick.

Meijer representatives then suggested having a brick exterior on the front of the building and abandoning the brick for concrete on the backside of the building. McCoy was steadfast when

asked if that was a reasonable alternative.

"Do you want me to be truthful?" McCoy said. "No. People in this community know that I am responsible for this. If this was not brick, I would never hear the end of it."

Planning and zoning commissioners tabled voting on Meijer's final site plan for a month but expect an agree-

ment on those plans to longer.

Also at the April 10 meeting, the representatives of the various property owners, including the Village Council before can go into effect.

Public Information Workshop

FAR Part 150 Noise Compatibility Study
Rickenbacker International Airport

The workshop will be held at

Rickenbacker International Airport
Charter Terminal
2241 John Circle Drive
Columbus, OH 43217

Thursday, April 20, 2006
4:30 p.m. - 7:30 p.m.

No formal presentations are planned - stop in anytime
No charge for parking



048794122A-26-08

Let the Carefree Lifestyle Begin!

Please join in the Celebration
on Sunday, April 30th

at the

Parkside Grand Opening



Open House
2:00 p.m.

Wesley Ridge
Retirement Community

call 759-0023
for information



severely ethnic, racial and other marginalized populations," according to an ADAMH release.

Before she joined the association, Primm served as director of community psychiatry at Johns Hopkins Hospital, where she continues to work part-time as an associate professor of psychiatry at

RATES

Continued from Page 1

charges are available on the Web sites whereas before one would have to contact the office for that information.

The Web sites also provide contact information for all staff, provides maps and instant links to where bills can be paid, and makes the annual water quality reports available online.

Another notable aspect of the utilities web site is the Specifications and Reg-

Ohio.

"Our goal is to have the best publicly funded behavioral health center in the whole world, in the whole country," she said.

The lectures are open to the public at no cost.

A fee could apply to parking, which is available in the

home deliveries only

Transportation is available to many of the centers.

For locations and reservations call 614-278-3152.

Volunteers are needed to deliver Meals-on-Wheels, clean a home, do laundry or shop. For a volunteer application call Pauli Tice at 614-437-2859 or visit its Web site at lifecarealliance.org.

All meals include milk and wheat bread. Diet menus include diet dressings, sauces and

PLANS

Continued from Page 1

an ordinance that would authorize \$2.5 million in bonds to be issued to make improvements on Diley Road.

There are plans to widen Diley Road from Bussey Road to U.S. Route 33 from a two-lane road to a four-lane road. The idea is that the

sweet potatoes, vegetable fruit cocktail, cookie.
Saturday - N
Wheels: Salisbury steaks, corn, fruit, cookies
Sunday - M
Wheels: Ham, green casserole, carrots, oranges, pudding.
Monday - Beef, broccoli, applesauce.
Tuesday - Chicken peas, orange, salad.
April 19 - P
sauerkraut, vegetables, pancakes, fruit salad,

road will allow more and consequently land businesses to the Pointe business park. The village will be the \$2.5 million bill road project. The village have future businesses ing into Violet Pointe fee that will help reduce costs.

Dr. Sweazy & Dr. Grammel's March Cavity-Free Club



Congratulations
COREY BURROW
March Winner

- | | |
|-----------------------|--------------------|
| Michaela Bethel | Jacob Notisimo |
| Bailey Knecht | Abigail Lutz |
| Elizabeth Wriessinger | Ashton Blum |
| Mark Wriessinger | Alexis Jones |
| Michael Preston | Alec Staley |
| Marna Rarick | Brett Bussert |
| Logan Twiss | Gabriella Guberman |
| Luke Twiss | Chloe Barry |
| Brandon Thompson | Hope Heston |

Canal
Family Dentistry
Family & Cosmetic
Dentistry
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Canal Winchester

Jones TOPSOIL
for the most beautiful lawns and gardens

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with Sand & Gravel



Public Information Workshop for Rickenbacker Noise Compatibility Scheduled for April 20

COLUMBUS – The second Public Information Workshop for the Rickenbacker International Airport (Rickenbacker) Noise Compatibility Study will be held on Thursday, April 20, 2006. The workshop will be held in the Rickenbacker Airport Charter Terminal from 4:30 p.m. to 7:30 p.m. There will be no charge for parking for the Public Information Workshop.

The Columbus Regional Airport Authority (CRAA) initiated the Noise Compatibility Study in 2005 to document the levels of noise from aircraft operations at Rickenbacker. The Noise Compatibility Study at Rickenbacker is intended to develop a balanced and cost-effective plan to reduce current noise impacts from aircraft operations, where practical, and to limit the potential for future impacts.

Information to be presented at the Public Information Workshop will include alternatives being considered for inclusion in the Noise Compatibility Program (NCP.) The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas. This is achieved either by changing aircraft operating procedures, or by measures to limit incompatible land uses into areas exposed to significant noise levels. Levels of significance are identified in Part 150 of the Federal Aviation Regulations which provide the guidance for conducting a Noise Compatibility Study.

This is the second of three Public Information Workshops that will be held during the Noise Compatibility Study. The first Public Information Workshop was held on October 11, 2005. Information on the study process and the Noise Exposure Maps presented at the first workshop will also be presented on April 20. Residents, business owners and concerned citizens are encouraged to attend the workshop to provide input and ask questions. There will be no formal presentation, so people are invited to attend anytime during the workshop hours.

The Federal Aviation Administration (FAA), whose officials and air traffic control professionals are participating in the study process, provides funding for the Noise Compatibility Study. The FAA also reviews the results of the Part 150 Study and approves measures to limit the noise impact on local residents. An airport with an FAA-approved NCP is eligible for funding assistance to implement the measures in the NCP.

CRAA has contracted with Landrum & Brown, an aviation-planning firm headquartered in Cincinnati, Ohio, to conduct this study. The study is anticipated to take approximately 18 months.

For more information contact Dave Wall, Capital Program Manager for the Columbus Regional Airport Authority, at (614) 239-4063 or dwall@columbusairports.com.

– End –

**RICKENBACKER INTERNATIONAL AIRPORT
 FAR PART 150 NOISE COMPATIBILITY STUDY
 PUBLIC INFORMATION WORKSHOP
 RICKENBACKER AIRPORT CHARTER TERMINAL
 April 20, 2006 4:30 p.m. - 7:30 p.m.**

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Harold O. Maderbach	10260 Ashville Pike Lockbourne OH	740 983 9289
Douglas E. Bush	15960 Lockbourne E. Rd ASHVILLE, OH 43103	740 983 4056
Mark Carlson	9535 Timberbush, Cc. New Heights	(614) 503-1360
Dick White	225 Woodland Park, OH	409 407 740 969-6532
Evelyn Jarman	7681 Cliff Janorah Rd	740-969-4532
CHARLES GOODWIN	7161 Second St. Cincinnati OH 43217	
Jim Kuhlwein	Lockbourne OH 43137 11645 Bolen Pierce Rd	614-989-3343
JOE & JAMMY KIRK	10338 Ashville PK Lockbourne OH 43137	740-983-0088
Barbara Mossop	314 Station St. E Ashville	740 983-3968
GEORGE E. HAMMOND	99 William St. Lockbourne OH 43137	614 491-1443
Dean & Carol Wolfe	2241 D Wall Rd Lockbourne	740-983-6659

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC INFORMATION WORKSHOP
RICKENBACKER AIRPORT CHARTER TERMINAL
April 20, 2006 4:30 p.m. -- 7:30 p.m.

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Edward G. Crites	Box 287 Ashville	982-4339
Linda Potter	4999 Jonnanna Judd Ct	836-9001
Tom Brisker	7710 Pontiac Rd Graft	497-2564
Helen Brisker	1140 Pontiac Rd Graft	497-8884



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

April 20, 2006

Introduction

The Columbus Regional Airport Authority is conducting an FAR Part 150 Noise Compatibility Study (Noise Compatibility Study) to document the noise levels from aircraft operations at Rickenbacker International Airport. The purpose for conducting a Noise Compatibility Study at Rickenbacker is to reduce noise impacts from existing aircraft operations on incompatible land uses and to discourage the introduction of new non-compatible land uses in the areas impacted by aircraft noise.

Part 150 of the Federal Aviation Regulations provides guidance for conducting a Noise Compatibility Study. There are two components to the study process. The first component is to identify the Noise Exposure Maps (NEMs) and the second is to develop a Noise Compatibility Program (NCP). Noise Exposure Maps (NEMs) are the official noise contours for the airport and are prepared for existing conditions (2005/06) and for five years in the future (2011). The NEMs must be prepared according to Federal Aviation Regulation (FAR) Part 150 guidelines in regards to methodology, noise metrics, identification of incompatible land uses, and public outreach. The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas near Rickenbacker, and to limit, to the extent possible, the introduction of new land uses into locations exposed to significant noise levels. Levels of significance are identified in the Federal Aviation Regulations.

The Federal Aviation Administration (FAA), whose officials and air traffic control professionals are participating in the study process, provide funding for the Noise Compatibility Study, which is voluntary on the part of the Columbus Regional Airport Authority (CRAA). The FAA will also review and approve the measures identified to limit noise impacts on local residents. An airport with an FAA-approved NCP is eligible for funding assistance to implement the measures in the NCP.

Why is a Noise Compatibility Study Being Conducted for Rickenbacker?

More than six years have passed since the last Noise Compatibility Study was approved for Rickenbacker. Typically, airports revise their NEMs and NCP every five years. A number of changes have occurred since completion of the previous Noise Compatibility Study at Rickenbacker.

In late 2002, the City of Columbus, Franklin County and the Columbus Municipal Airport Municipal Authority approved the merger of the Rickenbacker Port Authority and the Columbus Airport Authority. The merger formed the new Columbus Regional Airport Authority (CRAA) which is now responsible for the maintenance and operation of Rickenbacker International Airport, Port Columbus International Airport, and Bolton Field Airport.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

April 20, 2006

The CRAA is committed to being a good neighbor at all of its airports. As such, a proactive Noise Compatibility Program has been implemented and is regularly updated for Port Columbus International Airport. A noise and flight track monitoring system is maintained at Port Columbus International Airport, which allows for monitoring of aircraft activity at the CRAA airports on a daily basis. In addition, 12 permanent noise monitors at Port Columbus, and two noise monitors at Rickenbacker, provide daily noise readings to the system at Port Columbus.

In June 2005, AirNet Systems, Inc. (AirNet), a provider of on-demand cargo and passenger charter services, began operating at Rickenbacker after relocating from Port Columbus International Airport. AirNet has approximately 70 aircraft operations per day, mostly during the early evening and nighttime hours.

What is the Purpose of Tonight's Public Workshop?

The Noise Compatibility Study process is designed to encourage the public to comment on the study process and findings. Tonight is the second of three public information workshops that will be held during the Noise Compatibility Study. The workshop is being held at the Rickenbacker Airport Charter Terminal from 4:30-7:30 PM. The workshops will be conducted in an open house format where residents can attend anytime during workshop hours. Representatives of the CRAA and consulting team will be available at various stations throughout the evening to answer questions or discuss specific issues.

The public is also encouraged to provide written comments regarding the study and its findings. Comment forms are located in the workshop area and at the registration table. You may either complete the forms this evening and leave them in the Comment Box or take them with you and mail them by **May 1, 2006**. All comments post-marked by this date will be included in the final document. Please mail your comments to:

Mr. Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, Ohio 45242
Phone (513) 530-1201

Comments may also be e-mailed to Mr. Adams at radams@landrum-brown.com or sent by fax to (513) 530-1278 (facsimile). All of the comments received at tonight's public workshop will be reviewed by the airport and the consultant team for consideration in the study process as appropriate, and included in the final study document.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

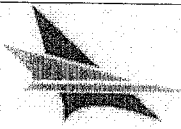
April 20, 2006

Progress to Date

To date, the study has included data collection, the development of the Noise Exposure Maps (NEMs), and the evaluation of noise abatement and land use mitigation alternatives. The following noise abatement and land use mitigation options are being considered for implementation (**Bold** represents alternatives being carried forward for further evaluation):

Noise Abatement Alternatives Being Considered

- NA-A: Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course. (Approved Measure NA-1)
- NA-B: 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. (Approved Measure NA-2)
- NA-C: 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. (Approved Measure NA-3)
- NA-D: Implement periodic noise monitoring procedures within the Airport environs. (Approved Measure NA-4)
- **NA-E: Modify (NA-1) current tower order for straight out departures of itinerant aircraft from Runways 23L/23R to fly runway heading until reaching 3,800 Mean Sea Level (MSL) before turning on course.**
- NA-F: All traffic departing Runways 23L/23R turn right 10 degrees to 240 degree heading after reaching the runway end.
- **NA-G: Three-degree offset approach to Runway 23L.**
- NA-H: Implement a side-step arrival procedure to Runway 23L.
- NA-I: Implement a curved approach procedure to Runway 23L.
- NA-J: Modify (NA-2) current tower order for departures of itinerant aircraft from Runways 5R/5L to turn right 0.25 nautical miles beyond runway end to a 70 degree heading.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

April 20, 2006

Noise Abatement Alternatives Being Considered (continued)

- NA-K: Departures by small jet aircraft and turboprop aircraft on Runways 5R/5L turn right, as soon as practical, to a 110 degree heading or left to a 270 degree heading.
 - NA-L: Departures by small jet aircraft and turboprop aircraft on Runways 5R/5L turn right to a 70 degree heading.
 - NA-M: Create Area Navigation (RNAV) overlay procedures for all existing and proposed departure procedures.
 - NA-N: Implement a Continuous Descent Approach (CDA) procedure for all runway ends.
 - NA-O: Displace the landing threshold on Runway 23L by 1,000 feet.
 - **NA-P: Displace the landing threshold on Runway 23L by 2,000 feet.**
 - NA-Q: Modify NA-2 and NA-3 to observe the preferential reverse flow runway use during standard nighttime hours. (10:00 p.m. to 7:00 a.m. local time).
 - NA-R: Wind and weather permitting, designate Runways 5R and 5L as the preferential arrival runways and Runways 23L and 23R as the preferential departure runways use the reverse-flow procedures all the time (arrivals to 5R/L and departures to 23L/R).
 - NA-S: Designate Runway 5R/23L as the preferential runway.
 - NA-T: Designate Runway 5L/23R as the preferential runway.
 - NA-U: Designate Runways 5R/5L as the preferential nighttime runways.
 - NA-V: Modify NA-2 and NA-3 to eliminate the preferential reverse flow runway use during nighttime hours. Designate Runways 23R/23L as the preferential nighttime runways.
 - NA-W: Construct a noise berm/wall.
 - NA-X: Construct Ground Run-up Barrier.
 - **NA-Y: Implement Ground Run-up Restrictions.**
 - NA-Z: Implement Airport Operational Restrictions (Part 161 actions).
-



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

April 20, 2006

Land Use Mitigation Alternatives Being Considered

- LU-A: Offer Sound Insulation for homes located within the Existing or Future 65 DNL Noise Exposure Map noise contour. (Corrective)
- LU-B: Offer Voluntary Acquisition to Undeveloped Properties Within the Existing or Future 65 DNL Noise Exposure Map noise contour. (Preventive/Corrective)
- LU-C: Offer aviation easements or the purchase of development rights for undeveloped properties within the Existing or Future 65 DNL Noise Exposure Map noise contour. (Preventive/Corrective)
- LU-D: Develop an Airport Land Use Management District based on the most recent Future 60 DNL Noise Exposure Map noise contour, natural geographic, and jurisdictional boundaries. (Preventive)
- LU-E: Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District. (Preventive)
- LU-F: Support a multi-jurisdictional land use planning committee that will work to manage the land uses within the Airport Land Use Management District. (Preventive)

Implementation Alternatives Being Considered

- IM-A: Provide for upgrades/enhancement of the Airport Noise and Operations Monitoring System (ANOMS).
- IM-B: Establish/implement a temporary noise monitoring program, as needed.
- IM-C: Enhance/refresh IM-5 (public information program) to include items such as:
 - Alerting public when noise abatement procedures will not be followed and why;
 - Educating the community about the benefits of the airport; and,
 - Restart efforts to communicate with pilots, planners, real estate agents, lending institutions about the airport and noise issues.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop

April 20, 2006

What's Next in the Study?

- Prepare Recommended Noise Compatibility Program and Gather Public Comments
 - Prepare Draft Part 150 Noise Compatibility Study for Public Review
 - Discuss Draft Part 150 Noise Compatibility Study at PAC Meeting (August 2006)
 - Conduct Public Information Workshop and Public Hearing (August – September 2006)
 - Prepare Final Noise Compatibility Program including all comments received
 - Present Final document to the CRAA and Submit to the FAA for approval
-

COMMENT FORM

PUBLIC INFORMATION WORKSHOP RICKENBACKER INTERNATIONAL AIRPORT FAR PART 150 NOISE COMPATIBILITY STUDY Rickenbacker Airport Charter Terminal APRIL 20, 2006

Welcome to the Public Information Workshop for the FAR Part 150 Noise Compatibility Study at Rickenbacker International Airport. Public comments are an integral part of the FAR Part 150 process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150 Noise Compatibility Study. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, or mail to the address below, **postmarked by May 1, 2006.**

AS PER INFO IN THE 04-20-06 WORKSHOP HANDOUT I
CONCUR THAT ITEMS NA-E, NA-F, NA-P, IM-A, IM-C
AND NA-W WOULD BE POSITIVE STEPS TO CONTROL THE NOISE
LEVELS AT RICKENBACKER AT LEAST MAKE MOST OF THE NOISE
LEVEL TOLERABLE.

AS FOR ITEM'S NA-R IT WOULD MOVE ALL OF THE
HIGHER AIRCRAFT OPERATION NOISE LEVEL 10: "TAKE OFF POWER"
TO BE CONCENTRATED TO THE SOUTH OF RICKENBACKER ON
A CONTINUOUS BASIS. NA-U WOULD AGAIN RESULT IN THE
HIGHER NOISE LEVELS TO BE SOUTH OF RICKENBACKER
AN ITEM YOU HAVE NO CONTROL OVER BUT IS ALSO PART
OF THE NOISE IS HELICOPTER OPS.

Submit comments postmarked by May 1, 2006 to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print):

Name:

DOUGLAS E. BUSH

Address:

15960 LOCKBOURNE EASTERN RD
ASHVILLE, OHIO 43103

**Planning Advisory Committee Meeting #4
November 14, 2006**

Letter of Invite
Registration
Presentation
Summary Meeting Notes

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October 23, 2006

Ms. Barbara Adams
Clerk
Madison Township
9716 Marcy Road
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Ms. Adams:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

Also scheduled for Tuesday, November 14th is the final Public Information Workshop and Public Hearing for the LCK Part 150 Study. The Public Information Workshop/Hearing will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Workshop, committee members are invited to attend this meeting as well. A court reporter will be available to accept comments about the proposed plan. Comments received at the hearing will be incorporated into the final document prior to its submittal to the FAA.

October 23, 2006

Mr. Douglas Browell
Village Administrator
Village of Obetz
4175 Alum Creek Drive
Obetz, OH 43207

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Browell:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Locations for Public Review of Draft Part 150 Study Document

Columbus Regional Airport Authority	
Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401	
Public Libraries	
Columbus Metropolitan Library Southeast Branch 3980 S. Hamilton Road Groveport, OH 43125 (614) 645-2350	Pickaway County Public Library Floyd E. Younkin Branch 51 Long St. Ashville, OH 43103 (740) 983-8856
Government Centers	
Municipal Building Village of Lockbourne 85 Commerce Street Lockbourne, OH 43137	Municipal Building Village of Canal Winchester 36 South High Street Canal Winchester, OH 43110

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Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401	
Public Libraries	
Columbus Metropolitan Library Southeast Branch 3980 S. Hamilton Road Groveport, OH 43125 (614) 645-2350	Pickaway County Public Library Floyd E. Younkin Branch 51 Long St. Ashville, OH 43103 (740) 983-8856
Government Centers	
Municipal Building Village of Lockbourne 85 Commerce Street Lockbourne, OH 43137	Municipal Building Village of Canal Winchester 36 South High Street Canal Winchester, OH 43110

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October 23, 2006

The Honorable Shannon Bush
Chairman
Hamilton Township
Board of Trustees
6400 Lockbourne Road
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear The Honorable Bush:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Locations for Public Review of Draft Part 150 Study Document

Columbus Regional Airport Authority	
Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401	
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Government Centers	
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October 23, 2006

Mr. Frank Christman
Village Administrator
Village of Ashville
200 E. Station Street
P.O. Box 195
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Christman:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

Also scheduled for Tuesday, November 14th is the final Public Information Workshop and Public Hearing for the LCK Part 150 Study. The Public Information Workshop/Hearing will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Workshop, committee members are invited to attend this meeting as well. A court reporter will be available to accept comments about the proposed plan. Comments received at the hearing will be incorporated into the final document prior to its submittal to the FAA.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

The Honorable Ralph Coon
Mayor
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear The Honorable Coon:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Jon Crusey
Administrator
Village of Groveport
655 Blacklick Street
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Crusey:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Ms. Vickie Fleming
Clerk
Scioto Township
12100 Walker Road
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Ms. Fleming:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Mr. Terry Frazier
Planning Director
Pickaway County
Office of Planning
139 West Franklin Street
Circleville, OH 43113

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Frazier:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Chris Gawronski
Senior Planner
Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Gawronski:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Mr. Nathan Green
Economic Development Director
Pickaway County
139 West Franklin Street
P.O. Box 506
Circleville, OH 43113

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Green:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. George Hammond
Village Administrator
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Hammond:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Ms. Jean Ann Hilbert
Village of Groveport
814 Main Street
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Ms. Hilbert:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Clint Jeffries
Senior Manager
FedEx
7066 Cargo Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Jeffries:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Mr. Rolie Kanavel
Operations Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Kanavel:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

Also scheduled for Tuesday, November 14th is the final Public Information Workshop and Public Hearing for the LCK Part 150 Study. The Public Information Workshop/Hearing will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Workshop, committee members are invited to attend this meeting as well. A court reporter will be available to accept comments about the proposed plan. Comments received at the hearing will be incorporated into the final document prior to its submittal to the FAA.

We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Locations for Public Review of Draft Part 150 Study Document

Columbus Regional Airport Authority	
Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401	
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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Robert Lawler
Director, Transportation
Mid-Ohio Regional Planning Commission
285 E. Main Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Lawler:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

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October 23, 2006

Mr. Chris Lenfest
Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Lenfest:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Steve Maggio
FedEx
7066 Cargo Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Maggio:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Mr. Chris Miller
Chief of Flying Standards
Air Force Air Guard
7370 Minuteman Way
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Miller:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Allan Neimayer
Planning & Zoning Administrator
Village of Canal Winchester
36 South High Street
Canal Winchester, OH 43110

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Neimayer:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Ms. Tammy Noble
Interim Director
Franklin County
Development Department-Zoning & Planning
280 E. Broad Street
Suite 202
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Ms. Noble:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Paul Pence
Harrison Township Zoning Board
11658 Bulen-Pierce Road
Lockbourne, OH 43137

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Pence:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Ms. Linda Potter
4999 Johnanne Drive
Groveport, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Ms. Potter:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Reza Reyazi
Planner
City of Columbus
Planning Division
109 N. Front Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Reyazi:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
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Also scheduled for Tuesday, November 14th is the final Public Information Workshop and Public Hearing for the LCK Part 150 Study. The Public Information Workshop/Hearing will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Workshop, committee members are invited to attend this meeting as well. A court reporter will be available to accept comments about the proposed plan. Comments received at the hearing will be incorporated into the final document prior to its submittal to the FAA.

October 23, 2006

Mr. Albert Roese
Mayor
Village of South Bloomfield
5023 South Union Street
South Bloomfield, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Roese:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Locations for Public Review of Draft Part 150 Study Document

Columbus Regional Airport Authority	
Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Kevin Rudd
LCK Division Manager
Lane Aviation
2295 John Circle Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Rudd:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Mr. Tom Schaner
AirNet Systems, Inc.
7250 Star Check Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Schaner:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

The Honorable Rhonda Shappert
Mayor
Village of Commercial Point
P.O. Box 78
Commercial Point, OH 43116

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear The Honorable Shappert:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Mr. Ron Short
UPS
2162 Reserve Road
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Short:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Mike Smith
Major
Ohio Army National Guard
Army Aviation Support Facility #2
7750 South Access Road
Building 918
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Smith:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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October 23, 2006

Ms. Connie Swoyer
Clerk
Madison Township
9716 Marcy Road
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Ms. Swoyer:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Prostel Thomas
Operations Manager
Federal Aviation Administration
Port Columbus International Airport ATCT
4277 International Gateway
Columbus, OH 43219

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Thomas:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
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October 23, 2006

Mrs. Susan Trego
Clerk
Harrison Township
Township Trustees
P.O. Box 290
Ashville, OH 43103

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mrs. Trego:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

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Sincerely,

David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

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Capital Program Manager
Columbus Regional Airport Authority

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October 23, 2006

Mr. Wayne Warner
Administrator
Madison Township
4575 Madison Lane
Groveport, OH 43125

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Warner:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

Date: Tuesday, November 14, 2006
Location: Rickenbacker International Airport Charter Terminal
Time: 9:00 a.m. to 11:00 a.m.

A map to the airport's Charter Terminal is enclosed and signage to the meeting location will be provided in the terminal lobby. There will be no charge for parking.

The purpose of this meeting is to review the recommended noise abatement and land use mitigation measures that have been identified as part of the study process. In addition, we will discuss the final steps for the study. Enclosed with this letter is a CD that contains the Draft Part 150 Study document. You will need a computer and Adobe Reader software to access the files. Adobe Reader software is available free at <http://www.adobe.com/downloads/>. If you would prefer to view a hardcopy version of the Draft Part 150 Study document, you can either visit one of the locations listed below or contact Rob Adams, the Landrum & Brown Project Manager, at (513) 530-1201 or radams@landrum-brown.com.

Also scheduled for Tuesday, November 14th is the final Public Information Workshop and Public Hearing for the LCK Part 150 Study. The Public Information Workshop/Hearing will also be held in the Charter Terminal from 4:30 p.m. to 7:30 p.m. Although much of the same information that will be discussed at the morning PAC meeting will again be presented at the Workshop, committee members are invited to attend this meeting as well. A court reporter will be available to accept comments about the proposed plan. Comments received at the hearing will be incorporated into the final document prior to its submittal to the FAA.

October 23, 2006

Mr. Kevin Wheeler
Long Range Planning Manager
City of Columbus
Department of Development/Planning Division
109 N. Front Street
Columbus, OH 43215

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Wheeler:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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We appreciate your interest and participation in the Part 150 study process. Please let us know if you are able to attend the November 14th PAC meeting by responding to Melanie DePoy of Aerofinity, Inc., who is assisting Landrum & Brown with the study process. Melanie can be reached by phone at (317) 955-8395 ext. 304, or e-mail at mdepoy@aerofinity.com.

Sincerely,



David E. Wall, A.A.E.
Capital Program Manager
Columbus Regional Airport Authority

Locations for Public Review of Draft Part 150 Study Document

Columbus Regional Airport Authority	
Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401	
Public Libraries	
Columbus Metropolitan Library Southeast Branch 3980 S. Hamilton Road Groveport, OH 43125 (614) 645-2350	Pickaway County Public Library Floyd E. Younkin Branch 51 Long St. Ashville, OH 43103 (740) 983-8856
Government Centers	
Municipal Building Village of Lockbourne 85 Commerce Street Lockbourne, OH 43137	Municipal Building Village of Canal Winchester 36 South High Street Canal Winchester, OH 43110

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October 23, 2006

Mr. Mike Yartin
Tower Manager
Federal Aviation Administration
Rickenbacker International Airport ATCT
7400 Alum Creek Drive
Columbus, OH 43217

RE: Rickenbacker International Airport
Part 150 Noise Compatibility Study

Dear Mr. Yartin:

The final Planning Advisory Committee (PAC) meeting for the Rickenbacker International Airport Part 150 Noise Compatibility Study (LCK Part 150 Study) is scheduled for:

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RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PLANNING ADVISORY COMMITTEE
RICKENBACKER AIRPORT CHARTER TERMINAL
 November 14, 2006
 9:00 a.m. - 11:00 a.m.

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Allan Newmeyer	36 S. High St. Canal Winchester, OH As a rule	614-837-6742
Franklin Christman	20056 Lincoln Street	240 283 6367
Linda Potter	4999 Johann Dr Grafton	614-836-9001
Angela Newland	CREA - Port Col 7370 MINUTEMAN WAY COLUMBUS 43217	614-239-4011
Scott Buzzard	MORPC, 285 E Main, Col's, 43245	614 492-3206
Chris Gammiski	655 Blodrich Greenway	614-233-4164
 Jean Lelander	11658 Biber Pierce Rd WB137	836-5301
Michael Yactin	7400 Alum Creek Rd Columbus	983-4372
Thomas Schaner	7250 Star Check Dr.	492-3460
Jean Ann Hilbert	Village of Groveport	409-4801
		836-5301

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PLANNING ADVISORY COMMITTEE
RICKENBACKER AIRPORT CHARTER TERMINAL
 November 14, 2006
 9:00 a.m. - 11:00 a.m.

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Ralph Coar	554 and 15 ST Lockbourne Ohio 43135	614 491-9267
Eunice McMullen	36 WILLIAMS ST LOCKBOURNE OH 43137	491-5214
Chris [Signature]	CRAA	409-3636
Pamela [Signature]	FAA CMIT	338-4092
Chris Kenfest	CMH ATCT	(614) 338-4030
Michael Smart	A-ENG	614-336-6403
Susan Giggins	Pickaway Planning 109 N. Front City of Columbus	740-474-8897
Kevin Wheeler	MORPC	604-645-6057
Robert Lowler	CRAA	614-233-4160
MARK KELBY	CRAA	614-239-5014
Dave Clanson	CRAA	614-239-5059

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PLANNING ADVISORY COMMITTEE
RICKENBACKER AIRPORT CHARTER TERMINAL
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SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
Stacy Pollert	Aerofinity	317-955-8395 x 306
B.F. [Signature]	CRAA	614-239-9042
Sarah Potter	LiB	513-530-1271
Rob Adams	LiB	513-530-1201



Rickenbacker International Airport

FAR Part 150 Noise Compatibility Study

Planning Advisory Committee Meeting 4

November 14, 2006



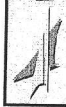
Planning Advisory Committee

Welcome and Introductions

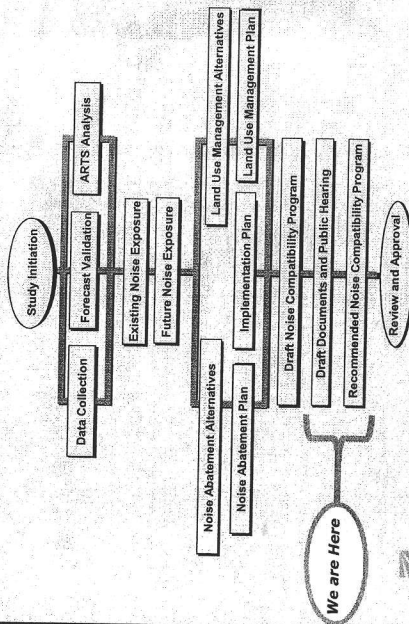


Today's Agenda

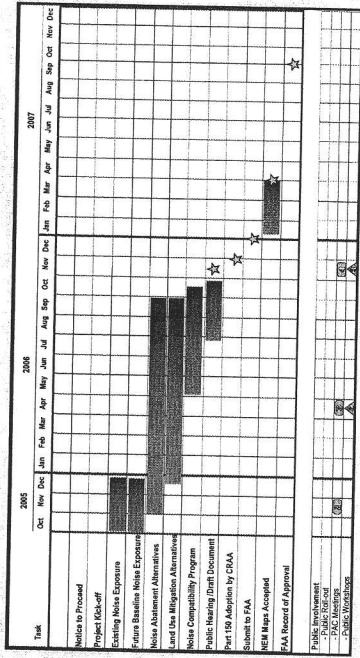
- Where are we in the Part 150 Process?
- Part 150 Schedule
- Review of Existing and Future Noise Exposure Maps
- Recommended Noise Compatibility Program
 - Noise Abatement Measures
 - Land Use Measures
 - Implementation Measures
- Implementation Costs and Steps
- Next Steps



Where are we in the FAR Part 150 Process



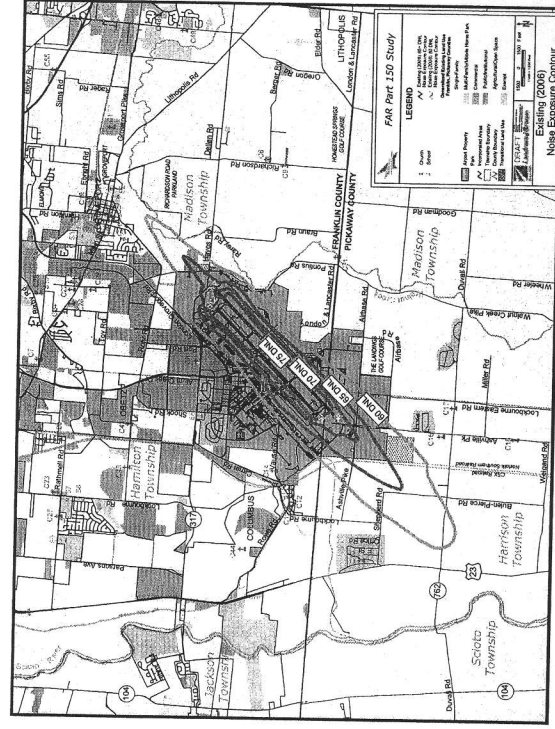
Where are we in the FAR Part 150 Process



We are Here

Planning Advisory Committee

Review of Existing And Future Noise Exposure Maps



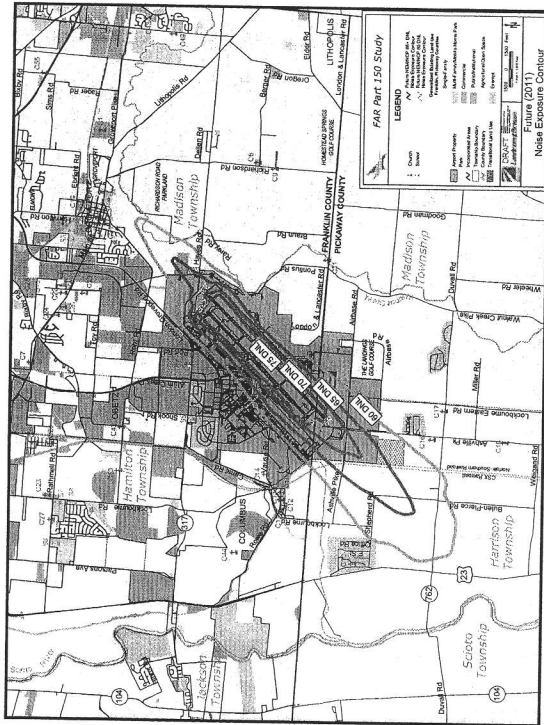
2006 Existing Noise Exposure Map

- **Noise Exposure Contour Shape and Size**
 - Northeast of the airport, the noise contour primarily reflects usage of aircraft arriving from the north.
 - Southwest of the airport, the noise contour primarily reflects usage of aircraft departing to the south.
 - Contour shape and size also reflects a heavier use of Runway 23L/05R

Area and Housing Counts

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
2006 Existing Housing Units	11	0	0	0	11
Population*	30	0	0	0	30
Area	3.39	1.43	0.55	0.92	6.29

*Population estimated based on U.S. Census data



Planning Advisory Committee

Recommended Noise Compatibility Program

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

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Landscape Group

Future Baseline Noise Exposure Contours

- **Noise Exposure Contour Shape and Size**
 - Shape remains similar to the Existing 2006 noise contour.
 - Growth in the size of the contour due to the increase in the number of aircraft operations at LCK
- **Area and Housing Counts**

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	Total
2006 Existing					
Housing Units	11	0	0	0	11
Population*	30	0	0	0	30
Area	3.39	1.43	0.55	0.92	6.29
2011 Future Baseline					
Housing Units	38	0	0	0	38
Population*	104	0	0	0	104
Area	4.03	1.78	0.67	1.01	7.49

*Population estimated based on U.S. Census data

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Landscape Group

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Recommended Noise Abatement Measures

- **NA-1:** Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,000 feet MSL before turning on course.
 - **Continue as 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.
 - **Continue as Implemented**

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Landscape Group

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

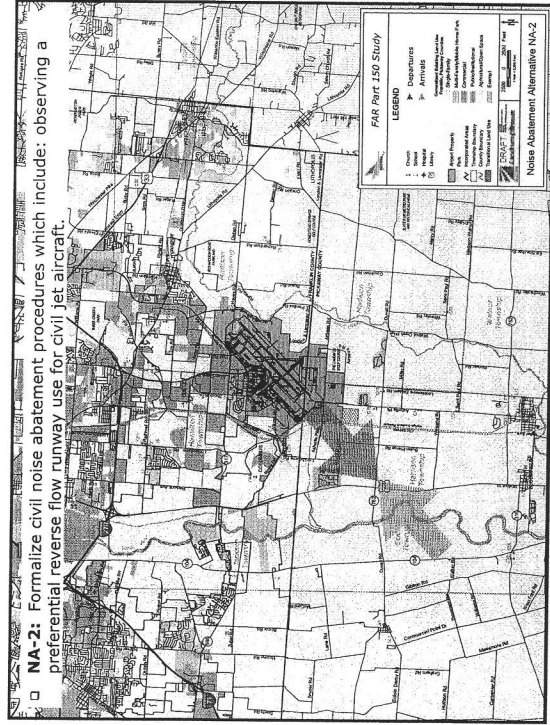
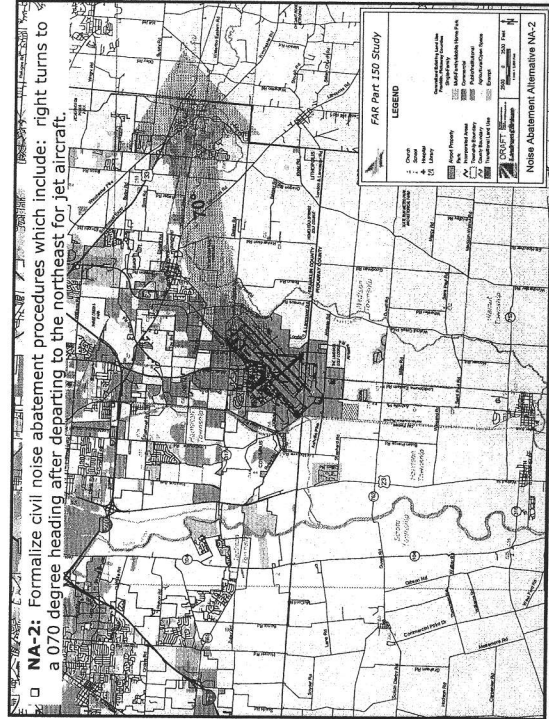
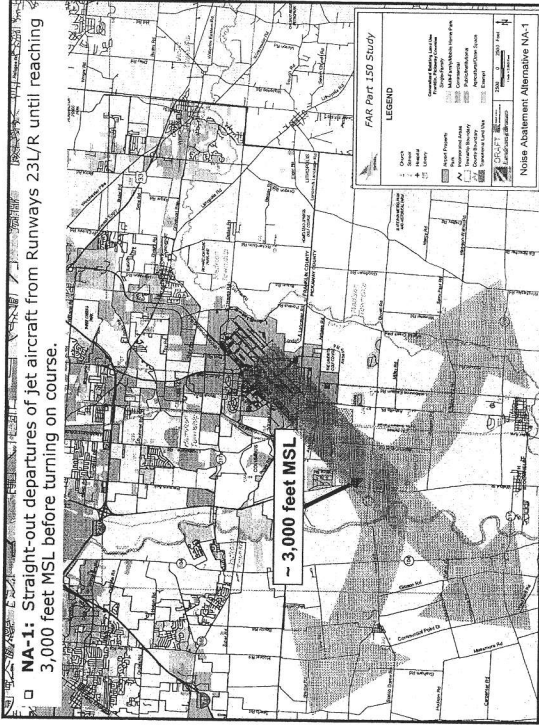


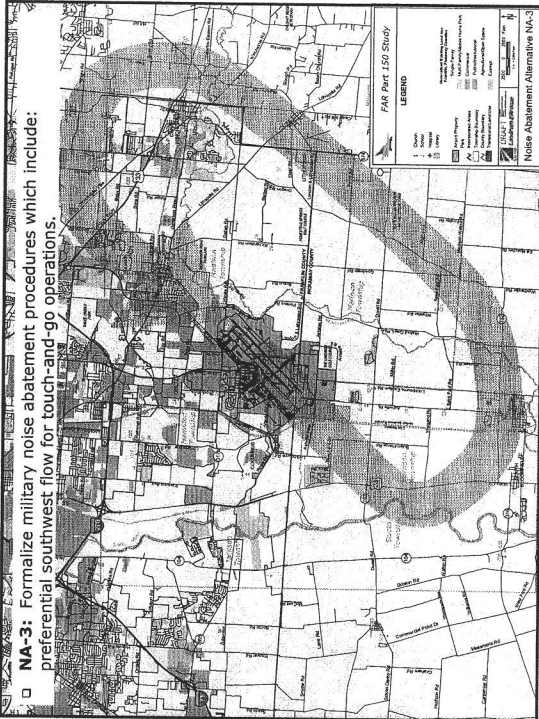
Recommended Noise Abatement Measures

- **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.
- **Continue as Implemented**
- **NA-4:** Implement periodic noise monitoring procedures within the Airport environs.
- **Withdraw and Replace with IM-6**



RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY





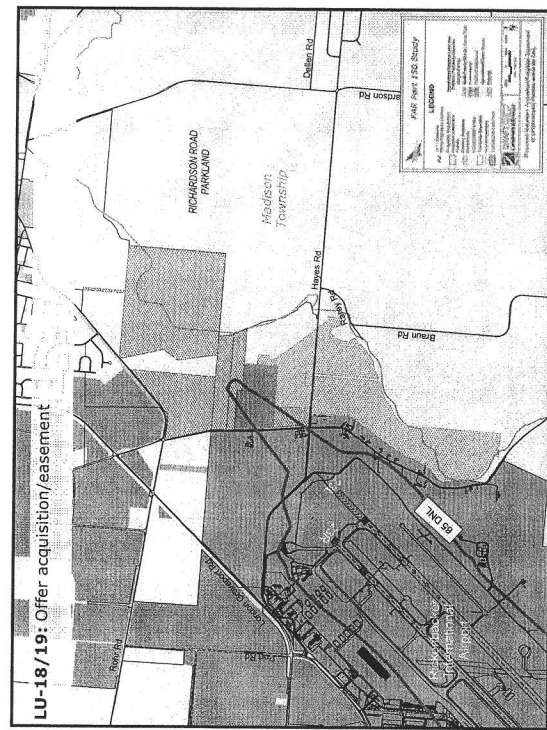
Noise Abatement Alternatives Preliminarily Recommended

- **NA-E:** Modify (NA-1) current tower order for straight out departures of itinerant aircraft from Runways 23L/23R to fly runway heading until reaching 3,800 Mean Sea Level (MSL) before turning on course.
- **NA-P:** Displace the landing threshold on Runway 23L by 2,000 feet.
- ***NA-K:** Departures by small jet aircraft on Runways 5R/5L turn right to a 110-degree heading or left to a 270 degree heading, during standard nighttime hours (10:00 p.m. to 7:00 a.m. local time).
- ***NA-G:** Three-degree offset approach to Runway 23L.
- * **NA-K and NA-G may be pursued by CRAA outside Part 150**

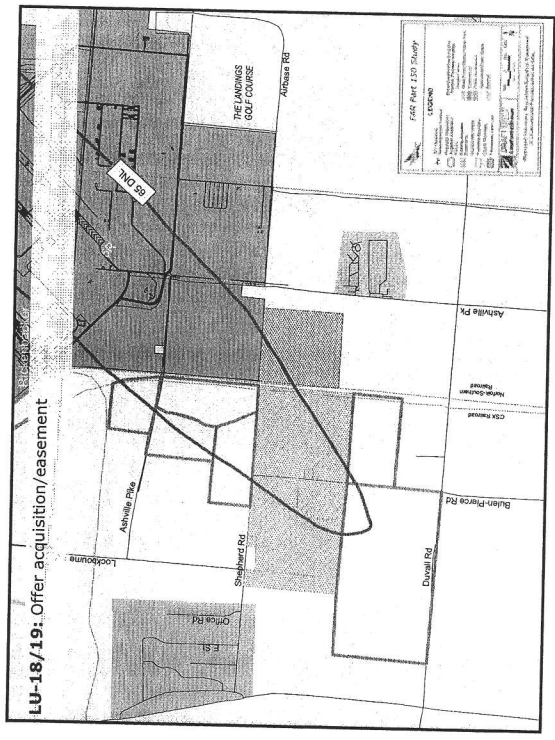


Recommended Land Use Measures

- **LU-1 through LU-17 Withdrawn and Replaced with LU-18 through LU-22**
- **LU-18:** Offer acquisition to eligible undeveloped properties within the 65 DNL noise contour of the Future (2011) Noise Exposure Map/Noise Compatibility Plan. (New Measure)
- **LU-19:** For those undeveloped properties that are offered but unwilling to be acquired through LU-18, offer aviation easements to restrict the development of incompatible land uses within the 65 DNL noise contour of the Future (2011) Noise Exposure Map/Noise Compatibility Plan. (New Measure)



LU-18/19: Offer acquisition/easement

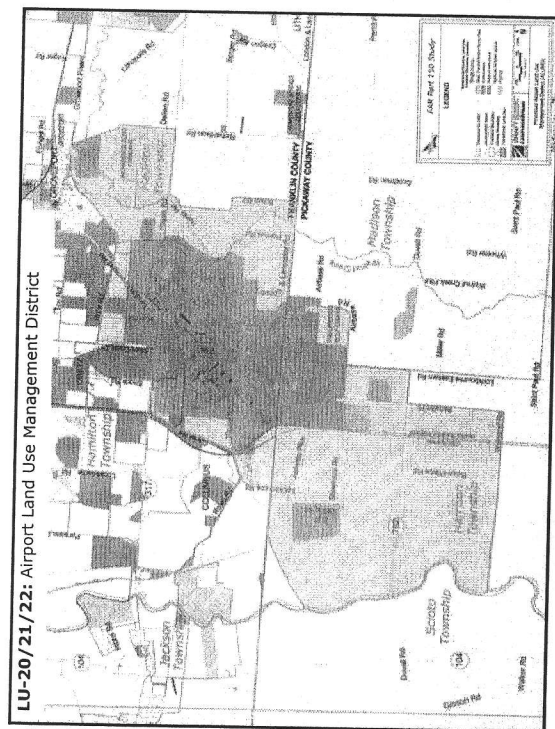


LU-18/19: Offer acquisition/easement

Recommended Land Use Measures

- **LU-20:** Develop an Airport Land Use Management District (ALUMD) based on the most recent Future 60 DNL Noise Exposure Map/Noise Compatibility Plan noise contour, natural geographic and jurisdictional boundaries. (New Measure)
- **LU-21:** Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD). (New Measure)
- **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). (New Measure)

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LU-20/21/22: Airport Land Use Management District

Recommended Implementation Measures

- **IM-1:** Establish a Noise Abatement Committee (NAC).
 - **Implemented informally (no current committee)**
- **IM-2:** Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent.
 - **Withdrawn and Replaced with IM-4**
- **IM-3:** Establish/continue a noise complaint response process.
 - **Continue as Implemented**

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Recommended Implementation Measures

- IM-4:** Periodic review and update of Noise Exposure Maps (NEM) and Noise Compatibility Plan (NCP).
 - Continue as Implemented**
- IM-5:** Develop a public information program to communicate information about the Noise Compatibility Plan (NCP).
 - Continue as Implemented/Refresh Program**
- IM-6:** Provide for upgrades/enhancements of the CRAA's Airport Noise & Flight Track Monitoring System for LCK.
 - New Measure**



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RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Implementation Costs

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*	Minimal	None
Implementation	\$465,000 to \$915,000	None	None
TOTAL:	\$29,955,000 to \$45,155,000	Minimal	None

* Total cost assumes 100 percent participation in LU-18, which would cause implementation of LU-19 to be unnecessary, therefore the cost of LU-19 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.

- The CRAA will prioritize the implementation of the land use measures in the following order:
 1. Rezone incompatible land within the ALUMD (LU-20 and LU-21).
 2. Offer acquisition/easements where rezoning is not possible (LU-18 and LU-19).



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RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



Implementation Steps

- FAA issues a Record of Approval
- CRAA applies for funding
- Implementation begins
- Note: FAA approval does not commit the FAA or CRAA to implementation.*



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RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



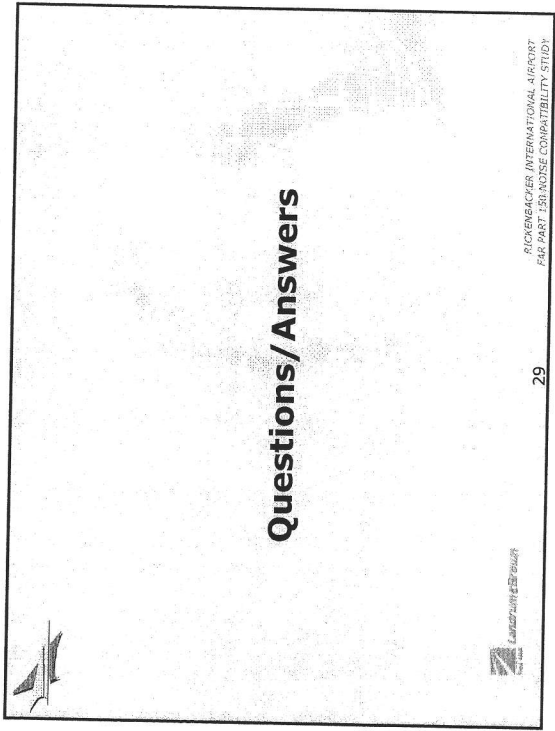
Next Steps


- Tonight! – Public Information Workshop/Public Hearing**
Rickenbacker Airport Charter Terminal
4:30 p.m. to 7:30 p.m.
- Prepare the Final Noise Compatibility Program including all comments received**
- Submit Final Noise Compatibility Program to the FAA for approval – December 2006/January 2007**
- FAA accepts Noise Exposure Maps – March/April 2007**
- FAA issues Record of Approval – October 2007**




28

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY



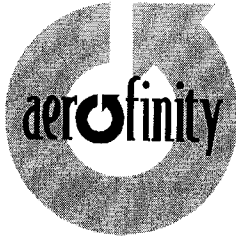


Questions/Answers

 Landstuhl Air Force Hospital
Landstuhl Air Force Hospital
Landstuhl Air Force Hospital

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RICKENBACKER INTERNATIONAL AIRCRAFT
FAA PART 150 NOISE COMPATIBILITY STUDY



MEETING MEMO

51 S. New Jersey St., 2nd Floor
Indianapolis, IN 46204
317.955.8395 317.955.8479 FAX

MEETING

Rickenbacker International Airport
FAR Part 150 Noise Compatibility Study
Planning Advisory Committee – Meeting 4

MEETING DATE

November 14, 2006

ATTENDING

The meeting attendance list is attached.

DISCUSSION SUMMARY

Introduction and Schedule Review

The fourth and final Planning Advisory Committee (PAC) meeting was held with an emphasis on two segments of discussion: draft documents and recommended Noise Compatibility Program. Bernie Meleski, Director, Planning and Development for the Columbus Regional Airport Authority (CRAA), opened the meeting by welcoming participants and thanking them for their participation. Mr. Meleski introduced Rob Adams, Project Manager for Landrum & Brown, the consulting firm conducting the Part 150 Noise Compatibility Study (Part 150). Mr. Adams introduced the other members of the consulting team including: Sarah Potter of Landrum & Brown and Stacy Pollert of Aerofinity. He explained that Landrum & Brown is conducting the technical analysis and that Aerofinity is assisting with community outreach.

Mr. Adams asked the meeting participants to introduce themselves and tell what group they represented. He then reviewed the day's agenda and the study schedule. He stated that the study is currently in the draft document phase with the final public workshop and public hearing being held tonight, November 14, 2006 from 4:30 pm – 7:30 pm with the submittal of the document shortly to follow.

A handout was provided outlining key points of the meeting presentation along with the handout for the public workshop. Mr. Adams also explained that everyone should have received a CD (which contains the draft document) with their invitation letter.

Review of Existing and Future Noise Exposure Maps

Following the introduction, Sarah Potter reviewed the existing (2006) and future (2011) noise contours. She noted that the major change between the existing and future noise contours was that the future (2011) noise contour was slightly larger both to the north and south. There are no homes that fall within the 65 DNL noise contour.

Noise Compatibility Program

Recommended Noise Abatement Measures

At the previous meeting, four noise abatement alternatives were preliminarily recommended. After further discussions with the FAA, the local tower, and the Ohio Air National Guard (OHANG), none of the alternatives were recommended for inclusion in the Noise Compatibility Program. However, alternatives NA- G and NA-K may be pursued by the CRAA outside of the Part 150 through an agreement with the local tower.

Recommended Land Use Measures

In the current Noise Compatibility Program, there are 17 land use measures. These measures were either complete, no longer relevant, or duplicates of other measures. Therefore, it was recommended that LU-1 through LU-17 be withdrawn. Five new measures, LU-18 through LU-22, were recommended to replace the previous 17 measures and to build a foundation for future land use planning around the airport. These measures included creating an Airport Land Use Management District (ALUMD), recommending land use controls within the ALUMD, developing two programs that would allow property owners within the 65 DNL to either sell their property to the airport or to accept an aviation easement over their property to restrict residential land uses, and to work with the local realtor community on disclosing the presence and proximity of the airport to potential buyers.

Recommended Implementation Measures

There are currently five implementation measures. It was recommended that IM-2 be withdrawn and replaced with IM-4. IM-6 is a new measure which involves providing upgrades/enhancements to the Airport Noise & Flight Track Monitoring System for Rickenbacker International Airport.

Implementation Costs

The implementation costs were broken down by the three different types of measures: Noise Abatement, Land Use Management, and Implementation. Noise Abatement had no changes to the program and there were no direct costs to the CRAA, local governments, or to the airport users. Land Use Management measures could have a direct cost to the CRAA of up to \$45 Million, depending on the participation of property owners in the various land use programs. There would be some minimal cost to the local governments for implementing land use restrictions and no cost to users for the land use management measures. Implementation measures would have a direct cost to the CRAA of between \$465,000 and \$915,000 with no direct costs to the local government or users.

Next Steps

- The final public information workshop and public hearing is being held tonight, Tuesday, November 14th from 4:30 pm – 7:30 pm at the Rickenbacker International Airport Charter Terminal
- Prepare the Final FAR Part 150 Noise Compatibility Program Update including all comments received

- Submit Final FAR Part 150 Noise Compatibility Program Update to the FAA for approval – December 2006/January 2007
- FAA accepts Noise Exposure Maps – March/April 2007
- FAA issues Record of Approval – October 2007

After the FAA issues a Record of Approval (ROA) on the measures included in the Noise Compatibility Program the CRAA can then apply for the funding to implement the program. The ROA does not constitute a commitment on part of the FAA or the CRAA to implement any of the measures. It does make the CRAA eligible to apply for Federal funding when/if they decide to do so.

Question and Answer Summary

Why would/wouldn't local residents want the Columbus Regional Airport Authority to buy their land vs. having it rezoned, etc.?

If approved and implemented, the land use measures in the Noise Compatibility Program would provide a number of avenues by which land that is not currently compatible with aircraft noise could become compatible. The CRAA will first work with the local jurisdictions to change the zoning or to obtain some other form of land use restriction that would prohibit the development of residential and other noise-sensitive land uses within the 65 DNL noise contour. If those efforts are not successful, the CRAA would have the option to offer voluntary acquisition or to purchase an aviation easement over the identified properties. In all cases, these actions are voluntary on both the side of the CRAA and the individual property owners. Therefore, the property owner may choose to participate in these programs or they may choose not to. The decision to do so or not will be one made by individual property owners, based on their own personal situations.

As this FAR Part 150 Noise Compatibility Program Update is being prepared for submittal, is there coordination occurring with other groups in the area, community such as intermodal, etc.?

Yes. The Part 150 includes sections describing the other development and planning activities that are occurring in the area. In addition, the results of these projects have been included in the land use planning for this study.

Will there be another FAR Part 150 Noise Compatibility Program Update performed at Rickenbacker International Airport in five years?

The FAA recommends that an airport update the Noise Exposure Maps every 2-3 years and the Noise Compatibility Program every 5 years, or sooner if warranted by changes at the airport. These guidelines have been incorporated into the recommendations of the Noise Compatibility Program.

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**Public Information Workshop #3
November 14, 2006**

Newspaper Notice
Registration
Handout

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THE COLUMBUS DISPATCH
PROOF OF PUBLICATION


STATE OF OHIO, FRANKLIN COUNTY. SS:

Kris Allbright
Special Projects/Training Manager

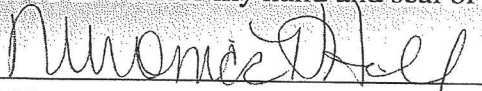
The Columbus Dispatch, a newspaper published at Columbus, Franklin County, Ohio, with a daily paid circulation of more than 25,000 copies, personally appeared and made oath that the notice of which a true copy is hereunto attached was published in The Columbus Dispatch for 1 Time(s) on

October 19, 2006

and that the rate charged therefore is the same as that charged for commercial advertising for like services.



subscribed and Sworn on this 29th day of November 2006 as witness my hand and seal of office.



NOTARY PUBLIC - STATE OF OHIO



VERONICA H. HILL
NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES NOVEMBER 6, 2008

LEGAL NOTICE

The Columbus Regional Airport Authority will conduct a Public Information Workshop and Public Hearing with respect to the Part 150 Noise Compatibility Study Update being prepared for Rickenbacker International Airport. The Workshop/Hearing will be held on Tuesday, November 14, 2006 at the Rickenbacker International Airport, in the Rickenbacker Charter Terminal, 2241 John Circle Drive, from 4:30 p.m. to 7:30 p.m. Comments received at the Public Hearing will become part of the final document to be submitted to the Federal Aviation Administration (FAA) for review. Airport staff and noise consultants will be available to answer questions and provide information regarding the study.

The Columbus Regional Airport Authority has published a Draft Part 150 Noise Compatibility Study Update Report and copies will be available beginning October 24, 2006 at the following locations:

Columbus Regional Airport Authority
Port Columbus International Airport
Administrative Offices
4600 International Gateway
Columbus, OH 43219

Columbus Regional Airport Authority
Rickenbacker International Airport
Administration Building
7161 Second Street
Columbus, OH 43217

Columbus Regional Airport Authority
Rickenbacker International Airport
Terminal Building
Operations Department
2241 John Circle Drive
Columbus, OH 43217

Columbus Metropolitan Library
Southeast Branch
3980 S. Hamilton Road
Groveport, OH 43125

Pickaway County Public Library
Floyd E. Younkin Branch
51 Long St.
Ashville, OH 43103

Municipal Building
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

Municipal Building
Village of Canal Winchester
36 South High Street
Canal Winchester, OH 43110

The Draft Report will also be available on the Columbus Regional Airport Authority website beginning October 25, 2006 at: <http://www.rickenbacker.org/noise.asp>

Comments on the Draft Part 150 Noise Compatibility Study Report may be submitted through November 24, 2006 to: Rob Adams, Part 150 Project Manager, Landrum & Brown, Inc., 11279 Cornell Park Drive, Cincinnati, Ohio 45242. Comments may also be e-mailed to Mr. Adams at radams@landrum-brown.com or sent by fax at (513) 530-1278 (facsimile) through 5:00 p.m. on November 24, 2006.

If special accommodations are required for an individual's participation in the meeting, please call Mr. Adams at (513) 530-1201 one week prior to the scheduled date of this meeting.

THE COLUMBUS DISPATCH
PROOF OF PUBLICATION

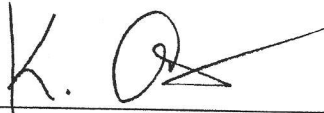
STATE OF OHIO, FRANKLIN COUNTY. SS:

Kris Allbright
Special Projects/Training Manager


The Columbus Dispatch, a newspaper published at Columbus, Franklin County, Ohio, with a daily paid circulation of more than 25,000 copies, personally appeared and made oath that the notice of which a true copy is hereunto attached was published in The Columbus Dispatch for 2 Time(s) on

October 26, November 11, 2006

and that the rate charged therefore is the same as that charged for commercial advertising for like services.



subscribed and Sworn on this 16th day of November 2006 as witness my hand and seal of office.




NOTARY PUBLIC - STATE OF OHIO



VERONICA H. HILL
NOTARY PUBLIC, STATE OF OHIO
MY COMMISSION EXPIRES NOVEMBER 6, 2008

Public Information Workshop/Hearing
FAR Part 150 Noise Compatibility Study
Rickenbacker International Airport

The Workshop will be held at:
**Rickenbacker International Airport
Charter Terminal
2241 John Circle Drive
Columbus, OH 43217**
Tuesday, November 14, 2006
4:30 p.m. - 7:30 p.m.


Draft Noise Compatibility Study documents will be available beginning October 24th for public review at the following locations:

Columbus Regional Airport Authority Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219	Columbus Metropolitan Library Southeast Branch 3980 S. Hamilton Road Groveport, OH 43125
Columbus Regional Airport Authority Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 http://www.rickenbacker.org/about/noise.asp (available on website beginning October 25th)	Municipal Building Village of Lockbourne 85 Commerce Street Lockbourne, OH 43137
Or Rickenbacker International Airport Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217	Pickaway County Public Library Floyd E. Younklin Branch 51 Long St Ashville, OH 43103
	Municipal Building Village of Canal Winchester 38 South High Street Canal Winchester, OH 43110

No formal presentations are planned stop in anytime
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and THANK YOU to all the participants!

Public Information Workshop/Hearing FAR Part 150 Noise Compatibility Study Rickenbacker International Airport

The workshop/hearing will be held at:

 Rickenbacker International Airport
Charter Terminal
2241 John Circle Drive
Columbus, OH 43217

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85 Commerce Street
Lockbourne, OH 43137
- Pickaway County Public Library
Floyd E. Younklin Branch
51 Long St.
Ashville, OH 43103
- Rickenbacker International Airport
Terminal Building
Operations Department
2241 John Circle Drive
Columbus, OH 43217
- Columbus Metropolitan Library
Village of Canal Winchester
36 South High Street
Canal Winchester, OH 43110

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7/0611

the steam using a cotton swab is over.

and let stand (it might take up to an hour or longer to work). Then launder using a product that is designed to "whiten something a little different

HELOISE
Dear Friends: Instead of candy or other foodstuffs, try something a little different

Now I don't have to turn the sheet several times to find which is the right position.

Diane Osborne,
South Lake Tahoe, Calif.

turns into very abs well on and might peanut oil

Two of might con acid or gas of these, us sure that ti circulation, make absol flame or sp: in mind the gas applican tion.

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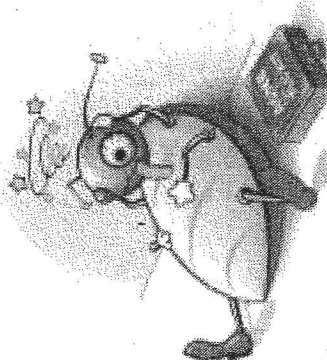
Tuesday, October 24
10 am to 1 pm
\$20.00

Immunizations provided by Pickaway Co. Health Dept.
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Medicare Part B accepted with no co-pay. To receive a flu shot you must be 18 years old or older, not be on any antibiotic, not be suffering from an active infection, not have an allergy to eggs, not have an allergy to Thimerosal, Gentamicin or other Aminoglycosides.

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**Public Information Workshop/Hearing
 FAR Part 150 Noise Compatibility Study
 Rickenbacker International Airport**

The workshop/hearing will be held at:

Rickenbacker International Airport
 Charter Terminal
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 Columbus, OH 43217

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- Ashville, OH 43103
- Municipal Building
- Village of Canal Winchester
- 36 South High Street
- Canal Winchester, OH 43110

No formal presentations are planned -- stop in anytime
 No charge for parking

Westfall forced Bellaire to turn the ball over on its first three possessions of the second half.

Smith scooped up a fumble and Rocchio was intercepted

seven receptions for 92 yards and three touchdowns.

— *Sports Editor Brad Morris can be reached at 474-3133 or bmmorris@circlevilleherald.com.*

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Scene

Continued from B1

"I give Illinois all the credit in the world," Dattish said. "They came out there and had a great game plan and played hard and did the things they need to do to be successful against us."

If the close call rattled their confidence or angered them, the Buckeyes weren't saying. Instead, they took comfort in the fact that all but one of Illinois' nine losses were

by 17 or less, the notable exception being the 33-0 mauling by Rutgers. But nobody had challenged the Buckeyes like that. "What happened last week, what happened last month, what happened three years ago, 10 years ago, it doesn't matter," said wide receiver Anthony Gonzalez, who has 43 catches for a team-leading 639 yards. "It's what's going to happen now, it's what's going to happen on the very next play in the very next game."

And the next game is against a

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Photo courtesy of Joe Westfall's Seth Hardin gets a carry Frida

That's a around here, said. "We here. We Northwest quarters and we did. I some of the yer in the ye our best for three weeks

Furniture Purchasing

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This Week

Public Information Workshop/Hearing FAR Part 150 Noise Compatibility Study

Rickenbacker International Airport

The workshop/hearing will be held at:

Rickenbacker International Airport
Charter Terminal
2241 John Circle Drive
Columbus, OH 43217



Tuesday, November 14, 2006
4:30 p.m. - 7:30 p.m.

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Ashville, OH 43103
- Or
Rickenbacker International Airport
Terminal Building
Operations Department
2241 John Circle Drive
Columbus, OH 43217

No formal presentations are planned - stop in anytime
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BUSINESS BRIEFS

Ohio recognizes safety achievement

Rudolph Bros. & Co., 6550 Oley Speaks Way, recently was recognized for its Safety and Health Achievement Recognition Program by the Ohio Occupational Safety and Health Administration.

In addition to the award the company's facility is registered in the ISO 9001:2000 Quality Standards.

Solomon said she is in favor of the proposed standards.

"I like that my neighbors can't come in and paint their house pink if they want to," she said.

"What my neighbors do affects my property value."

After council heard the first reading of the proposed residential standards Oct. 2, Building Industry Association Executive Director Jim Hilz criticized the standards, calling them too strict.

"You have the right to make some standards, but I have a right to make some decisions," Multerer said.

Multerer said many people will not be able to afford

Golf outing raises money for charity

E. C. Babbert & Red Merle, 7415 Diley Road, recently sponsored its 18th annual golf outing at Harbor Hills Country Club benefiting Hospice of Fairfield county, a division of FairHoPe Hospice and Palliative Care Inc.

The event raised more than \$17,100 for the Pickerington Leach Turner, council member.

"You wanted a way to stop the growth everybody is screaming about."

Mershon suggested council review the proposed standards and also look at the BIA standards.

"I think there are some changes I would like to see," she said.

Village Council and the Planning and Zoning Commission will meet at 6:30 p.m. Thursday at the Frances Steube Community Center to review the proposed standards.

"I hope you rip it up and go back to the table," Multerer said.

BLOCK

Continued from Page 1

Miller said there are several neighborhoods in the village that host block parties during the year, including West Chester and Ashbrook.

"It's a great way for neighbors to get out," he said.

"We're so focused on work that it's really hard to

have been here and established for 25 years or so," he said.

Miller said it's interesting to see different cultures cross at the block parties he has attended.

"New folks need these opportunities, that's all part of the experience," he said.

"What makes Canal Winchester so special is we have a deep appreciation for our

good response from the neighbors for her Halloween block party, which included costumes, music and lights, a wagon on tractor, games for kids, food and a projector showing of movies outside.

"If you wouldn't have been possible without everybody wanting to do this," Louche said.

"Maybe this will encour

Seniors lead CW boys to worthy year

by CHRIS MILES
The Times Sports Reporter

The Canal Winchester boys soccer team improved a lot from the end of the 2005 season to the end of the 2006 campaign.

And if you figure that all but three players from a squad that finished the season 12-5-1 and came in second in the Mid-state League Buckeye Division are slated to return for 2007, the future of the program looks pretty bright.

"If someone would've told me before the season that we'd win 12 games and make it to a district semifinal I would've been fine with that," coach Erik Feinstein said.

"I probably would've liked them to tell me we would win 16 games and win a state title, but I think we would've been content with that prediction."

"This team improved a lot from the beginning of the year and a lot of that was due to our three seniors."

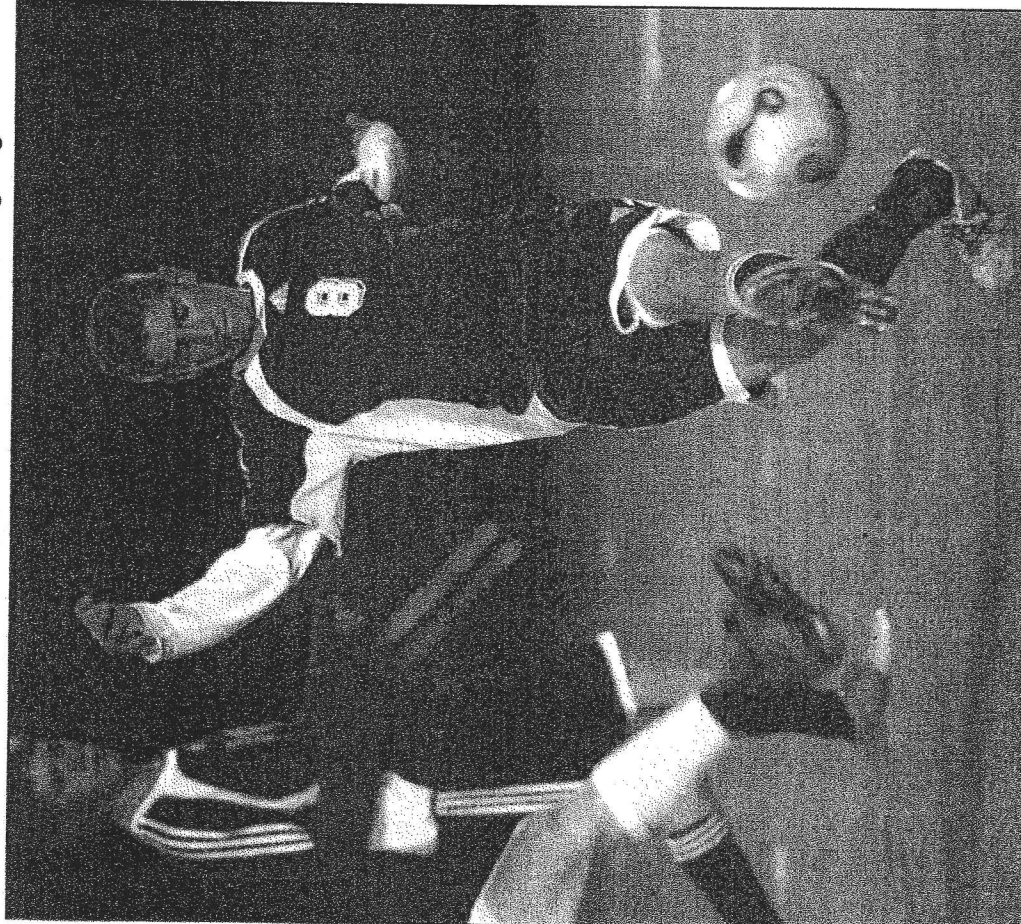
That trio included Jay Collier, Cayne Jennice and Alan Huff, a group the coach said were leaders on and off the field this fall.

"Our seniors were hard workers and good leaders, they made the difference in us going from five wins to 12 wins."

"We not only lose leadership but we also lose good work ethic and great attitudes."

The only league loss came at the hands of rival Bloomington, which won the MSL Buckeye championship. The rest of the schedule included big wins over Watkins Memorial and Pickerington Central as well as a good league win over Fairfield Union.

"We beat some good teams and were in a real dog fight with Carroll for the league championship," Feinstein



Times photo by Chris Miles

Canal Winchester's Kyle Klineline (8) makes a play on the ball during the Indians' district semifinal loss to No. 1 seed Bexley.

lucky? Winchester trailed the mighty Lions by a score of 1-0 at the half, but were unable to get a score early to change the momentum of the contest.

With 13 juniors and one sophomore expected to return to the team next season, the coach admits that the expectation levels will be much high-

"You'd like to think that with 13 seniors next year that's going to bode well for us," he said. "I would expect that these guys are going to continue to work hard in the off-season and hopefully that'll pay off with more wins, a league title and a run at a district championship next fall."

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*4-edition curve readers, The Media Audit, September - October 2005.

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Call: (614) 785-1212

Public Information Workshop/Hearing FAR Part 150 Noise Compatibility Study Rickenbacker International Airport

The workshop/hearing will be held at:



Rickenbacker International Airport
Charter Terminal
2241 John Circle Drive
Columbus, OH 43217

Tuesday, November 14, 2006
4:30 p.m. - 7:30 p.m.

Draft Noise Compatibility Study documents will be available beginning October 24th for public review at the following locations:

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Southwest Branch
3980 S. Hamilton Road
Groveport, OH 43125

Municipal Building
Village of Lockbourne
85 Commerce Street
Lockbourne, OH 43137

Columbus Regional Airport Authority
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<http://www.rickenbacker.org/about/noise.asp>
(available on website beginning October 25th)

Or
Rickenbacker International Airport
Terminal Building
Operations Department
2241 John Circle Drive
Columbus, OH 43217

No formal presentations are planned - stop in anytime
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RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC HEARING
RICKENBACKER AIRPORT CHARTER TERMINAL
November 14, 2006
4:30 p.m. - 7:30 p.m.

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
[Signature]	11658 Buxton Force Rd	983-4372
CHARLES GOODWIN	ORAA	614.409.3636
Edward O'Keefe	BOX 287 Colby Ohio	740-983-4339
Lory Stanton	7221 RICHARDSON RD. MADISON TOWNSHIP - GROVEPORT OHIO	614-836-2216 614-306-9498 - cell
Paul Owens	5305 Hayes Rd ORVAT	614 836 3405
Kim Nixshell	6077 Gumburgy Rd PA	614-486-5537
SCOTT WHITLOCK	6081 Olenburg River Rd Wright OH 43085	614-284-0629
LEON FLANERY	10021 LOCKBOURNE EASTERN Rd ASHVILLE, OHIO 43103	740-983-4370
LARRY ARTHUR	10665 LOCKBOURNE EASTERN RD ASHVILLE	740-983-9668
RAY DREKHER	176 DELANE RD GROVEPORT, OH	614-836-5871
DEAN WOLFE	2241 Duvall Road	740-983-6659

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC HEARING
RICKENBACKER AIRPORT CHARTER TERMINAL
 November 14, 2006
 4:30 p.m. - 7:30 p.m.

SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
TERRY L. FRAZIER	121 W. FRANKLIN ST. GREenville OH 43113	740-474-8897
WALTER M. WELCH	596 MAIN STREET GROVEPORT OH 43125	614 830 0865
SANDRA L. LANG	596 MAW ST GROVEPORT OH 43125	614 830-0865
ROD BORDEN	CIRAA	614 239 4014
DAVE CLANSON	CRHA	614 234 5059
JIM LYNCH	Franklin Co. Health Dept	614-462-3160
Kathie Ward	9725 Bussert Rd. Arcadia, OH 43102	740 969-9047
Eileen Torner	98081 Chillicothe-Jenkinson Rd	(740) 969-8532
Sandra Farmer	968 / Chillicothe - Torner Rd. Arcadia	712 x 301-1205
MIKE FOSSY	540 JAY SMISS BUND 43215	614-365-5555 X224
JIM/SUE AUFRICHARZ	7785 FOREMAN RD. 43125	614-836-7785

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC HEARING
RICKENBACKER AIRPORT CHARTER TERMINAL
 November 14, 2006
 4:30 p.m. - 7:30 p.m.

ORAL COMMENT SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
PAUL FENCE	1658 Buler-Pierce Rd Lockbourne	983-4372
Paul Owens	5305 Hayes Rd Groveport Ohio	614 8363405
SANDRA L. LANG	596 MAIN ST GROVEPORT OH 43125	614 830-0865
WALTER M. WEL	596 MAIN ST. GROVEPORT OH 43125	614 830-0865



FAR Part 150 Noise Compatibility Study **RICKENBACKER INTERNATIONAL AIRPORT**

Public Information Workshop/Public Hearing

November 14, 2006

What is the Purpose of Tonight's Public Information Workshop/Public Hearing?

The final Public Information Workshop/Public Hearing is being held tonight to present the findings and receive public comment on the FAR Part 150 Noise Compatibility Study (Noise Compatibility Study) being conducted to document the noise levels from aircraft operations at Rickenbacker International Airport (Rickenbacker.) The Workshop will be held from 4:30 p.m. to 7:30 p.m. and is being conducted in an open house format where members of the consulting team and the airport staff will be available throughout the evening to provide information and answer questions. This Workshop also includes a public hearing so that residents can provide comments that will become part of the final document to be submitted to the Federal Aviation Administration (FAA) for review.

The Columbus Regional Airport Authority (CRAA) initiated the Noise Compatibility Study in October 2005. The final step in the Noise Compatibility Study process is to develop a set of measures to mitigate noise and enhance the airport's compatibility with the surrounding area. Noise impacts are mitigated either by changing aircraft operating procedures, or by adopting measures to limit the introduction of incompatible land uses into areas exposed to significant noise levels. Levels of significance are identified in Part 150 of the Federal Aviation Regulations which provide the guidance for conducting a Noise Compatibility Study.

Why is a Noise Compatibility Study Being Conducted for Rickenbacker?

More than six years have passed since the last Noise Compatibility Study was approved for Rickenbacker. Typically, airports revise their Noise Exposure Maps (NEMs) and Noise Compatibility Plan (NCP) every five years. A number of changes have occurred since completion of the previous Noise Compatibility Study at Rickenbacker.

Rickenbacker is now owned and operated by the CRAA. In June 2005, AirNet Systems, Inc. (AirNet), a provider of on-demand cargo and passenger charter services, began operating at Rickenbacker after relocating from Port Columbus International Airport. AirNet has approximately 70 aircraft operations per day, mostly during the early evening and nighttime hours.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop/Public Hearing

November 14, 2006

What are the Study Recommendations?

There are two components to the study process. The first component is to identify the NEMs and the second is to develop a NCP. The NEMs developed as part of this study process have been reviewed at two previous Public Workshops. Tonight's Workshop/Public Hearing focuses on the NCP which sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas near Rickenbacker, and to limit, to the extent possible, the introduction of new land uses into locations exposed to significant noise levels. Levels of significance are identified in the Federal Aviation Regulations.

The NCP measures being considered for recommendation to the FAA for approval include noise abatement, land use mitigation, and implementation measures. Noise abatement measures have to do with aircraft operating procedures. Three noise abatement measures from the approved 1998 NCP are recommended to be carried forward to the new plan. No other changes in aircraft operating procedures are being recommended.

Land use mitigation measures are recommended to either prevent new noise-sensitive land uses from occurring in the existing or future airport noise contours, or include measures that are applied to existing incompatible land uses. The 1998 NCP included 17 land use measures. Six of these measures have been implemented or withdrawn prior to this study. The other measures from the 1998 NCP have been incorporated into five new land use measures. Implementation measures have to do with how the NCP will be administered once it is approved by the FAA. Five implementation measures are being recommended. A list of the recommended measures is provided later in this handout.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop/Public Hearing

November 14, 2006

How Can I Comment on the Noise Compatibility Study?

The Noise Compatibility Study process is designed to encourage public review and comment. In addition to the information available at tonight's Public Information Workshop/Public Hearing, a Draft Noise Compatibility Study document has been prepared and is available for public review at the following locations:

Columbus Regional Airport Authority Port Columbus International Airport Administrative Offices 4600 International Gateway Columbus, OH 43219 (614) 239-4000	Columbus Regional Airport Authority Rickenbacker International Airport Administration Building 7161 Second Street Columbus, OH 43217 (614) 491-1401 http://www.rickenbacker.org/about/noise.asp Or Rickenbacker International Terminal Building Operations Department 2241 John Circle Drive Columbus, OH 43217 (614) 492-2436
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Municipal Building Village of Lockbourne 85 Commerce Street Lockbourne, OH 43137	Municipal Building Village of Canal Winchester 36 South High Street Canal Winchester, OH 43110



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop/Public Hearing

November 14, 2006

Comments on the Draft Noise Compatibility Study are encouraged at tonight's meeting. You may either provide written comments on the forms available in the Workshop area, or you may provide oral comments to the court reporter that is available.

Comment forms are located in the workshop area and at the registration table. You may either complete the forms this evening and leave them in the Comment Box or take them with you and mail them by **November 24, 2006**. All comments post-marked by this date will be included in the final document. Please mail your comments to:

Mr. Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, Ohio 45242
Phone (513) 530-1201

Comments may also be e-mailed to Mr. Adams at radams@landrum-brown.com or sent by fax to (513) 530-1278. All of the comments received at tonight's public workshop will be reviewed by the CRAA and will be addressed and incorporated into the final study document.

When all of the public comments have been received, a final Noise Compatibility Study document will be prepared and submitted to the CRAA for final review. Following CRAA review, it will be submitted to the FAA for approval. It is anticipated that the final document will be submitted to the FAA by the end of this year. Following FAA approval, plan implementation could begin in 2007.



FAR Part 150 Noise Compatibility Study

RICKENBACKER INTERNATIONAL AIRPORT

Public Information Workshop/Public Hearing

November 14, 2006

Recommendations

The following lists those measures that are being recommended for inclusion in the updated Noise Compatibility Plan (NCP). There are other currently approved measures that are either complete or are being withdrawn from the NCP. Those measures are not listed below; however they are described in the Draft Part 150 Study document.

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. (*This is a modification of NA-1 to reflect the current point at which aircraft are released to make turns.*) 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. 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. This measure is currently implemented.

Land Use Recommendations

- **LU-18** Offer acquisition to undeveloped properties within the 65 DNL noise contour of the Future (2011) Noise Exposure Map/Noise Compatibility Plan. This program may be offered upon FAA approval and the availability of FAA and CRAA funding.
- **LU-19** For those properties that are offered but unwilling to be acquired through LU-18, offer avigation easements for undeveloped properties within the 65 DNL noise contour of the Future (2011) Noise Exposure Map/Noise Compatibility Plan. This program may be offered upon FAA approval and the availability of FAA and CRAA funding.
- **LU-20** 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. This program may be offered upon FAA approval and the availability of FAA and CRAA funding.
- **LU-21** Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD). This program may be offered upon FAA approval and the availability of FAA and CRAA funding.



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- **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). This measure can be implemented immediately.

Implementation Recommendations

- **IM-1** Establish a Noise Abatement Committee (NAC). Previously implemented but no longer active. Could be reestablished if determined to be necessary.
 - **IM-3** Establish/continue a noise complaint response program. 2007 and continuing.
 - **IM-4** Periodic review and update of Noise Exposure Maps and Noise Compatibility Plan. 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 Plan. 2007 and continuing.
 - **IM-6** Provide for upgrades/ enhancement of the Airport Noise & Flight Track Monitoring System. This program may be offered upon FAA approval and the availability of FAA and CRAA funding.
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**Public Hearing
November 14, 2006**

Speaker Registration
Hearing Transcript
Comments
Response to Comments

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RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY
PUBLIC HEARING
RICKENBACKER AIRPORT CHARTER TERMINAL
 November 14, 2006
 4:30 p.m. - 7:30 p.m.

ORAL COMMENT SIGN-IN FORM

NAME (PLEASE PRINT)	ADDRESS	PHONE NUMBER (INCLUDE AREA CODE)
PAUL FENCE	1658 Buler-Pierce Rd Lockbourne	983-4372
Paul Owens	5505 Hayes Rd Groveport Ohio	614 8363405
SANDRA L. LANG	596 MAIN ST GROVEPORT OH 43125	614 830-0865
WALTER M. WEIL	596 MAIN ST. GROVEPORT OH 43125	614 830-0865

PUBLIC INFORMATION WORKSHOP/PUBLIC HEARING

FAR Part 150

NOISE COMPATIBILITY STUDY

Rickenbacker Airport Charter Terminal

November 14, 2006

4:30 - 7:30 p.m.

HEARING OFFICER:

MR. ROB ADAMS
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, Ohio 45242
(513) 530-1201
radams@landrum-brown.com



Newark, Ohio
(740) 345-8556

Main Office
8036 Smoke Road
Pataskala, Ohio 43062
(740) 927-3338
(800) 852-6163
Fax (740) 927-3436

Columbus, Ohio
(614) 228-0018

e-mail: FraleleyCooper@earthlink.net

1 Tuesday Evening Session

2 November 14, 2006

3 4:30 p.m.

4 - - -

5 MR. ADAMS: It is now 4:30 p.m. on
6 November 14th. My name is Rob Adams. I am officially
7 opening the public hearing for the Rickenbacker
8 International Airport Part 150 Noise Compatibility
9 Study.

10 - - - -

11 (Whereupon, there was a brief
12 pause in the proceedings.)

13 - - - -

14 MR. PAUL PENCE: Let me just give a little
15 review of what we're looking to do here first. I'll
16 state my name, which is Paul Pence, in Harrison
17 Township, Pickaway County, representing the Harrison
18 Township Zoning Commission.

19 First, we'll start to compliment the process
20 and the procedure and the folks who did it because they
21 did a really good job as far as making it a
22 professional presentation. And we appreciate that
23 because we've been through other presentations that
24 were unprofessional. This was done the right way.

25 Our concern as zoning in to Harrison Township

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1 is with what we'll call LU-20, 21 and 22. And that's
2 part of the record. LU-21 talks about a land use
3 management district, which is an acronym of ALUMD,
4 which basically takes in land that is outside the 60
5 DNL and really goes from Weigand Road from the south,
6 Ashville Pike to the East, all the way to 23 to the
7 west and north to Duvall Road. And that's a pretty big
8 area that takes in most of our township. And our
9 concerns are the fact that the report deals with trying
10 to rezone that particular area, LU-20 and LU-21, to a
11 compatible land use for the airport.

12 Now, our contention is that may be fine, but
13 we don't really want to rezone the land that's FR-1 now
14 in to a use that would be compatible with the airport's
15 usage or airport's plan without compensation. I think
16 it's reasonable that we should be able to look forward,
17 if they want to rezone it through our Zoning Commission
18 to something other than FR-1, that the folks that live
19 in that area have some kind of recourse as to payment
20 or whatever would be involved for the devaluation of
21 the land for perhaps housing or some other use based on
22 the compatibility of the airport's usage plan.

23 So I guess that's one thing we wanted to put
24 in the record is the fact that we need to maybe look at
25 that part of the rezoning compatibility effort as

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1 something that needs to be looked at a little bit
2 harder and brought in to the main project with some
3 monies to back it up.

4 Basically that's all that our concerns are as
5 to what's going on in that area that I've already
6 described. The report's good other than that as far as
7 the noise is good. Everybody's in a cooperative
8 spirit. But I think we really need to not have the
9 CRAA to prioritize the implementation of the land use
10 measures in that ALUMD LU-20 and LU-21 areas. And
11 that's really all I have to say on behalf of our
12 township and our zoning commission.

13 - - - -

14 (Whereupon, there was a brief
15 pause in the proceedings.)

16 - - - -

17 MR. PAUL OWENS: I live approximately 3 miles
18 from the east side of the airport. And occasionally, I
19 get engine run-up noise that can last for several
20 minutes, and it just kind of -- I'm kind of baffled by
21 the fact the noise is carrying that far and wondering
22 if the planes can be positioned elsewhere because I can
23 hear it in the house as well as obviously when I'm
24 outside. That's it.

25 - - - -

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1 (Whereupon, there was a brief
2 pause in the proceedings.)

3

- - - -

4 MS. SANDRA LANG: We moved in in 2003 in
5 February, and the first couple years -- actually, until
6 just this year, very acceptable noise levels. The
7 Village actually struck me as very quiet. Just exactly
8 what we wanted, what we bought, you know, what we
9 expected. And what we were led to believe by Groveport
10 Village officials and realtors that -- because we
11 inquired before we bought about the closeness of the
12 airport and whether we should worry about that in the
13 future, you know, affecting property values and such.

14 Because we are seeing not only our home, but
15 our businesses -- it's a home-based business. So we've
16 got everything invested there. And they assured us
17 that there was agreements with the airport and there
18 was abatements in place and that it should not be an
19 issue. So we did buy and it was very nice, quiet, for
20 a couple years.

21 And then this year, we saw considerable
22 increase in the noise level with planes directly over
23 the house and low enough that we've had customers
24 comment on it, have had to suspend conversations
25 whether on the phone or in person until the planes go

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1 on by. Get woken up at 5:00 in the morning from planes
2 going overhead. You know, different times. Like
3 sometimes it's more like 1:00 in the morning. You
4 know, times when you wouldn't expect. And I don't
5 think planes are supposed to be going over top.

6 We did call noise abatement, the number
7 given, and those people were very good, very
8 understanding. Diffuse -- you know, diffuse your
9 tension and listened very well and got back with us
10 always. But it seemed as if they were really there
11 just as a steam valve to -- you know, that they really
12 didn't have much authority and that we may not really
13 be being heard on any kind of a real sense like we had
14 any say in the issue at all. But we did use that and
15 we appreciated that, having that.

16 But we were assured a few times that the
17 planes should not have been flying over us, the flight
18 path would not have been appropriate for that time of
19 day. So, anyway, just on record with that.

20 We did get with -- I did talk to council
21 members of Groveport and the municipal people over
22 there, just started airing my grievances with them
23 because I thought my -- first was using the number that
24 was provided to me because that's the number that was
25 given to me by them, too, at the municipal building.

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1 So I intend to hopefully keep council informed of my --
2 of our situation and whether things improve or get
3 worse.

4 The whole thing is that we considered it. It
5 was a big factor in buying the house there to begin
6 with. This is our -- and nobody can tell me that that
7 doesn't affect your property value. We all know it
8 does. So I'm just concerned that Groveport won't grow
9 in the directions that it should and could, being such
10 a charming little Village; that it can impact how the
11 Village grows or peters off, I don't know, as the case
12 may be.

13 But I just don't like feeling that I bought
14 in to kind of a -- what would be an appropriate word?
15 Kind of bought in to a losing deal, you know, that we
16 made a bad investment and kind of were led to, even
17 though we probably could have been more savvy and
18 checked in more places. But we did ask everybody we
19 thought was appropriate to inquire on this and should
20 have been informed on the growth of the airport and how
21 it would affect the Village.

22 And since it's an established Village, I
23 didn't see any reason why it wouldn't be completely
24 considered in any plans with the growth of the airport
25 seeing how it's been there for well before air travel

1 ever existed.

2 So if there's anything that can be done to
3 take the traffic away from the Village. We're in the
4 Historic Village area, so our house has been there --
5 1847, it was built. So it's not a new build. So
6 anything that would take that off. It's just it would
7 be better for our business and for us obviously living
8 there, too. We are there 24/7, so we noticed -- we're
9 in a position to notice the increase.

10 Like I said, it's just been a fairly recent
11 issue. And it did look like they had a couple of
12 considerations that they were going for, that NA-G and
13 NA-K, it shows could be kind of leaned towards just for
14 the sake of the Village since it is obviously a very --
15 I would think high residential area, dense residential.

16 And also the safety issue of taking off and
17 landing being the most critical time in an airplane's,
18 you know, flight. That's when most of your accidents
19 happen. I don't like the idea of having them, I mean,
20 right over my head. The percentage of time that
21 they're not over my head, I'd like to increase that as
22 much as possible.

23

24 - - - - -
25 (Whereupon, there was a brief
 pause in the proceedings.)

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MR. ADAMS: It is now 7:30 p.m., and I am
officially closing the public hearing for the
Rickenbacker International Airport Part 150 Noise
Compatibility Study.

- - - - -

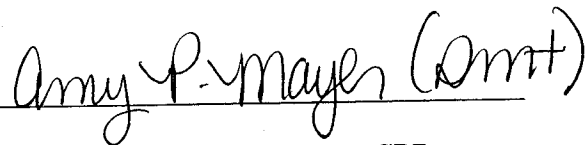
(Whereupon, the proceedings were
concluded at 7:30 p.m.)

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R E P O R T E R ' S C E R T I F I C A T E

I hereby certify that the transcript of the proceedings and evidence contained herein are a true and accurate transcription of my stenographic notes taken by me at the time and place of the within cause; that the transcription was reduced to printing under my direction; and that this is a true and correct transcript of the same.



Amy P. Mayer, RMR, CRR

NOTARY PUBLIC-STATE OF OHIO

My Commission Expires: December 22, 2009.

<p>A</p> <p>abatement 6:6 abatements 5:18 able 3:16 about 3:2 5:11,12 acceptable 5:6 accidents 8:18 accurate 10:11 acronym 3:3 actually 5:5,7 Adams 1:10 2:5,6 9:2 affect 7:7,21 affecting 5:13 agreements 5:17 air 7:25 airing 6:22 airplane's 8:17 airport 1:5 2:8 3:11 4:18 5:12 5:17 7:20,24 9:4 airport's 3:14,15 3:22 already 4:5 ALUMD 3:3 4:10 always 6:10 Amy 10:18 anything 8:2,6 anyway 6:19 appreciate 2:22 appreciated 6:15 appropriate 6:18 7:14,19 approximately 4:17 area 3:8,10,19 4:5 8:4,15 areas 4:10 Asheville 3:6 assured 5:16 6:16 authority 6:12 away 8:3</p>	<p>big 3:7 7:5 bit 4:1 bought 5:8,11 7:13,15 brief 2:11 4:14 5:1 8:24 brought 4:2 Brown 1:11 build 8:5 building 6:25 built 8:5 business 5:15 8:7 businesses 5:15 buy 5:19 buying 7:5</p>	<p>council 6:20 7:1 County 2:17 couple 5:5,20 8:11 CRAA 4:9 critical 8:17 CRR 10:18 customers 5:23</p>	<p>feeling 7:13 few 6:16 fine 3:12 first 2:15,19 5:5 6:23 flight 6:17 8:18 flying 6:17 folks 2:20 3:18 forward 3:16 from 3:5,5 4:18 6:1 8:3 FR-1 3:13,18 future 5:13</p>	<p>Inc 1:11 increase 5:22 8:9 8:21 INFORMATI... 1:2 informed 7:1,20 inquire 7:19 inquired 5:11 intend 7:1 International 2:8 9:4 invested 5:16 investment 7:16 involved 3:20 issue 5:19 6:14 8:11,16</p>	<p>LU-20 3:1,10 4:10 LU-21 3:2,10 4:10</p>
<p>B</p> <p>back 4:3 6:9 bad 7:16 baffled 4:20 based 3:21 basically 3:4 4:4 before 5:11 7:25 begin 7:5 behalf 4:11 being 6:13 7:9 8:17 believe 5:9 better 8:7</p>	<p>C</p> <p>C 10:6,6 call 3:1 6:6 carrying 4:21 case 7:11 cause 10:12 certify 10:9 charming 7:10 Charter 1:5 checked 7:18 Cincinnati 1:12 closeness 5:11 closing 9:3 comment 5:24 commission 2:18 3:17 4:12 10:20 compatibility 1:4 2:8 3:22,25 9:5 compatible 3:11 3:14 compensation 3:15 completely 7:23 compliment 2:19 concern 2:25 concerned 7:8 concerns 3:9 4:4 concluded 9:8 considerable 5:21 considerations 8:12 considered 7:4 7:24 contained 10:10 contention 3:12 conversations 5:24 cooperative 4:7 Cornell 1:11 correct 10:14</p>	<p>D</p> <p>day 6:19 deal 7:15 deals 3:9 December 10:20 dense 8:15 described 4:6 devaluation 3:20 different 6:2 diffuse 6:8,8 direction 10:14 directions 7:9 directly 5:22 district 3:3 DNL 3:5 done 2:24 8:2 Drive 1:11 Duvall 3:7</p>	<p>G</p> <p>give 2:14 given 6:7,25 go 5:25 goes 3:5 going 4:5 6:2,5 8:12 good 2:21 4:6,7 6:7 grievances 6:22 Groveport 5:9 6:21 7:8 grow 7:8 grows 7:11 growth 7:20,24 guess 3:23</p>	<p>J</p> <p>job 2:21 just 2:14 4:20 5:6 5:7 6:11,19,22 7:8,13 8:6,10 8:13</p>	<p>M</p> <p>made 7:16 main 4:2 making 2:21 management 3:3 Manager 1:10 may 3:12 6:12 7:12 maybe 3:24 Mayer 10:18 mean 8:19 measures 4:10 members 6:21 miles 4:17 minutes 4:20 monies 4:3 more 6:3 7:17,18 morning 6:1,3 most 3:8 8:17,18 moved 5:4 much 6:12 8:22 municipal 6:21 6:25</p>
		<p>E</p> <p>E 10:6,6,6,6 east 3:6 4:18 effort 3:25 elsewhere 4:22 engine 4:19 enough 5:23 established 7:22 even 7:16 Evening 2:1 ever 8:1 everybody 7:18 Everybody's 4:7 everything 5:16 evidence 10:10 exactly 5:7 existed 8:1 expect 6:4 expected 5:9 Expires 10:20</p>	<p>H</p> <p>happen 8:19 harder 4:2 Harrison 2:16,17 2:25 having 6:15 8:19 head 8:20,21 hear 4:23 heard 6:13 hearing 1:2,9 2:7 9:3 high 8:15 Historic 8:4 home 5:14 home-based 5:15 hopefully 7:1 house 4:23 5:23 7:5 8:4 housing 3:21</p>	<p>K</p> <p>keep 7:1 kind 3:19 4:20,20 6:13 7:14,15,16 8:13 know 5:8,13 6:2 6:4,8,11 7:7,11 7:15 8:18</p>	<p>N</p> <p>name 2:6,16 NA-G 8:12 NA-K 8:13 need 3:24 4:8 needs 4:1 new 8:5 nice 5:19 nobody 7:6 noise 1:4 2:8 4:7 4:19,21 5:6,22 6:6 9:4 north 3:7 NOTARY 10:19 notes 10:11 notice 8:9 noticed 8:8 November 1:6 2:2,6 number 6:6,23 6:24</p>
		<p>F</p> <p>F 10:6 fact 3:9,24 4:21 factor 7:5 fairly 8:10 far 1:3 2:21 4:6 4:21 February 5:5</p>	<p>I</p> <p>idea 8:19 impact 7:10 implementation 4:9 improve 7:2</p>	<p>L</p> <p>land 3:2,4,11,13 3:21 4:9 landing 8:17 Landrum 1:11 LANG 5:4 last 4:19 leaned 8:13 led 5:9 7:16 Let 2:14 level 5:22 levels 5:6 like 6:2,3,13 7:13 8:10,11,19,21 listened 6:9 little 2:14 4:1 7:10 live 3:18 4:17 living 8:7 look 3:16,24 8:11 looked 4:1 looking 2:15 losing 7:15 low 5:23</p>	<p>O</p> <p>O 10:6 obviously 4:23 8:7,14 occasionally 4:18 off 7:11 8:6,16</p>

<p>OFFICER 1:9 officially 2:6 9:3 officials 5:10 Ohio 1:12 10:19 one 3:23 only 5:14 opening 2:7 other 2:23 3:18 3:21 4:6 outside 3:4 4:24 over 5:22 6:5,17 6:21 8:20,21 overhead 6:2 OWENS 4:17</p> <hr/> <p>P</p> <p>P 10:6,18 Park 1:11 part 1:3,10 2:8 3:2,25 9:4 particular 3:10 path 6:18 Paul 2:14,16 4:17 pause 2:12 4:15 5:2 8:25 payment 3:19 Pence 2:14,16 people 6:7,21 percentage 8:20 perhaps 3:21 person 5:25 peters 7:11 phone 5:25 Pickaway 2:17 Pike 3:6 place 5:18 10:12 places 7:18 plan 3:15,22 planes 4:22 5:22 5:25 6:1,5,17 plans 7:24 position 8:9 positioned 4:22 possible 8:22 presentation 2:22 presentations 2:23 pretty 3:7 printing 10:13 prioritize 4:9 probably 7:17 procedure 2:20 proceedings 2:12 4:15 5:2 8:25 9:7 10:10 process 2:19 professional 2:22</p>	<p>project 1:10 4:2 property 5:13 7:7 provided 6:24 public 1:2 2:7 9:3 PUBLIC-STA... 10:19 put 3:23 p.m 1:7 2:3,5 9:2 9:8</p> <hr/> <p>Q</p> <p>quiet 5:7,19</p> <hr/> <p>R</p> <p>R 10:6,6,6,6 radams@landr... 1:13 real 6:13 really 2:21 3:5,13 4:8,11 6:10,11 6:12 realtors 5:10 reason 7:23 reasonable 3:16 recent 8:10 record 3:2,24 6:19 recourse 3:19 reduced 10:13 report 3:9 report's 4:6 representing 2:17 residential 8:15 8:15 review 2:15 rezone 3:10,13 3:17 rezoning 3:25 Rickenbacker 1:5 2:7 9:4 right 2:24 8:20 RMR 10:18 Road 3:5,7 Rob 1:10 2:6 run-up 4:19</p> <hr/> <p>S</p> <p>S 10:6 safety 8:16 sake 8:14 same 10:15 SANDRA 5:4 savvy 7:17 saw 5:21 see 7:23 seeing 5:14 7:25</p>	<p>seemed 6:10 sense 6:13 Session 2:1 several 4:19 shows 8:13 side 4:18 since 7:22 8:14 situation 7:2 some 3:19,21 4:2 something 3:18 4:1 sometimes 6:3 south 3:5 spirit 4:8 start 2:19 started 6:22 state 2:16 steam 6:11 stenographic 10:11 struck 5:7 Study 1:4 2:9 9:5 supposed 6:5 suspend 5:24</p> <hr/> <p>T</p> <p>T 10:6,6,6 take 8:3,6 taken 10:12 takes 3:4,8 taking 8:16 talk 6:20 talks 3:2 tell 7:6 tension 6:9 Terminal 1:5 thing 3:23 7:4 things 7:2 think 3:15 4:8 6:5 8:15 though 7:17 thought 6:23 7:19 through 2:23 3:17 time 6:18 8:17,20 10:12 times 6:2,4,16 top 6:5 towards 8:13 township 2:17,18 2:25 3:8 4:12 traffic 8:3 transcript 10:9 10:15 transcription 10:11,13</p>	<p>travel 7:25 true 10:10,14 trying 3:9 Tuesday 2:1</p> <hr/> <p>U</p> <p>under 10:13 understanding 6:8 unprofessional 2:24 until 5:5,25 usage 3:15,22 use 3:2,11,14,21 4:9 6:14 using 6:23</p> <hr/> <p>V</p> <p>value 7:7 values 5:13 valve 6:11 very 5:6,7,19 6:7 6:7,9 8:14 Village 5:7,10 7:10,11,21,22 8:3,4,14</p> <hr/> <p>W</p> <p>want 3:13,17 wanted 3:23 5:8 way 2:24 3:6 Weigand 3:5 well 4:23 6:9 7:25 were 2:24 5:9 6:7 6:10,16 7:16 8:12 9:7 west 3:7 we'll 2:19 3:1 we're 2:15 8:3,8 we've 2:23 5:15 5:23 whole 7:4 woken 6:1 wondering 4:21 word 7:14 WORKSHOP/... 1:2 worry 5:12 worse 7:3 wouldn't 6:4 7:23</p> <hr/> <p>Y</p> <p>year 5:6,21 years 5:5,20</p> <hr/> <p>Z</p> <p>zoning 2:18,25</p>	<p>3:17 4:12</p> <hr/> <p>1</p> <p>1:00 6:3 11279 1:11 14 1:6 2:2 14th 2:6 150 1:3,10 2:8 9:4 1847 8:5</p> <hr/> <p>2</p> <p>2003 5:4 2006 1:6 2:2 2009 10:20 21 3:1 22 3:1 10:20 23 3:6 24/7 8:8</p> <hr/> <p>3</p> <p>3 4:17</p> <hr/> <p>4</p> <p>4:30 1:7 2:3,5 45242 1:12</p> <hr/> <p>5</p> <p>5:00 6:1 513 1:12 530-1201 1:12</p> <hr/> <p>6</p> <p>60 3:4</p> <hr/> <p>7</p> <p>7:30 1:7 9:2,8</p>
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COMMENT FORM

PUBLIC INFORMATION WORKSHOP

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Rickenbacker Airport Charter Terminal

NOVEMBER 14, 2006

Welcome to the Public Information Workshop for the FAR Part 150 Noise Compatibility Study at Rickenbacker International Airport. Public comments are an integral part of the FAR Part 150 process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150 Noise Compatibility Study. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, or mail to the address below, **postmarked by November 24, 2006.**

MY PRIMARY CONCERN IS THE PROPOSED AIRPORT
LAND USE ALTERNATIVE "D" ALSO LABELED
FUTURE 2011 NEM/NCP PROPOSAL.

THIS PROPOSAL WHEN IMPLEMENTED ENCOMPASSES
MY HOME AND OUR ADJOINING PROPERTY AT THE
NORTHWEST CORNER OF RICHARDSON & HAYES ROADS.

THERE WAS SOME DISCUSSION ABOUT SOME
TYPE OF COMMITTEE OR COMMISSION COMPOSED
OF PEOPLE FROM THE TWO COUNTIES AND SEVERAL
VILLAGES AND TOWNSHIPS AFFECTED BY THE PLAN.

IF SUCH A BODY COMES TO BE I WOULD LIKE
TO BE CONSIDERED AS AN ACTIVE PARTICIPANT.

Submit comments postmarked by November 24, 2006 to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print):

Name: TRACY L. STANTON
Address: 7221 RICHARDSON RD.
GROVEPORT, OHIO 43125

(NOT IN GROVEPORT PROPER BUT
IN MADISON TOWNSHIP)

#1

COMMENT FORM

PUBLIC INFORMATION WORKSHOP

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Rickenbacker Airport Charter Terminal

NOVEMBER 14, 2006

Welcome to the Public Information Workshop for the FAR Part 150 Noise Compatibility Study at Rickenbacker International Airport. Public comments are an integral part of the FAR Part 150 process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150 Noise Compatibility Study. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, or mail to the address below, **postmarked by November 24, 2006.**

Dear Sir:-

Having attended your "Public Information Workshop" on Nov 14th I found that nothing was mentioned about landings from the North-East. My property at 176 DeLone Rd is directly in the flight path of most planes landing from that direction. This has been true since we moved to Groveport 40 years ago. When money was appropriated for sound abatement at the school on Groveport Rd + the purchase of homes in this landing path we were promised compensation in the form of avigation rights, windows, A/C etc.

(over) →

Submit comments postmarked by November 24, 2006 to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print):

Name:

Address:



Mr. Raymond Dreher
176 DeLone Rd.
Groveport, OH 43125-1238

2

COMMENT FORM

PUBLIC INFORMATION WORKSHOP

RICKENBACKER INTERNATIONAL AIRPORT
FAR PART 150 NOISE COMPATIBILITY STUDY

Rickenbacker Airport Charter Terminal

NOVEMBER 14, 2006

Welcome to the Public Information Workshop for the FAR Part 150 Noise Compatibility Study at Rickenbacker International Airport. Public comments are an integral part of the FAR Part 150 process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150 Noise Compatibility Study. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box, provided here at the meeting, or mail to the address below, **postmarked by November 24, 2006.**

Since then, what was left money wise was administered away, claims made that no more money would be available. Since then the 'Post Authority' has been fired & replaced. Landrum & Brown was hired to lower sound decibels even though there are more flights. They start at 5⁰⁰ in the morning and make no effort to avoid our home. Smaller planes fly over all night long. It's amazing that so much can be changed with a pencil. Funny that no mention is made of sound abatement in Grovesport in your noise compatibility study. Nothing has or will change.

Submit comments postmarked by November 24, 2006 to:

Rob Adams
Part 150 Project Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print):

Name: RAY DREHER

Address: 176 DELANE RD

GROVESPORT, OH 43125

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RESPONSE TO COMMENTS

COMMENTS	COMMENT NUMBER	COMMENT	RESPONSE
Paul Pence	1	First, we'll start to compliment the process and the procedure and the folks who did it, because they did a really good job as far as making it a professional presentation. We appreciate that because we have been through other presentations that were unprofessional. This was done the right way.	Thank you. Your comment has been noted and will be made part of the official record.
Paul Pence	2	Our concerns are the fact that the report deals with trying to rezone that particular area, LU-18 and LU-19 (originally LU-20 and LU-21), to a compatible land use for the airport. Now, our contention is that may be fine, but we don't really want to rezone the land that's FR-1 now in to a use that would be compatible with the airport's usage or airport's plan without compensation. I think it's reasonable that we should be able to look forward, if they want to rezone it through our Zoning Commission to something other than FR-1, that the folks that live in that area have some kind of recourse as to payment or whatever would be involved for the devaluation of the land for perhaps housing or some other use based on the compatibility of the airport's usage plan.	The CRAA does not have the authority to zone land or apply any other type of land use restriction. That authority resides with the local jurisdictions. By recommending measures LU-18 and LU-19, the CRAA is recommending that the local jurisdictions re-zone the identified properties to be compatible with the noise levels around the airport. Land use law has documented that restricting the use of land through zoning is not a taking of the property if there are allowed uses that are reasonable and consistent with the area where the property is located. The area in question is currently being used for agriculture and the majority of the area around these properties is being used for agriculture or commercial/industrial uses. Therefore, it is not unreasonable, and there would be no grounds for compensation related to restricting residential use in this area. Furthermore, since the CRAA is not the authority that implements zoning, if compensation is pursued, it would be most appropriate to contact the jurisdiction that is making the zoning change.

RESPONSE TO COMMENTS, Continued

COMMENTER	COMMENT NUMBER	COMMENT	RESPONSE
Paul Pence	3	I think we really need to not have the CRAA to prioritize the implementation of the land use measures in that ALUMD LU-18 and LU-19 (originally LU-20 and LU-21) areas.	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. This approach is both fiscally responsible for all parties and also allows local jurisdictions to participate in the process of encouraging compatible land uses in the airport area.
Paul Owens	4	I live approximately 3 miles from the east side of the airport. And occasionally, I get engine run-up noise that can last for several minutes, and it just kind of -- I'm kind of baffled by the fact the noise is carrying that far and wondering if the planes can be positioned elsewhere because I can hear it in the house as well as obviously when I'm outside.	Engine run-up noise is one of the issues that residents near an airport commonly complain about. Unfortunately, there are few solutions that will eliminate the noise from these events. Engine run-ups are a necessary step that pilots and maintenance technicians are required to perform to ensure the safety of the aircraft. The options are limited to constructing some form of a barrier either near the source of the noise (the engines) or near the receiver (where people live). The Part 150 Study evaluated the potential for constructing barriers on the airfield (NA-X), as well as near the edge of airport property (NA-W). Neither of these barriers were recommended due to limited benefits and relatively high costs associated with constructing them.

RESPONSE TO COMMENTS, *Continued*

COMMENTER	COMMENT NUMBER	COMMENT	RESPONSE
Sandra Lang	5	We inquired with Village officials and realtors before we bought our property about the closeness of the airport and whether we should worry about that in the future, you know, affecting property values and such.	The Part 150 Study has recommended (LU-22) that the CRAA work with the local realtor board to encourage fair disclosure of potential noise impacts and to alert their clients of the proximity of the airport to available properties.
Sandra Lang	6	This year, we saw considerable increase in the noise level with planes directly over the house and low enough that we've had customers comment on it, have had to suspend conversations whether on the phone or in person until the planes go on by.	One of the disadvantages of residing or working near an airport is that aircraft are likely to fly over and result in noise. The FAA has developed guidelines for determining land use compatibility with certain noise levels. In general, noise levels below 65 DNL are considered compatible with all land uses. Above 65 DNL, residential land uses are not considered compatible, but commercial and industrial land uses are. Based on the analysis completed in the Part 150 Study, there are no residential land uses that are located within the area of 65 DNL for either the existing or the future conditions.
Sandra Lang	7	Get woken up at 5:00 in the morning from planes going overhead. Sometimes it's more like 1:00 in the morning. You know, times when you wouldn't expect.	Sleep disturbance due to aircraft noise can be a major concern of residents living near an airport where a larger portion of the activity occurs at night, such as at LCK. The extent to which environmental noise disturbs individual sleep patterns varies. The DNL metric is designed to take higher sensitivity to nighttime noise into account by applying a 10 dB penalty to flights that occur between 10:00 p.m. and 7:00 a.m. Therefore, the concern that the commenter is expressing is being taken into consideration in the study.

RESPONSE TO COMMENTS, *Continued*

COMMENTER	COMMENT NUMBER	COMMENT	RESPONSE
Sandra Lang	8	If there's anything that can be done to take the traffic away from the Village (Groveport) like NA-G and NA-K, since it is obviously a high residential area.	The CRAA may pursue the implementation of NA-G and NA-K outside of the Part 150 process.
Sandra Lang	9	The safety issue of taking off and landing is the most critical time in an airplane's flight. That's when most of your accidents happen. I don't like the idea of having them right over my head. The percentage of time that they're not over my head, I'd like to increase that as much as possible.	Your comment has been noted and will be made part of the official record.
Raymond Dreher	10	No mention of sound abatement for Groveport in the noise compatibility study.	The FAA has specific guidelines that the CRAA must follow in determining if homes are eligible to receive sound insulation or any other type of land use mitigation. Those guidelines state that homes within the 65 DNL and higher noise levels are eligible. There are no homes located with the 65 DNL noise contours for either the existing or future conditions.
Raymond Dreher	11	Nothing was mentioned about landings from the northeast. My property at 176 DeLane Road is directly in the flight path of most planes landing in that direction.	The Part 150 Study evaluated a number of noise abatement alternatives that specifically were designed to reduce the noise from landings from the northeast. None of these alternatives were recommended for a variety of reasons. Please see Appendix E for a complete list of the noise abatement alternatives evaluated.

RESPONSE TO COMMENTS, *Continued*

COMMENTS	COMMENT NUMBER	COMMENT	RESPONSE
Raymond Dreher	12	We were promised compensation in the form of aviation rights, windows, air conditioning, etc. Since then what was left money wise was administered away.	The CRAA can not comment on what previous commitments were made to residents over the years. Part of the reason for updating the Part 150 Study is to clarify the recommendations of the noise compatibility program and to set the stage for moving forward under CRAA leadership.
Raymond Dreher	13	Airplanes start flying over our home at 5:00 a.m. and make no effort to avoid our home. Smaller planes fly over all night long.	Sleep disturbance due to aircraft noise can be a major concern of residents living near an airport where a larger portion of the activity occurs at night, such as at LCK. The extent to which environmental noise disturbs individual sleep patterns varies. The DNL metric is designed to take higher sensitivity to nighttime noise into account by applying a 10 dB penalty to flights that occur between 10:00 p.m. and 7:00 a.m. Therefore, the concern that the commenter is expressing is being taken into consideration in the study.
Tracy Stanton	14	If the ALUMD is created, I would like to be considered an active participant.	Your comment has been noted and will be made part of the official record.

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NOISE ABATEMENT COORDINATION

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Columbus Regional Airport Authority

PART 150 STUDY

AT

RICKENBACKER INTERNATIONAL AIRPORT

AIR TRAFFIC CONTROL TOWER MEETING

MINUTES

MAY 31, 2006

- I. **Alternative NA-E: Modify (NA-1) current tower order for straight out departures of itinerant aircraft from Runways 23L/23R to fly runway heading until reaching 3,800' MSL before turning on course.**
- This alternative would be the most difficult to implement.
 - Currently the south sector owns the airspace up to 3,000'. If this altitude was raised to 3,800' without an airspace reconfiguration, the LCK traffic would interfere with CMH traffic.
 - At night AirNet traffic climbs to 5,000'.
 - Continuity with the north sector would have to occur if the south sector's airspace was raised to 3,800'.
 - FAA requires Safety Risk Management process to occur to reconfigure the airspace. This would process would be very time consuming.
 - ATCT does not support and suggests to not modify the current procedure.
- II. **Alternative NA-G: Three-degree offset approach to Runway 23L.**
- The implementation of this alternative would require updating the ATCT maps and a change of equipment.
 - The ATCT had no issues with the implementation of this alternative.
- III. **Alternative NA-K: Departures by small jet aircraft and turboprop aircraft from Runways 5R/5L turn right, as soon as practical, to a 110 degree heading or left to a 270 degree heading.**
- This alternative could cause delays for jets and prop aircraft during heavy departure periods.
 - This alternative may work better for light jets only during the nighttime.
 - Landrum & Brown will look at the operating schedule to determine if this alternative would work with the current demand.
 - If this alternative continues to move forward AirNet should be included in the discussions.

Columbus Regional Airport Authority

PART 150 STUDY

AT

RICKENBACKER INTERNATIONAL AIRPORT

AIR TRAFFIC CONTROL TOWER MEETING

MINUTES

MAY 31, 2006

- Recommendation: ATCT has concerns about delays to aircraft from the implementation of this alternative. The alternative would work better if the turboprop procedures were not modified.
- IV. Alternative NA-P: Displace the landing threshold on Runway 23L by 2,000 feet.**
- There would be no impact on the CMH or LCK tower.
 - Landrum & Brown will confirm/verify the runway length requirements for the Boeing 747 and the Antinov aircraft.
 - The KC135 military aircraft do not have reverse thrust and expressed concern in the last PAC meeting regarding the braking requirements for the KC135s.
 - Landrum & Brown will discuss this alternative further with the Air National Guard.

Landrum & Brown will continue to look at the alternatives discussed and will discuss any modifications to the alternatives with the Tower before final recommendations are made.

LAND USE COORDINATION

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Landrum & Brown

Note to File

Date: July 14, 2005

To: File

From: KRB, JRA

Subject: Pickaway County Land Use Coordination Meeting Summary

Date: July 14, 2005, 4:15 p.m.

Telecom with Mr. Terry Frazier to discuss land use developments since the previous Part 150. Mr. Frazier was involved in the previous study. Summary of meeting below:

- Each township administers its own zoning code.
- Although Mr. Frazier has continued to recommend pursuing a comprehensive plan for the entire county, none has occurred to date.
- Pickaway County has, in cooperation with Harrison Twp, Ashville, and South Bloomfield, formed a CEDA (Cooperating Economic Development Agreement) to address economic development in the LCK area. Copy of Marketing Plan requested.
- Pickaway County is hiring an economic development director and GIS person soon.
- Discussions with the City of Columbus and Franklin County to form a bi-county Joint Economic Development plan have been initiated.
- Subdivision regulations are expected to be updated by the end of the year. Legislation dealing with large lots expected to be complete by August.
- GIS – each twp has a CAD database of parcel maps, roads, etc. Data for relevant townships requested.

Date: August 4, 2005

Left follow-up message with Terry Frazier.



Landrum & Brown

Since 1949

Note to File

Date: July 27, 2005

To: File

From: KRB, JRA

Subject: City of Columbus Land Use Coordination Telecom Summary

Date: July 27, 2005, 9:45 a.m.

Telecom with Mr. Kevin Wheeler to discuss land use developments and planning efforts since the previous Part 150. Summary of meeting below:

- Plans
 - Far South Side Plan
 - Recently underway. Dave Hall is the contact 645-6556. Mr. Wheeler forwarded a shapefile showing the boundary of the plan. Not yet ready to discuss details of the plan. The last of three plans dealing with the South Alum Creek Neighborhood Plan.
 - South Central Accord
 - Available on infobase. Two current amendments to the Plan. Mr. Wheeler sent shapefile of area.
 - Southeast Area Plan
 - Existing plan being amended due to proposed interchange at US 33. Area including Canal Winchester. Contact person – Jane Turley @ 0663. Previous plan available on infobase. Mr. Wheeler sent shapefile of area.
- Airport Noise Overlay Zoning
 - Incorporated. The City no longer maintains paper copies of the Code. Available through website – Title 33. If we make recommendations to revise the zoning code, we will need to incorporate the involvement of Chris Presutti (chief zoning official) at 6053.
- Subdivision regulations – also available on the website – Title 31.
- GIS – The county may have shapefiles that the auditor site does not. Contact person is Kusi (GIS Coordinator) at the Franklin County Development Department.
- See infobase for more information on plans, regulations, etc.

August 5, 2005 – sent request to Kevin Wheeler regarding graphics for the south central accord.



Landrum & Brown

Since 1949

Note to File

Date: July 27, 2005

To: File

From: KRB, JRA

Subject: Canal Winchester Land Use Coordination Telecom Summary

Date: July 27, 2005, 4:30 p.m.

Telecom with Mr. Allen Neimayer to discuss land use developments and planning efforts since the previous Part 150. Mr. Neimayer was with MORPC and worked on previous CMH Part 150 efforts and is familiar with the process. Summary of meeting below:

- Plans
 - Thoroughfare Plan
 - Currently being updated. He will forward an electronic copy upon receipt of a data request letter.
 - Master Plan
 - Completed in 1997. Currently working on an update.
- Subdivision regulations - available on the website.
- Zoning regulations – available on website. Currently undergoing an update.
- GIS – will forward zoning information. No land use information.



Landrum & Brown

Since 1949

Note to File

Date: August 4, 2005

To: File

From: KRB, JRA

Subject: Franklin County Coordination Telecom Summary

Date: July 28, 2005, 9:30 a.m.

Telecom with Mr. Kusi Akuoko, GIS Administrator for Franklin County. Summary of meeting below:

- GIS Data
 - Franklin County maintains some GIS files independent of the Auditor, including building permits, zoning data files, and annexations.
 - Data was requested on July 29 and received on August 3, via FTP.
- Follow up email suggested contacting Lee Brown for existing and future land uses.



Landrum & Brown

Since 1949

Note to File

Date: July 28, 2005

To: File

From: KRB, JRA

Subject: Hamilton Twp Land Use Coordination Telecom Summary

Date: July 26, 2005

Telecom with Mr. Shannon Bush.

- Comprehensive Plans
 - May have been a comprehensive plan 7-8 years ago, but nothing current.
 - Contact Molly Mooney @ Franklin County Development Department for more info 614-462-3094.



Landrum & Brown

Since 1949

Note to File

Date: August 8, 2005

To: File

From: KRB, JRA

Subject: Harrison Twp Land Use Coordination Telecom Summary

Date: July 26, 2005

Telecom with Ms. Dorothy Green, Clerk, Harrison Twp Board of Trustees. Ms. Green was involved in previous Part 150 efforts.

- Zoning Information
 - Contact Joe DeFelize, zoning inspector
 - Zoning code received August, 2005.



Landrum & Brown

Since 1949

Note to File

Date: August 8, 2005

To: File

From: KRB, JRA

Subject: Madison Twp (Franklin) Coordination Telecom Summary

Date: July 28, 2005, 9:30 a.m.

Telecom with Mr. Wayne Warner, Village Administrator for Madison Twp. Summary of meeting below:

- Comprehensive Plan
 - All comprehensive plans done through Franklin County/MORPC



Landrum & Brown

Since 1949

Note to File

Date: July 28, 2005

To: File

From: KRB, JRA

Subject: Lockbourne Land Use Coordination Telecom Summary

Date: July 28, 2005, 9:30 a.m.

Telecom with Mr. George Hammond, Village Administrator, to discuss land use developments and planning efforts since the previous Part 150. Mr. Hammond was with Lockbourne and worked on the previous LCK Part 150 efforts and is familiar with the process. Summary of meeting below:

- Plans
 - USACE Base Clean Up – Public meeting was held recently in Lockbourne discussing the transfer of lands from the US government to the CRAA.
- Zoning regulations – Mr. Hammond will mail zoning ordinances to L&B upon receipt of data request letter.
- Mr. Hammond also mentioned a new proposed development named 'twin lakes' that is currently being surveyed west of Lockbourne Road, South of 317, and north of the Village on City of Columbus property.

Zoning information received August 1, 2005.



Landrum & Brown

Since 1949

Note to File

Date: September 28, 2006

To: File

From: CMS

Subject: Lockbourne Zoning Information Request Summary

Date: September 28, 2006, 2:00 p.m.

Telecom with Mr. George Hammond, Village Administrator, to discuss land use developments and zoning regulations. Mr. Hammond was with Lockbourne and worked on the previous LCK Part 150 efforts and is familiar with the process. Summary of meeting below:

- Zoning regulations – Mr. Hammond will mail zoning ordinances to L&B.
- Mr. Hammond also mentioned Comprehensive Plan being developed and plans to annex land west and south dependent upon the City of Columbus extending sanitary sewers.



Landrum & Brown

Since 1949

Note to File

Date: September 27, 2006

To: File

From: CMS

Subject: Madison Twp (Franklin) Coordination Telecom Summary

Date: September 27, 2006, 2:00 p.m.

Telecom with Mr. Wayne Warner, Village Administrator for Madison Twp. Summary of meeting below:

- Comprehensive Plan
 - All comprehensive plans done through Franklin County/MORPC
 - Madison Township has little input into the planning process
 - To Mr. Warner's knowledge the plan has not yet been created.



Landrum & Brown

Since 1949

July 29, 2005

Mr. Kusi Akuoko
GIS Coordinator
Franklin County Development Department
280 E. Broad St., Suite 202
Columbus, OH 43215

Dear Mr. Akuoko:

Thank you for taking the time to discuss the upcoming Part 150 Study at Rickenbacker International Airport (LCK) with Royce Bassarab.

Per your discussion on Thursday, July 28, 2005, we are requesting the following GIS data files in a shapefile format for the areas surrounding LCK, which includes the City of Columbus, Villages of Obetz, Groveport, and Lockbourne, and Madison, Hamilton, and Jackson Townships:

- Shapefile of building permits
- Zoning data files
- Existing and future land use data files, if available
- Shapefile showing the annexation history in the area.

Additionally, if you believe there are any other data files that may be of relevance to the study, and would not be included in the data maintained by the Auditor's office, please include those as well.

You may forward the requested files via the project FTP site or email the files directly to Landrum and Brown. The FTP site can be found at <ftp://ftp2.landrum-brown.com>, and is accessed by typing 'lckpart150' as the user name and 'lcknoise' as the password. Please note that the user name and the password are case-sensitive.

Should you have any questions, please do not hesitate to call Royce at (513) 530-1233 or me at 513-530-1201. I can also be reached via email at radams@landrum-brown.com. We look forward to working with you on this important project.

Sincerely,

LANDRUM & BROWN

Rob Adams
Project Manager



Landrum & Brown

Since 1949

July 28, 2005

Mr. Joe DeFelice
Zoning Administrator
Harrison Township
P.O. Box 285
Lockbourne, OH 43137

Dear Mr. DeFelice:

Thank you for taking the time to discuss the upcoming Part 150 Study at Rickenbacker International Airport (LCK).

We would like to request an updated copy of the zoning ordinances for Harrison Township. Additionally, if you believe there are any other documents, plans, regulations, or ordinances that pertain to the land uses in the townships and villages surrounding Rickenbacker International Airport, please include those as well. Included with this letter is a purchase order to cover the costs of copying the documents.

Should you have any questions, please do not hesitate to call me at (513) 530-1233. I can also be reached via email at rbassarab@landrum-brown.com. We look forward to working with you on this important project.

Sincerely,

LANDRUM & BROWN

Royce Bassarab



Landrum & Brown

Since 1949

July 22, 2005

Mr. Terry Frazier
Planning Director
Pickaway County, Office of Planning
139 West Franklin Street
Circleville, OH 43113

Dear Mr. Frazier:

We enjoyed talking with you last Thursday regarding the upcoming Part 150 Study at Rickenbacker International Airport. I think it will be a benefit to the study to have you involved on account of your participation in the previous study.

Below is a list of the data we would like to review to incorporate into the Part 150 Noise Compatibility Program process for Rickenbacker International Airport (LCK). As we discussed on Thursday, July 14, 2005, we would like to receive this information as quickly as possible to maintain our project schedule.

Per our discussion, we would like to request either electronic or paper copies of the following items:

- A copy of the marketing plan for the Rickenbacker area CEDA.
- Information pertaining to the pending legislation regarding large-lot zoning regulations, and ongoing information regarding the updating of the Pickaway County subdivision regulation.
- GIS data, including parcels, zoning, buildings, roads, water and sewer lines, jurisdictional boundaries, land use classifications, and natural features for Harrison and Madison Townships.

Additionally, if you believe there are any other documents, plans, regulations, or ordinances that pertain to the land uses in the townships surrounding Rickenbacker International Airport, please include those as well.

You may forward either paper copies of the requested data, use a project FTP site, or email the files directly to Landrum and Brown. The FTP site can be found at <ftp://ftp2.landrum-brown.com>, and is accessed by typing 'lckpart150' as the user name and 'lcknoise' as the password. Please note that the user name and the password are case-sensitive.

Should you have any questions, please do not hesitate to call me at 513-530-1201. I can also be reached via email at radams@landrum-brown.com. We look forward to working with you on this important project.

Sincerely,

LANDRUM & BROWN

Rob Adams
Project Manager



Landrum & Brown

Since 1949

July 27, 2005

Mr. Allen Neimayer
Planning & Zoning Administrator
Village of Canal Winchester
36 South High St.
Canal Winchester, OH 43110

Dear Mr. Neimayer:

Thank you for taking the time to discuss the upcoming Part 150 Study at Rickenbacker International Airport (LCK) with Royce Bassarab. I think it will be a tremendous benefit to the study to have you involved on account of your participation in previous Part 150 efforts in Columbus.

Below is a list of the data we need to review to incorporate into the Part 150 Noise Compatibility Program process for LCK. Please send this information as quickly as possible so that we can maintain our project schedule.

We are requesting either electronic or paper copies (whichever is appropriate) of the following items:

- An electronic copy of the Thoroughfare Plan Update.
- Either a paper copy or electronic copy of the existing Master Plan for the Village of Canal Winchester, and, if available, information regarding the current update.
- Electronic files depicting zoning in the Village and surrounding areas.
- Any information regarding proposed amendments to the currently adopted zoning and subdivision regulations.

Additionally, if you believe there are any other documents, plans, regulations, or ordinances that pertain to the land uses in the townships and villages surrounding Rickenbacker International Airport, please include those as well.

You may forward either paper copies of the requested data, use a project FTP site, or email the files directly to Landrum and Brown. The FTP site can be found at <ftp://ftp2.landrum-brown.com>, and is accessed by typing 'lckpart150' as the user name and 'lcknoise' as the password. Please note that the user name and the password are case-sensitive.

Should you have any questions, please do not hesitate to call Royce at (513) 530-1233 or myself at (513) 530-1201. I can also be reached via email at radams@landrum-brown.com. We look forward to working with you on this important project.

Sincerely,

LANDRUM & BROWN

Rob Adams
Project Manager



Landrum & Brown

Since 1949

July 28, 2005

Mr. George Hammond
Village Administrator
Village of Lockbourne
99 Williams St.
Lockbourne, OH 43137

Dear Mr. Hammond:

Thank you for taking the time to discuss the upcoming Part 150 Study at Rickenbacker International Airport (LCK) with Royce Bassarab. I think it will be a tremendous benefit to the study to have you involved on account of your participation in the previous Part 150 study at LCK.

We are requesting an updated copy of the zoning ordinances for the Village of Lockbourne. Additionally, if you believe there are any other documents, plans, regulations, or ordinances that pertain to the land uses in the townships and villages surrounding Rickenbacker International Airport, please include those as well.

Should you have any questions, please do not hesitate to call Royce at (513) 530-1233 or me at 513-530-1201. I can also be reached via email at radams@landrum-brown.com. We look forward to working with you on this important project.

Sincerely,

LANDRUM & BROWN

Rob Adams
Project Manager

APPENDIX H

2022 BASELINE NOISE EXPOSURE CONTOUR

This appendix sets forth the detailed input data that was used to prepare noise exposure contours for 2022 Baseline conditions.

H.1 DATA SOURCES AND ASSUMPTIONS

Several types of operational information are required to produce baseline noise exposure patterns for the airport. These include estimates of the numbers of actual operations by specific aircraft types at different periods of the day, flight path locations, runway and flight path utilization, and aircraft operating characteristics.

H.1.1 RUNWAY DEFINITION

There are two northeast/southwest parallel runways (05L/23R and 05R/23L) spaced approximately 1,000 feet apart. The following provides the current runways and lengths at LCK:

<u>Runway</u>	<u>Length (feet)</u>
05L/23R	11,908 (with displaced thresholds)
05R/23L	12,102

H.1.2 NUMBER OF OPERATIONS

The average daily numbers of aircraft arrivals and departures during the 2022 Baseline period are presented in **Table H-1** for the several categories of users that operate at Rickenbacker International Airport (LCK). **Table H-2**, details the individual aircraft types by day or night operation. The number of operations and their distribution during the day are derived from operations schedules and radar records collected for the airport. The Federal Aviation Regulations (FAR) Part 36 noise stage of each aircraft is also indicated. A forecast update was prepared for the Part 150 Study Update. The forecast was updated to account for the relocation of AirNet Systems (AirNet) Cargo from Port Columbus International Airport (CMH) in May 2005. The forecast is provided in *Appendix J*.

**Table H-1
 AVERAGE DAY OPERATIONS
 2022 BASELINE CONDITIONS
 Rickenbacker International Airport**

USER GROUP	ARRIVALS		DEPARTURES		TOTAL	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Charter Jets	3	0	3	0	6	0
Cargo Jets	3	5	2	6	5	11
AirNet	10	34	11	33	21	67
Air Taxi	2	2	4	0	6	2
General Aviation Jets	5	0	5	0	10	0
General Aviation Props	15	1	15	1	30	2
Military	<u>23</u>	<u>1</u>	<u>24</u>	<u>0</u>	<u>47</u>	<u>1</u>
Total	61	43	64	40	125	83

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

**Table H-2
AVERAGE DAY OPERATIONS BY AIRCRAFT TYPE –
2022 BASELINE CONDITIONS
Rickenbacker International Airport**

USER GROUP & INM TYPE	PART 36 STAGE	AIRCRAFT TYPE	ARRIVALS		DEPARTURES		TOTAL	
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Charter Jets								
737300	3	Boeing 737-300	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>6</u>	<u>0</u>
<i>Subtotal</i>			3	0	3	0	6	0
Cargo Jets								
A300	3	Airbus 300	0	1	0	1	0	2
727EM2	3	Boeing 727-200	0	2	0	2	0	4
74720B	3	Boeing 747-20B	1	0	0	1	1	1
DC870	3	DC8	0	1	0	1	0	2
DC1010/MD11	3	DC-10-10	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>2</u>
<i>Subtotal</i>			3	5	2	6	5	11
AirNet								
BEC58P	NA	Baron 58, Piper Navajo	2	16	5	13	7	29
GASEPF	NA	Cessna 208	2	3	2	3	4	6
LEAR35	NA	Learjet 35	<u>6</u>	<u>15</u>	<u>4</u>	<u>17</u>	<u>10</u>	<u>32</u>
<i>Subtotal</i>			10	34	11	33	21	67
Air Taxi								
DHC6	NA	Swearingen Merlin IV	1	0	1	0	2	0
GASEPF	NA	Cessna 208	1	1	2	0	3	1
HS748A	NA	Fokker 27	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>
<i>Subtotal</i>			2	2	4	0	6	2
General Aviation Jets								
GV	NA	Business Jet	1	0	1	0	2	0
MU3001	NA	Business Jet	1	0	1	0	2	0
CIT3	NA	Business Jet	1	0	1	0	2	0
LEAR25	NA	Business Jet	1	0	1	0	2	0
LEAR35	NA	Business Jet	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>
<i>Subtotal</i>			5	0	5	0	10	0
General Aviation Props								
CNA441	NA	Turbo Prop	1	0	1	0	2	0
BEC58P	NA	Turbo Prop	4	0	3	1	7	1
DHC6	NA	Turbo Prop	2	0	2	0	4	0
GASEPF	NA	Single Engine Prop	5	0	5	0	10	0
GASEPV	NA	Single Engine Prop	<u>3</u>	<u>1</u>	<u>4</u>	<u>0</u>	<u>7</u>	<u>1</u>
<i>Subtotal</i>			15	1	15	1	30	2
Military								
B212	NA	Bell Helicopter	1	0	1	0	2	0
C130	NA	C-130	1	0	1	0	2	0
SK70	NA	Sikorsky Helicopter	1	0	1	0	2	0
707320	NA	KC135E	1	0	1	0	2	0
KC135R	NA	KC135R	<u>19</u>	<u>1</u>	<u>20</u>	<u>0</u>	<u>39</u>	<u>1</u>
<i>Subtotal</i>			23	1	24	0	47	1
Grand Total			61	43	64	40	125	83

Source: Landing Fee Reports, ATCT records, TAMIS data, Landrum & Brown, 2006.

H.1.3 RUNWAY UTILIZATION

The usage of the runways at the airport is a principal element in the definition of the noise exposure pattern. The more frequently jet aircraft use a runway end, particularly at night and for departures, the greater the noise exposure energy associated with that runway end. The proportional use of the runway ends is based largely on the relationship of aircraft relative to their operational bases at the airport, as well as the average conditions of wind direction and velocity. There are two currently approved noise abatement procedures affecting the runway use at LCK. The first procedure occurs between 11:00 p.m. and 7:00 a.m. when the airport operates in contra-flow. The contra-flow procedures call for aircraft to arrive from the south on Runways 05R and 05L and depart to the south on Runway 23L and Runway 23R. The second noise abatement procedure calls for military touch-and-go operations to depart Runway 23L and Runway 23R as often as wind, weather, and operational restrictions allow.

Wind direction is the primary factor in determining the direction in which the airport operates. Currently 65 percent of the operations operate in southwest flow (arrive/depart runways 23L and 23R) and 35 percent of the operations operate in northeast flow (arrive/depart runways 05L and 05R). The distribution of aircraft between the two runways was based on runway utilization records derived from the automated Total Airport Management Information System (TAMIS) for the time period of May 2004 through April 2005. The Standard Terminal Automation Replacement System (STARS) radar data that is collected by TAMIS provides definitive information relative to the runways used by specific aircraft or users, as well as the location of aircraft in flight in the airport environs. This information was supplemented with TAMIS data from May through June 2005 to account for AirNet operations at LCK. **Table H-3** provides the runway utilization derived from the TAMIS for the 2022 Baseline conditions.

**Table H-3
2022 BASELINE CONDITIONS
DETAILED RUNWAY END UTILIZATION BY USER GROUP
Rickenbacker International Airport**

<u>User Group</u>		<u>Runway</u>				<u>Total</u>
		<u>05L</u>	<u>05R</u>	<u>23L</u>	<u>23R</u>	
Charter Jets	<u>Takeoff</u>					
	Daytime	15.1%	16.1%	41.4%	27.4%	100%
	Nighttime	6.3%	18.8%	31.3%	43.6%	100%
	<u>Landing</u>					
	Daytime	6.8%	32.6%	48.0%	12.6%	100%
	Nighttime	0.0%	67.6%	24.3%	8.1%	100%
Cargo Jets	<u>Takeoff</u>					
	Daytime	5.9%	13.3%	50.3%	30.5%	100%
	Nighttime	3.0%	8.2%	60.2%	28.6%	100%
	<u>Landing</u>					
	Daytime	2.7%	38.0%	55.8%	3.5%	100%
	Nighttime	2.9%	76.7%	19.5%	0.9%	100%
AirNet	<u>Takeoff</u>					
	Daytime	26.1%	10.4%	15.5%	48.0%	100%
	Nighttime	15.1%	4.1%	20.2%	60.6%	100%
	<u>Landing</u>					
	Daytime	30.7%	8.2%	14.1%	47.0%	100%
	Nighttime	49.4%	17.2%	9.4%	24.0%	100%
Air Taxi/ General Aviation Prop	<u>Takeoff</u>					
	Daytime	14.5%	15.3%	36.5%	33.7%	100%
	Nighttime	7.8%	7.4%	47.6%	37.2%	100%
	<u>Landing</u>					
	Daytime	10.5%	29.6%	38.5%	21.4%	100%
	Nighttime	12.1%	44.1%	27.7%	16.1%	100%
General Aviation Jet	<u>Takeoff</u>					
	Daytime	10.5%	20.3%	41.0%	28.2%	100%
	Nighttime	7.5%	17.0%	34.0%	41.5%	100%
	<u>Landing</u>					
	Daytime	7.4%	29.2%	40.4%	23.0%	100%
	Nighttime	9.3%	65.1%	20.9%	4.7%	100%
Military	<u>Takeoff</u>					
	Daytime	10.9%	24.9%	47.8%	16.4%	100%
	Nighttime	8.3%	33.3%	50.1%	8.3%	100%
	<u>Landing</u>					
	Daytime	3.0%	27.5%	59.2%	10.3%	100%
	Nighttime	2.8%	26.6%	58.7%	11.9%	100%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

H.1.4 FLIGHT TRACK LOCATIONS AND USE

To determine projected noise levels on the ground, it is necessary to determine not only how many aircraft are present, but also where these aircraft fly. Therefore, flight route information is a key element of the Integrated Noise Model (INM) input data. Flight routes to and from an airport are generally a function of the geometry of the runways and the surrounding airspace structure in the vicinity of the airfield.

The flight tracks used for computer modeling in this project were based on a seven-week sample of actual radar flight tracks that was extracted from TAMIS data. The sample consisted of the weeks of November 7, 2004 through November 13, 2004, January 30, 2005 through February 5, 2005, May 15, 2005 through June 9, 2005, and the week of July 25, 2005 through July 31, 2005.

A flight track is the path over the ground that an aircraft flies to or from the airport. The flight tracks at LCK have been created and verified from the compilation of TAMIS data and interviews with air traffic controllers.

The radar data gathered for the sample period was used to develop a series of consolidated flight tracks, which are representative of the corridors used by aircraft as they land at or depart from the airport. Exhibits depicting the locations of consolidated INM arrival, departure, and touch-and-go flight tracks are found in *Appendix C*.

Jet departures from Runway 23L and Runway 23R follow a noise abatement procedure calling for aircraft to fly straight out on runway heading until reaching 3,000 feet Mean Sea Level (MSL). This results in aircraft being at a higher altitude before turning over residential land uses in Pickaway County. Currently, jet departures on Runways 05R and 05L follow a noise abatement procedure calling for a right turn on a 70 degree heading. This results in the concentration of jet departure activity occurring over compatible land in Madison Township (Franklin County). Prop departures in both north and south flow turn as soon as practicable to allow for jet aircraft to depart more quickly. The arrival corridors for jet aircraft generally follow a straight in procedure on their final approach for approximately five nautical miles. Prop arrivals have earlier turns to the final approach than the jet aircraft due to maneuverability. Touch-and-go training operations fly over areas in both Franklin and Pickaway Counties.

The tracks are composed of both backbone¹ and sub-tracks that account for the dispersion of operations across a corridor of flight, rather than along a single constrained path. This is most useful at airports where wide flight corridors are present, such as are used by departures at LCK. The use of sub-tracks for the definition of baseline noise patterns allows a more definitive description of overall operating characteristics where TAMIS data is available. **Table H-4** and **Table H-5**

¹ The FAA's INM v6.1 uses a backbone and sub-track system to represent dispersed flight corridors. A backbone and sub-tracks are a set of flight tracks that represent a wide corridor, allowing the user to define a percentage of use for each sub-track. The use of this tool results in more accurately modeled flight corridors.

provide the proportion of operations assigned to each of the flight tracks indicated on the exhibits for the 2022 Baseline condition for arrivals and departures respectively.

**Table H-4
ARRIVAL FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY -
2022 BASELINE CONDITIONS
Rickenbacker International Airport**

Runway	Track	DAYTIME		NIGHTTIME	
		Jet	Prop	Jet	Prop
23L	23LA1	10.8%	2.7%	4.0%	0.0%
23L	23LA2	12.0%	0.0%	0.0%	1.6%
23L	23LA3	1.2%	6.2%	0.3%	1.8%
23L	23LA4	6.4%	7.3%	1.3%	2.8%
23L	23LA5	1.2%	2.8%	4.6%	1.4%
23L	23LA6	1.7%	5.8%	1.3%	1.9%
23L	23LA7	2.7%	4.0%	2.1%	3.1%
23L	23LA8	0.0%	0.0%	0.3%	0.0%
23R	23RA1	1.4%	0.6%	0.2%	0.0%
23R	23RA2	4.3%	0.0%	0.0%	1.7%
23R	23RA3	0.7%	3.4%	0.8%	2.1%
23R	23RA4	5.4%	4.1%	3.2%	3.9%
23R	23RA5	2.3%	4.7%	3.8%	2.1%
23R	23RA6	4.4%	3.2%	3.2%	3.4%
23R	23RA7	4.2%	10.9%	4.1%	7.3%
23R	23RA8	2.3%	4.7%	3.4%	2.1%
5L	5LA1	3.0%	2.1%	8.0%	14.0%
5L	5LA2	3.9%	3.2%	8.6%	7.5%
5L	5LA3	3.7%	2.1%	6.2%	10.3%
5L	5LA4	1.8%	6.1%	12.4%	4.3%
5L	5LA5	2.0%	5.1%	2.6%	6.8%
5R	5RA1	5.4%	1.9%	14.6%	4.9%
5R	5RA2	3.5%	8.9%	3.0%	6.1%
5R	5RA3	8.8%	5.9%	2.2%	5.9%
5R	5RA4	0.5%	1.6%	4.3%	1.5%
5R	5RA5	6.3%	2.7%	5.5%	3.6%
Total		100.0%	100.0%	100.0%	100.0%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

**Table H-5
DEPARTURE FLIGHT TRACK UTILIZATION BY AIRCRAFT CATEGORY -
2022 BASELINE CONDITIONS
Rickenbacker International Airport**

Runway	Track	DAYTIME		NIGHTTIME	
		Jet	Prop	Jet	Prop
23L	23LD1	2.9%	0.9%	4.0%	5.1%
23L	23LD2	0.0%	2.7%	1.8%	0.0%
23L	23LD3	12.0%	4.0%	17.0%	6.3%
23L	23LD4	4.2%	0.4%	0.0%	1.9%
23L	23LD5	12.0%	1.7%	0.0%	1.3%
23L	23LD6	5.2%	6.7%	7.9%	5.7%
23L	23LD7	0.0%	11.4%	0.0%	0.0%
23R	23RD1	4.1%	2.8%	11.9%	15.2%
23R	23RD2	0.0%	8.5%	5.3%	0.0%
23R	23RD3	9.8%	7.6%	18.1%	18.9%
23R	23RD4	2.9%	0.4%	0.0%	5.7%
23R	23RD5	8.0%	1.6%	0.0%	3.8%
23R	23RD6	7.0%	8.2%	17.1%	17.0%
23R	23RD7	0.0%	10.5%	0.0%	0.0%
5L	5LD1	2.1%	3.1%	4.6%	5.7%
5L	5LD2	3.1%	4.5%	3.0%	3.3%
5L	5LD3	6.8%	2.6%	0.9%	1.4%
5L	5LD4	3.6%	3.2%	2.2%	4.7%
5L	5LD5	0.0%	5.9%	1.3%	0.0%
5R	5RD1	1.3%	1.2%	1.2%	1.5%
5R	5RD2	1.6%	3.8%	0.9%	0.9%
5R	5RD3	10.1%	2.7%	1.6%	0.4%
5R	5RD4	3.3%	2.4%	1.1%	1.3%
5R	5RD5	0.0%	3.2%	0.4%	0.0%
Total		100.0%	100.0%	100.0%	100.0%

Day: 7:00 a.m. to 9:59 p.m.

Night: 10:00 p.m. to 6:59 a.m.

Source: TAMIS data, Landrum & Brown, 2006.

H.1.5 AIRCRAFT WEIGHT AND TRIP LENGTH

Aircraft weight during departure is a factor in the dispersion of noise because it impacts the rate at which an aircraft is able to climb. Generally, heavier aircraft have a slower rate of climb and a wider dispersion of noise along their flight routes. Where specific aircraft weights are unknown, the INM uses the distance flown to the first stop as a surrogate for the weight, by assuming that the weight has a direct relationship with the fuel load necessary to reach the first destination. The INM groups trip lengths into seven stage length categories, and assigns various aircraft weights to all seven categories. These categories are:

<u>Category</u>	<u>Stage Length</u>
1	0-500 nautical miles
2	500-1000 nautical miles
3	1000-1500 nautical miles
4	1500-2500 nautical miles
5	2500-3500 nautical miles
6	3500-4500 nautical miles
7	4500+ nautical miles

The trip lengths flown from Rickenbacker are based on the schedule of operations created for the existing conditions and the future scenarios. **Table H-6** indicates the proportion of the operations that are assumed to fall within each of the seven trip length categories for the 2022 Baseline operation levels. Results from the correlation of noise levels and altitude distances from the noise measurements (see Appendix B) found that the DC-8 and Boeing 727-200 may be heavier than their distance-based stage length defined them to be. Therefore, a higher stage length was assigned when modeling these aircraft to more accurately reflect their measured noise levels and departure profiles.

**Table H-6
DEPARTURE TRIP LENGTH DISTRIBUTION – 2022 BASELINE CONDITIONS
Rickenbacker International Airport**

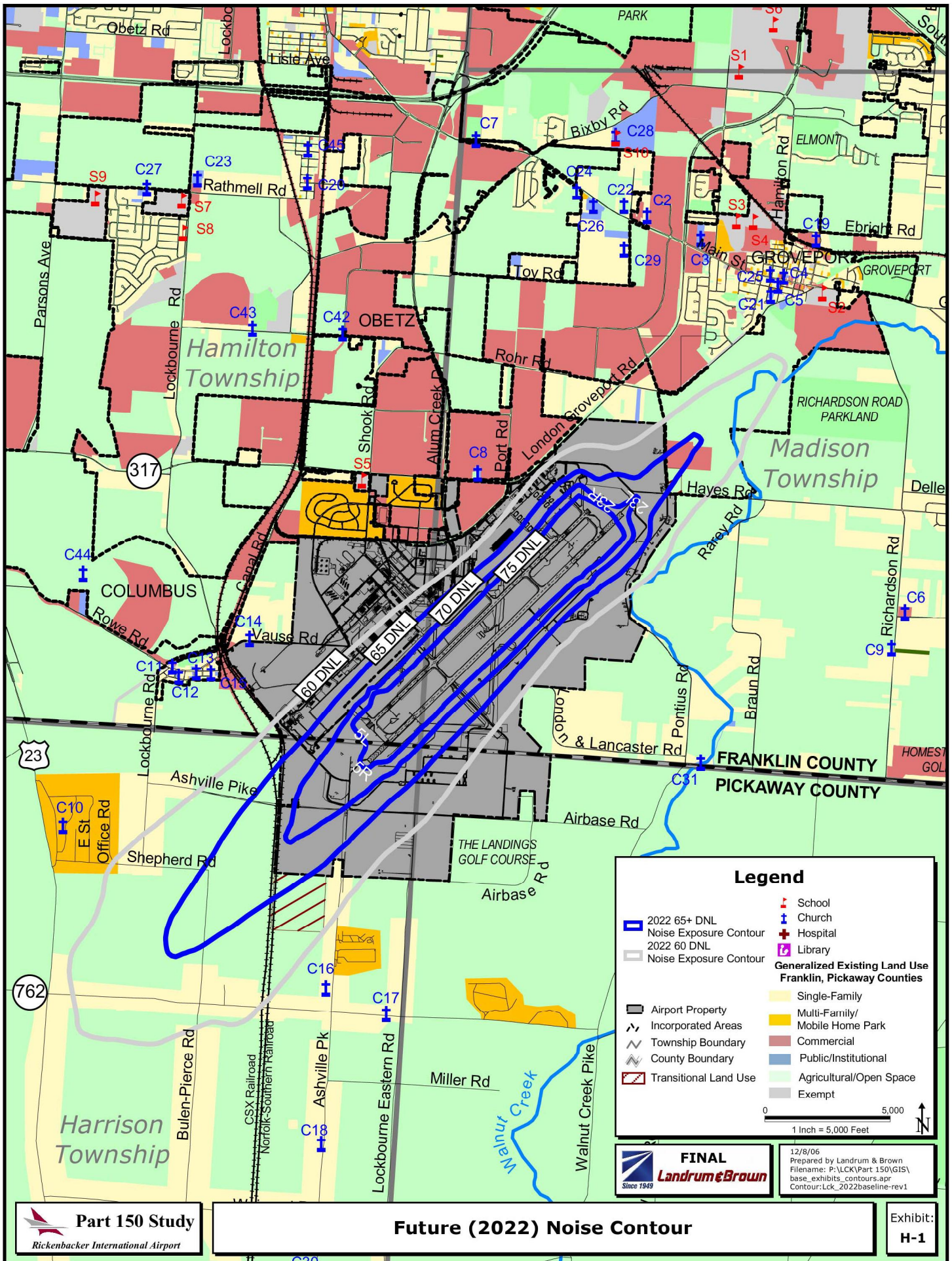
STAGE LENGTH	CHARTER	CARGO JETS	AIRNET	AIR TAXI / COMMUTER	GENERAL AVIATION JET	GENERAL AVIATION PROP	MILITARY
1	66%	66%	100%	100%	100%	100%	100%
2	34%	-	-	-	-	-	-
3	-	17%	-	-	-	-	-
4	-	17%	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-

Source: Landrum & Brown, 2006

H.2 NOISE EXPOSURE CONTOUR

The number of operations, runway use, flight track, and trip length data presented are used as input to the INM computer model for the calculation of noise exposure in the airport environs. **Exhibit H-1** reflects the average annual noise exposure pattern present at the airport during the current baseline period (2022) and **Table H-7** summarizes the area within each noise contour level. The noise contour does not represent the noise levels present on any specific day, but, rather, represents the energy-average of all 365 days of operation during the year. The noise contour pattern extends from the airport along each extended runway centerline, reflective of the flight tracks used by all aircraft. The relative distance of

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Legend

2022 65+ DNL Noise Exposure Contour	School
2022 60 DNL Noise Exposure Contour	Church
Noise Exposure Contour	Hospital
Airport Property	Library
Incorporated Areas	Generalized Existing Land Use Franklin, Pickaway Counties
Township Boundary	Single-Family
County Boundary	Multi-Family/ Mobile Home Park
Transitional Land Use	Commercial
	Public/Institutional
	Agricultural/Open Space
	Exempt

0 5,000
1 Inch = 5,000 Feet

FINAL
Landrum & Brown
Since 1949

12/8/06
Prepared by Landrum & Brown
Filename: P:\LCK\Part 150\GIS\base_exhibits_contours.apr
Contour:Lck_2022baseline-rev1

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the contour from the airport along each route is a function of the frequency of use of each runway end for total arrivals and departures, as well as its use at night, and the type of aircraft assigned to it.

**Table H-7
AREAS WITHIN EXISTING NOISE EXPOSURE CONTOUR (IN SQUARE MILES)
Rickenbacker International Airport**

CONTOUR RANGE	2022 BASELINE
60-65 DNL	4.13
65-70 DNL	1.84
70-75 DNL	0.70
75 + DNL	1.03
65 + DNL	3.57

Contour: LCK_2022Baseline-rev1

Source: Landrum & Brown, 2006.

The shape of the noise contour is primarily a function of the combination of flight tracks and runway use at LCK. Currently the airport operates 65 percent of the time in south flow (Runways 23L/23R) and 35 percent of the time in north flow (Runways 05L/05R). Between 11:00 p.m. and 7:00 a.m., the airport operates in contra-flow. The contra-flow procedures call for aircraft to arrive from the south on Runways 5R and 5L and depart to the south on Runways 23L and 23R. As a result the noise contour is longer and wider to the southwest of the airport than to the northeast.

Southwest of the airport, the noise contour primarily reflects usage by aircraft departing to the south and to a lesser degree arriving from the south. The 65 Day-Night Average Sound Level (DNL) noise contour extends approximately 1.5 miles beyond the south end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural land uses located in Harrison Township. Although the Federal Aviation Administration (FAA) defines the 65 DNL as the compatibility line, the 60 DNL is shown because it indicates marginal noise impacts. The 60 DNL noise contour extends approximately 2.5 miles beyond the south end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural and residential land uses located in Harrison Township. The 70 and 75 DNL noise contours remain over airport property.

To the northeast of the airport, the noise contour primarily reflects usage by aircraft arriving from the northeast and to a lesser degree aircraft departing to the northeast. The 65 DNL noise contour extends approximately 0.8 miles beyond the north end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural land uses in the Village of Groveport. The 60 DNL noise contour extends

approximately 1.5 miles beyond the north end of Runway 23L/05R and Runway 23R/05L, encompassing agricultural & industrial land uses located in the Village of Groveport. The 70 and 75 DNL contours remain over airport property.

H.3 BASELINE NOISE CONTOUR INCOMPATIBILITIES

Summaries of the residential population, housing units, and noise-sensitive facilities affected by noise levels exceeding 60 DNL for the 2022 Baseline noise contours are provided in **Table H-8**. No homes or noise sensitive facilities (schools, churches, libraries, hospitals, and nursing homes) are located in the 65 DNL of the 2022 Baseline noise contour. There are 12 housing units and 33 residents in the 60 DNL of the 2022 Baseline noise contour. All of the homes within the 60 DNL are located in Harrison Township in Pickaway County.

**Table H-8
2022 BASELINE HOUSING, POPULATION, AND
NOISE-SENSITIVE FACILITY INCOMPATIBILITIES
Rickenbacker International Airport**

CATEGORY	60-65 DNL *	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units	12	0	0	0	0
Population	33	0	0	0	0
Noise Sensitive Facilities					
Schools	0	0	0	0	0
Churches	0	0	0	0	0
Nursing Homes	0	0	0	0	0
Area					
Square Miles	4.13	1.84	0.70	1.03	3.57
Acres	2,643	1,175	449	660	2,284

Notes:

- * FAA Part 150 Land Use Compatibility Guidelines indicate that residential land uses are compatible with noise levels below 65 DNL.
- Noise contours were generated using the Integrated FAA's Noise Model, Version 6.1 computer model.
- Housing counts are based on field verification.
- Population numbers are approximate based on the housing counts multiplied by the 2000 census block housing to population ratio.
- Baseline conditions assume the continuation of the existing operating procedures without modification.
- Noise-Sensitive Public Uses include schools, churches, libraries, hospitals, and nursing homes.

Source: Landrum & Brown, 2006.

APPENDIX I

NOISE-SENSITIVE FACILITY GRID POINTS

This Appendix provides maps and output grid reports detailing the existing noise levels, for Day-Night Average Sound Level, Sound Exposure Level, Maximum Level, and Time Above Level-65 noise metrics, at noise-sensitive facilities. **Table I-1** provides a key for the noise-sensitive facility grid point locations, shown on **Exhibit I-1**. **Table I-2** provides the location each noise-sensitive facility. **Table I-3** provides the noise levels at each noise-sensitive facility for the alternatives.

**Table I-1
NOISE-SENSITIVE FACILITIES
Rickenbacker International Airport**

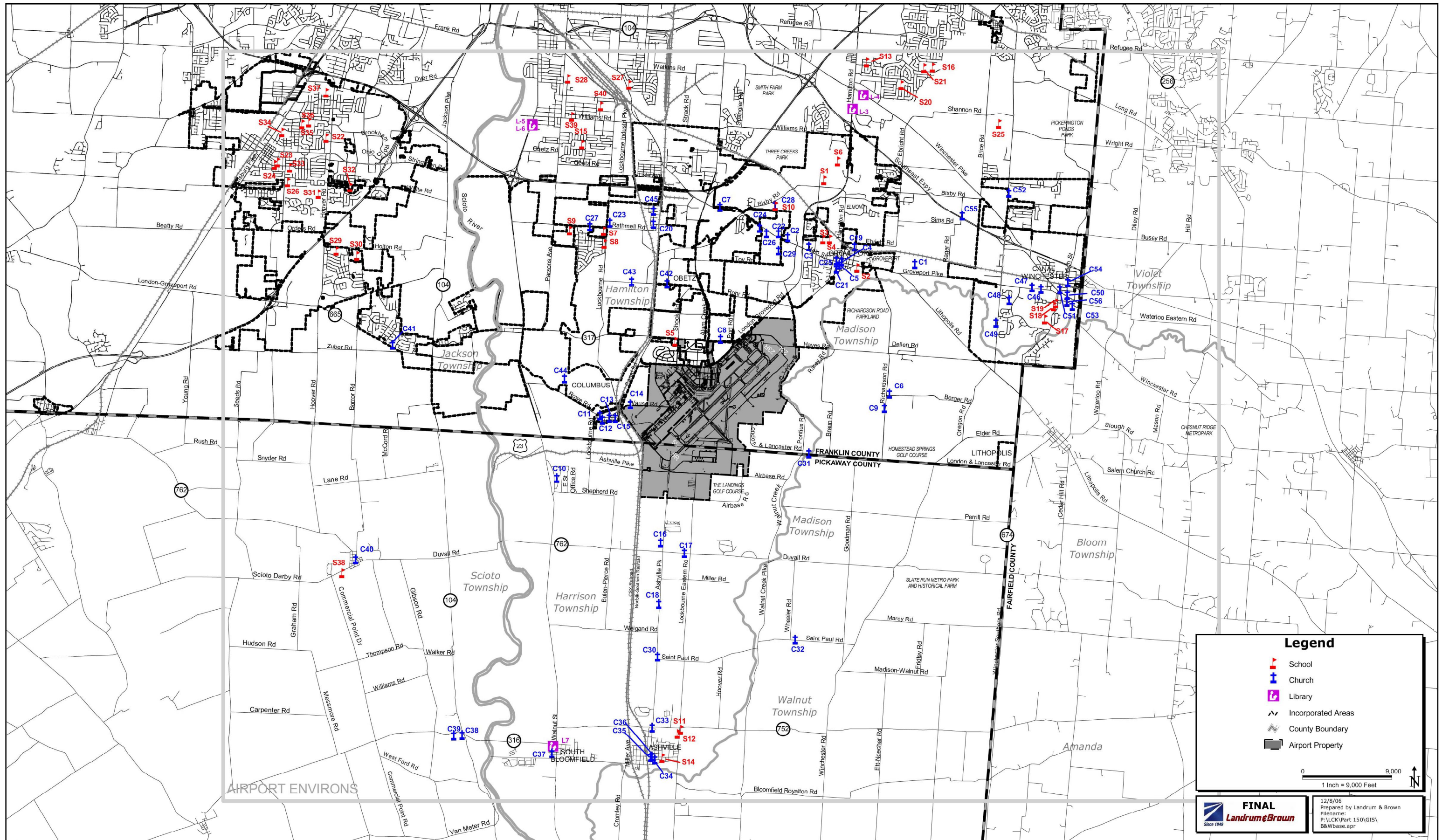
Map ID	Name
Schools	
S1	Living Skills Center
S2	Groveport Freshman School (Junior High)
S3	Glendening Elementary School
S4	Groveport Madison Middle School South
S5	Hamilton South Elementary School
S6	Groveport Madison High School
S7	Hamilton Central Elementary School
S8	Hamilton Township High School
S9	Hamilton Township Middle School
S10	Madison Christian Schools
S11	Teays Valley High School
S12	Teays Valley Middle School
S13	Madison Elementary
S14	Ashville Elementary School
S15	Cedarwood Elementary School
S16	Groveport Madison Middle School North
S17	Canal Winchester High School
S18	Canal Winchester Intermediate School
S19	Canal Winchester Middle School
S20	Asbury Elementary School
S21	Sedalia Elementary School
S22	Monterey Elementary School
S23	Park Street Intermediate School
S24	Kingston School
S25	Harvest Preparatory School
S26	Hayes Intermediate School
S27	Clarfield Elementary School
S28	Buckeye Middle School
S29	Buckeye Woods Elementary School
S31	Grove City High School
S32	Beautiful Savior Lutheran School
S33	JC Sommer Elementary School
S34	Our Lady of Perpetual Help School
S35	Richard Ave Elementary School
S36	Brookpark Middle School
S37	Highland Park Elementary School
S38	Scioto Township Elementary School

**Table I-1, Continued
NOISE-SENSITIVE FACILITIES
Rickenbacker International Airport**

Map ID	Name
Schools (continued)	
S39	New Beginnings Christian School
S40	Stockbridge Elementary School
Churches	
C1	Turnpoint Apostolic Church
C2	Groveport Zion Lutheran Church
C3	New Hope Assembly of God
C4	Groveport United Methodist
C5	Groveport Church of Christ
C6	Groveport Church of God
C7	Lockbourne Freewill Church
C8	Little Bell United Baptist Church
C9	Bride of Christ Church of God
C10	Ole Time Freewill Baptist
C11	Lords Fellowship Church
C12	Lockbourne Church of Christ in Christian Union
C13	Saint Matthew Lutheran Church
C14	Lockbourne United Methodist
C15	Lockbourne First Baptist Church
C20	Church Abundant Life Pentecostal
C21	Little Angel Church
C22	Groveport Church of Christ
C23	Shadeville Church of God
C24	Caring Hands Deaf Church
C25	Groveport Presbyterian Church
C26	First Baptist Church-Groveport
C27	Walnut Hill United Methodist
C28	Madison Christian Church
C29	Saint Mary's Church Groveport
C30	Pickaway Church of Christ
C31	Hopewell United Methodist Church
C32	Saint Paul Lutheran Church
C33	Ashville Church of Christ
C34	Village United Methodist Church
C35	First English Lutheran Church
C36	Zion United Methodist Church
C37	South Bloomfield Methodist Church
C38	Cornerstone Freewill Baptist
C39	First Baptist Church

**Table I-1, Continued
NOISE-SENSITIVE FACILITIES
Rickenbacker International Airport**

Map ID	Name
Churches (continued)	
C40	Commercial Point United Methodist Church
C41	Buckeye Christian Church
C42	Rohr Road Baptist Church
C43	Kingdom Life Christian Center
C44	Little Bell Baptist Church
C45	Reese Chapel Church of Christ
C46	David Evangelical Lutheran Church
C47	Heritage Baptist Church
C48	Church Of Jesus Christ of Latter Day Saints
C49	Grace Bible Church
C50	Eastside Church of Christ
C51	Peace Lutheran Church
C52	Gender Road Christian Church
C53	Hope United Methodist Church
C54	Church of Jesus Christ of Latter Day Saints
C55	Rager Road Church of Christ
C56	New Life Community Church
Libraries	
L1	Wagnalls Memorial Foundation Library
L2	Pickerington Public Library
L3	Southeast Library
L4	Columbus Metropolitan Library
L5	Columbus Metro Library
L6	South High Branch
L7	South Bloomfield Village Library



Legend

- School
- Church
- Library
- Incorporated Areas
- County Boundary
- Airport Property

0 9,000
1 Inch = 9,000 Feet

FINAL
Landrum & Brown

12/8/06
Prepared by Landrum & Brown
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Table I-2
NOISE SENSITIVE FACILITIES GRID POINT RESULTS
Rickenbacker International Airport

X Point	Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline		
	DNL	DNL	Change	LEQ	LEQ	Change	SEL	SEL	Change	LMAX	LMAX	Change	TA65	TA65	Change	TA65	TA65	Change
C1	46.1	46.9	0.8	40.8	41.4	0.6	90.2	90.8	0.6	88.5	88.5	0.0	1.1	1.2	0.1			
C10	52.8	54.1	1.3	45.5	46.3	0.8	94.9	95.7	0.8	88.9	88.9	0.0	2.4	2.7	0.3			
C11	49.7	50.2	0.5	45.6	46.0	0.4	95.0	95.4	0.4	84.8	84.8	0.0	1.6	1.7	0.1			
C12	50.4	50.9	0.5	45.9	46.3	0.4	95.3	95.7	0.4	87.1	87.1	0.0	1.7	1.9	0.2			
C13	50.7	51.2	0.5	46.4	46.8	0.4	95.8	96.2	0.4	87.9	87.9	0.0	1.8	2.0	0.2			
C14	50.5	50.9	0.4	45.3	45.7	0.4	94.7	95.0	0.3	83.4	83.4	0.0	1.6	1.7	0.1			
C15	51.3	51.8	0.5	47.2	47.6	0.4	96.5	97.0	0.5	91.1	91.1	0.0	1.9	2.1	0.2			
C16	55.8	56.5	0.7	50.9	51.5	0.6	100.3	100.8	0.5	89.0	89.0	0.0	6.3	7.0	0.7			
C17	53.6	54.1	0.5	50.2	50.7	0.5	99.5	100.0	0.5	88.0	88.0	0.0	4.6	5.1	0.5			
C18	51.4	51.8	0.4	46.4	46.7	0.3	95.7	96.1	0.4	86.7	86.7	0.0	2.7	2.9	0.2			
C19	51.7	51.9	0.2	49.2	49.3	0.1	98.5	98.7	0.2	92.1	92.1	0.0	3.9	4.1	0.2			
C2	49.1	49.3	0.2	46.1	46.3	0.2	95.5	95.7	0.2	95.8	95.8	0.0	1.8	1.9	0.1			
C20	42.9	43.2	0.3	41.1	41.4	0.3	90.5	90.8	0.3	82.8	82.8	0.0	0.7	0.8	0.1			
C21	46.6	47.0	0.4	42.7	43.1	0.4	92.1	92.5	0.4	87.7	87.7	0.0	0.9	1.0	0.1			
C22	46.4	46.8	0.4	43.8	44.1	0.3	93.2	93.5	0.3	89.7	89.7	0.0	1.0	1.0	0.0			
C23	38.5	38.8	0.3	33.1	33.3	0.2	82.4	82.7	0.3	79.7	79.7	0.0	0.0	0.0	0.0			
C24	45.6	45.9	0.3	42.8	43.2	0.4	92.2	92.5	0.3	88.0	88.0	0.0	0.9	1.0	0.1			
C25	53.2	53.5	0.3	50.7	50.9	0.2	100.1	100.2	0.1	97.7	97.7	0.0	5.3	5.5	0.2			
C26	45.7	46.0	0.3	42.8	43.1	0.3	92.1	92.5	0.4	88.0	88.0	0.0	0.9	1.0	0.1			
C27	38.4	38.6	0.2	32.1	32.3	0.2	81.5	81.6	0.1	76.7	76.7	0.0	0.0	0.0	0.0			
C28	44.0	44.4	0.4	41.3	41.6	0.3	90.7	91.0	0.3	86.1	86.1	0.0	0.9	1.0	0.1			
C29	47.2	47.6	0.4	44.7	45.0	0.3	94.1	94.4	0.3	93.1	93.1	0.0	1.0	1.1	0.1			
C3	51.9	52.1	0.2	49.5	49.7	0.2	98.9	99.1	0.2	95.3	95.3	0.0	4.0	4.1	0.1			
C30	47.9	48.2	0.3	41.2	41.5	0.3	90.6	90.9	0.3	81.7	81.7	0.0	0.9	1.0	0.1			
C31	45.7	46.3	0.6	41.9	42.3	0.4	91.3	91.7	0.4	84.8	84.8	0.0	1.1	1.2	0.1			
C32	46.1	46.2	0.1	39.7	40.0	0.3	89.0	89.3	0.3	82.7	82.7	0.0	0.5	0.5	0.0			
C33	43.1	43.3	0.2	34.6	34.9	0.3	84.0	84.2	0.2	75.6	75.6	0.0	0.1	0.1	0.0			
C34	40.8	41.0	0.2	32.5	32.8	0.3	81.9	82.2	0.3	73.0	73.0	0.0	0.0	0.0	0.0			
C35	40.9	41.0	0.1	32.5	32.8	0.3	81.9	82.2	0.3	73.0	73.0	0.0	0.0	0.0	0.0			
C36	41.0	41.1	0.1	32.6	32.9	0.3	82.0	82.3	0.3	73.1	73.1	0.0	0.0	0.0	0.0			
C37	44.7	46.4	1.7	35.9	37.3	1.4	85.3	86.7	1.4	80.5	80.5	0.0	0.2	0.3	0.1			
C38	47.2	49.1	1.9	38.5	40.0	1.5	87.9	89.4	1.5	81.0	81.0	0.0	0.4	0.5	0.1			
C39	47.1	49.0	1.9	38.6	40.0	1.4	87.9	89.4	1.5	81.0	81.0	0.0	0.4	0.5	0.1			
C4	52.9	53.1	0.2	50.5	50.6	0.1	99.8	100.0	0.2	97.5	97.5	0.0	4.8	5.0	0.2			
C40	43.2	44.4	1.2	35.0	35.8	0.8	84.4	85.2	0.8	77.1	77.1	0.0	0.2	0.2	0.0			
C41	38.2	38.3	0.1	30.9	31.0	0.1	80.3	80.4	0.1	76.1	76.1	0.0	0.0	0.0	0.0			
C42	46.8	47.1	0.3	44.8	45.1	0.3	94.2	94.5	0.3	87.8	87.8	0.0	1.4	1.5	0.1			
C43	46.1	46.4	0.3	44.7	45.0	0.3	94.1	94.4	0.3	86.8	86.8	0.0	1.4	1.5	0.1			
C44	46.2	46.6	0.4	44.6	45.0	0.4	94.0	94.4	0.4	87.9	87.9	0.0	1.4	1.5	0.1			
C45	40.9	41.2	0.3	38.2	38.5	0.3	87.5	87.9	0.4	79.7	79.7	0.0	0.5	0.5	0.0			
C46	43.9	45.3	1.4	37.2	38.0	0.8	86.6	87.4	0.8	83.9	83.9	0.0	0.3	0.4	0.1			
C47	44.0	45.4	1.4	37.3	38.1	0.8	86.6	87.4	0.8	83.9	83.9	0.0	0.3	0.3	0.0			
C48	44.8	46.2	1.4	38.0	38.8	0.8	87.4	88.2	0.8	85.4	85.4	0.0	0.3	0.4	0.1			
C49	45.1	46.4	1.3	38.7	39.5	0.8	88.1	88.9	0.8	86.4	86.4	0.0	0.5	0.6	0.1			
C5	53.5	53.8	0.3	50.8	51.0	0.2	100.2	100.4	0.2	97.0	97.0	0.0	5.8	6.1	0.3			
C50	43.2	44.6	1.4	36.6	37.4	0.8	85.9	86.8	0.9	83.2	83.2	0.0	0.3	0.3	0.0			

Table I-2 (continued)

NOISE SENSITIVE FACILITIES GRID POINT RESULTS
Rickenbacker International Airport

X Point	Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline		
	DNL	DNL	Change	LEQ	LEQ	Change	SEL	SEL	Change	LMAX	LMAX	Change	TA65	TA65	Change	TA65	TA65	Change
C51	43.4	44.8	1.4	36.8	37.6	0.8	86.1	87.0	0.9	83.3	83.3	0.0	0.3	0.4	0.1	0.3	0.4	0.1
C52	38.3	38.8	0.5	34.3	34.6	0.3	83.7	83.9	0.2	71.6	71.6	0.0	0.1	0.1	0.0	0.1	0.1	0.0
C53	43.1	44.4	1.3	36.4	37.2	0.8	85.8	86.6	0.8	82.5	82.5	0.0	0.3	0.3	0.0	0.3	0.3	0.0
C54	43.0	44.3	1.3	36.3	37.2	0.9	85.7	86.6	0.9	82.5	82.5	0.0	0.3	0.3	0.0	0.3	0.3	0.0
C55	43.6	44.1	0.5	39.5	39.8	0.3	88.9	89.2	0.3	77.9	77.9	0.0	0.7	0.8	0.1	0.7	0.8	0.1
C56	43.3	44.6	1.3	36.6	37.4	0.8	86.0	86.8	0.8	83.2	83.2	0.0	0.3	0.3	0.0	0.3	0.3	0.0
C6	48.6	49.2	0.6	47.8	48.3	0.5	97.2	97.7	0.5	88.0	88.0	0.0	2.9	3.2	0.3	2.9	3.2	0.3
C7	45.5	45.9	0.4	44.7	45.0	0.3	94.1	94.4	0.3	87.8	87.8	0.0	1.2	1.3	0.1	1.2	1.3	0.1
C8	53.0	53.7	0.7	46.6	47.0	0.4	96.0	96.4	0.4	95.6	95.6	0.0	3.3	3.8	0.5	3.3	3.8	0.5
C9	48.9	49.4	0.5	48.2	48.7	0.5	97.6	98.0	0.4	86.7	86.7	0.0	3.2	3.5	0.3	3.2	3.5	0.3
H1	26.9	27.0	0.1	19.4	19.5	0.1	68.8	68.9	0.1	59.4	59.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L1	44.8	45.2	0.4	42.4	42.8	0.4	91.8	92.2	0.4	87.5	87.5	0.0	0.7	0.7	0.0	0.7	0.7	0.0
L2	36.9	38.1	1.2	30.2	30.8	0.6	79.6	80.2	0.6	79.2	79.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L3	37.8	37.9	0.1	30.8	30.9	0.1	80.2	80.3	0.1	76.2	76.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L4	37.4	37.5	0.1	30.3	30.4	0.1	79.7	79.8	0.1	76.3	76.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L5	32.4	32.6	0.2	25.2	25.3	0.1	74.6	74.7	0.1	71.2	71.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
L6	32.5	32.7	0.2	25.3	25.4	0.1	74.7	74.8	0.1	71.4	71.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S1	44.4	44.6	0.2	42.4	42.7	0.3	91.8	92.1	0.3	88.6	88.6	0.0	0.6	0.6	0.0	0.6	0.6	0.0
S10	44.1	44.5	0.4	41.4	41.7	0.3	90.7	91.1	0.4	86.5	86.5	0.0	0.9	1.0	0.1	0.9	1.0	0.1
S11	44.1	44.4	0.3	35.8	36.1	0.3	85.2	85.5	0.3	74.7	74.7	0.0	0.2	0.2	0.0	0.2	0.2	0.0
S12	43.7	44.0	0.3	35.4	35.7	0.3	84.8	85.1	0.3	74.9	74.9	0.0	0.2	0.2	0.0	0.2	0.2	0.0
S13	40.4	40.8	0.4	38.3	38.7	0.4	87.7	88.0	0.3	88.0	88.0	0.0	0.2	0.3	0.1	0.2	0.3	0.1
S14	41.3	41.4	0.1	33.0	33.3	0.3	82.4	82.6	0.2	73.6	73.6	0.0	0.1	0.1	0.0	0.1	0.1	0.0
S15	34.9	35.1	0.2	27.6	27.7	0.1	77.0	77.1	0.1	71.0	71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S16	38.8	38.8	0.0	31.8	31.8	0.0	81.1	81.2	0.1	75.1	75.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S17	43.7	44.9	1.2	37.0	37.7	0.7	86.4	87.1	0.7	84.1	84.1	0.0	0.3	0.4	0.1	0.3	0.4	0.1
S18	43.8	45.1	1.3	37.0	37.8	0.8	86.4	87.2	0.8	83.5	83.5	0.0	0.3	0.4	0.1	0.3	0.4	0.1
S19	43.7	45.1	1.4	37.0	37.8	0.8	86.4	87.1	0.7	83.6	83.6	0.0	0.3	0.4	0.1	0.3	0.4	0.1
S2	56.3	56.6	0.3	52.6	52.8	0.2	102.0	102.2	0.2	95.3	95.3	0.0	6.9	7.3	0.4	6.9	7.3	0.4
S20	39.6	39.7	0.1	32.4	32.4	0.0	81.7	81.8	0.1	76.1	76.1	0.0	0.0	0.1	0.1	0.0	0.1	0.1
S21	38.8	38.8	0.0	31.7	31.7	0.0	81.0	81.1	0.1	75.4	75.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S22	30.5	30.7	0.2	23.9	24.1	0.2	73.3	73.4	0.1	67.8	67.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S23	37.7	37.8	0.1	30.5	30.6	0.1	79.9	79.9	0.0	74.4	74.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S24	30.3	30.6	0.3	23.6	23.7	0.1	73.0	73.1	0.1	64.6	64.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S25	48.6	48.8	0.2	47.2	47.4	0.2	96.6	96.8	0.2	84.9	84.9	0.0	2.5	2.6	0.1	2.5	2.6	0.1
S26	30.6	30.8	0.2	23.7	23.8	0.1	73.1	73.2	0.1	63.6	63.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S27	31.7	31.9	0.2	24.7	24.8	0.1	74.0	74.2	0.2	67.4	67.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S28	30.9	31.1	0.2	22.9	23.1	0.2	72.3	72.5	0.2	69.3	69.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S3	48.2	48.4	0.2	44.3	44.6	0.3	93.7	93.9	0.2	88.5	88.5	0.0	1.9	1.9	0.0	1.9	1.9	0.0
S30	35.5	35.5	0.0	28.0	28.0	0.0	77.4	77.4	0.0	73.0	73.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S31	32.8	32.8	0.0	25.2	25.2	0.0	74.5	74.6	0.1	72.9	72.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S32	33.2	33.2	0.0	25.5	25.5	0.0	74.8	74.9	0.1	74.3	74.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S33	31.9	31.9	0.0	24.3	24.4	0.1	73.7	73.7	0.0	72.8	72.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S34	30.4	30.5	0.1	22.7	22.7	0.0	72.1	72.1	0.0	68.9	68.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S35	30.1	30.2	0.1	22.3	22.3	0.0	71.7	71.7	0.0	66.9	66.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S36	30.1	30.2	0.1	22.3	22.3	0.0	71.7	71.7	0.0	66.4	66.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Table I-3
NOISE SENSITIVE FACILITIES GRID POINT RESULTS
Rickenbacker International Airport**

X Point	Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline		
	DNL	DNL	Change	LEQ	LEQ	Change	SEL	SEL	Change	LMAX	LMAX	Change	TA65	TA65	Change			
C1	46.1	46.9	0.8	40.8	41.4	0.6	90.2	90.8	0.6	88.5	88.5	0.0	1.1	1.2	0.1			
C10	52.8	54.1	1.3	45.5	46.3	0.8	94.9	95.7	0.8	88.9	88.9	0.0	2.4	2.7	0.3			
C11	49.7	50.2	0.5	45.6	46.0	0.4	95.0	95.4	0.4	84.8	84.8	0.0	1.6	1.7	0.1			
C12	50.4	50.9	0.5	45.9	46.3	0.4	95.3	95.7	0.4	87.1	87.1	0.0	1.7	1.9	0.2			
C13	50.7	51.2	0.5	46.4	46.8	0.4	95.8	96.2	0.4	87.9	87.9	0.0	1.8	2.0	0.2			
C14	50.5	50.9	0.4	45.3	45.7	0.4	94.7	95.0	0.3	83.4	83.4	0.0	1.6	1.7	0.1			
C15	51.3	51.8	0.5	47.2	47.6	0.4	96.5	97.0	0.5	91.1	91.1	0.0	1.9	2.1	0.2			
C16	55.8	56.5	0.7	50.9	51.5	0.6	100.3	100.8	0.5	89.0	89.0	0.0	6.3	7.0	0.7			
C17	53.6	54.1	0.5	50.2	50.7	0.5	99.5	100.0	0.5	88.0	88.0	0.0	4.6	5.1	0.5			
C18	51.4	51.8	0.4	46.4	46.7	0.3	95.7	96.1	0.4	86.7	86.7	0.0	2.7	2.9	0.2			
C19	51.7	51.9	0.2	49.2	49.3	0.1	98.5	98.7	0.2	92.1	92.1	0.0	3.9	4.1	0.2			
C2	49.1	49.3	0.2	46.1	46.3	0.2	95.5	95.7	0.2	95.8	95.8	0.0	1.8	1.9	0.1			
C20	42.9	43.2	0.3	41.1	41.4	0.3	90.5	90.8	0.3	82.8	82.8	0.0	0.7	0.8	0.1			
C21	46.6	47.0	0.4	42.7	43.1	0.4	92.1	92.5	0.4	87.7	87.7	0.0	0.9	1.0	0.1			
C22	46.4	46.8	0.4	43.8	44.1	0.3	93.2	93.5	0.3	89.7	89.7	0.0	1.0	1.0	0.0			
C23	38.5	38.8	0.3	33.1	33.3	0.2	82.4	82.7	0.3	79.7	79.7	0.0	0.0	0.0	0.0			
C24	45.6	45.9	0.3	42.8	43.2	0.4	92.2	92.5	0.3	88.0	88.0	0.0	0.9	1.0	0.1			
C25	53.2	53.5	0.3	50.7	50.9	0.2	100.1	100.2	0.1	97.7	97.7	0.0	5.3	5.5	0.2			
C26	45.7	46.0	0.3	42.8	43.1	0.3	92.1	92.5	0.4	88.0	88.0	0.0	0.9	1.0	0.1			
C27	38.4	38.6	0.2	32.1	32.3	0.2	81.5	81.6	0.1	76.7	76.7	0.0	0.0	0.0	0.0			
C28	44.0	44.4	0.4	41.3	41.6	0.3	90.7	91.0	0.3	86.1	86.1	0.0	0.9	1.0	0.1			
C29	47.2	47.6	0.4	44.7	45.0	0.3	94.1	94.4	0.3	93.1	93.1	0.0	1.0	1.1	0.1			
C3	51.9	52.1	0.2	49.5	49.7	0.2	98.9	99.1	0.2	95.3	95.3	0.0	4.0	4.1	0.1			
C30	47.9	48.2	0.3	41.2	41.5	0.3	90.6	90.9	0.3	81.7	81.7	0.0	0.9	1.0	0.1			
C31	45.7	46.3	0.6	41.9	42.3	0.4	91.3	91.7	0.4	84.8	84.8	0.0	1.1	1.2	0.1			
C32	46.1	46.2	0.1	39.7	40.0	0.3	89.0	89.3	0.3	82.7	82.7	0.0	0.5	0.5	0.0			
C33	43.1	43.3	0.2	34.6	34.9	0.3	84.0	84.2	0.2	75.6	75.6	0.0	0.1	0.1	0.0			
C34	40.8	41.0	0.2	32.5	32.8	0.3	81.9	82.2	0.3	73.0	73.0	0.0	0.0	0.0	0.0			
C35	40.9	41.0	0.1	32.5	32.8	0.3	81.9	82.2	0.3	73.0	73.0	0.0	0.0	0.0	0.0			
C36	41.0	41.1	0.1	32.6	32.9	0.3	82.0	82.3	0.3	73.1	73.1	0.0	0.0	0.0	0.0			
C37	44.7	46.4	1.7	35.9	37.3	1.4	85.3	86.7	1.4	80.5	80.5	0.0	0.2	0.3	0.1			
C38	47.2	49.1	1.9	38.5	40.0	1.5	87.9	89.4	1.5	81.0	81.0	0.0	0.4	0.5	0.1			
C39	47.1	49.0	1.9	38.6	40.0	1.4	87.9	89.4	1.5	81.0	81.0	0.0	0.4	0.5	0.1			
C4	52.9	53.1	0.2	50.5	50.6	0.1	99.8	100.0	0.2	97.5	97.5	0.0	4.8	5.0	0.2			
C40	43.2	44.4	1.2	35.0	35.8	0.8	84.4	85.2	0.8	77.1	77.1	0.0	0.2	0.2	0.0			
C41	38.2	38.3	0.1	30.9	31.0	0.1	80.3	80.4	0.1	76.1	76.1	0.0	0.0	0.0	0.0			
C42	46.8	47.1	0.3	44.8	45.1	0.3	94.2	94.5	0.3	87.8	87.8	0.0	1.4	1.5	0.1			
C43	46.1	46.4	0.3	44.7	45.0	0.3	94.1	94.4	0.3	86.8	86.8	0.0	1.4	1.5	0.1			
C44	46.2	46.6	0.4	44.6	45.0	0.4	94.0	94.4	0.4	87.9	87.9	0.0	1.4	1.5	0.1			
C45	40.9	41.2	0.3	38.2	38.5	0.3	87.5	87.9	0.4	79.7	79.7	0.0	0.5	0.5	0.0			
C46	43.9	45.3	1.4	37.2	38.0	0.8	86.6	87.4	0.8	83.9	83.9	0.0	0.3	0.4	0.1			
C47	44.0	45.4	1.4	37.3	38.1	0.8	86.6	87.4	0.8	83.9	83.9	0.0	0.3	0.3	0.0			
C48	44.8	46.2	1.4	38.0	38.8	0.8	87.4	88.2	0.8	85.4	85.4	0.0	0.3	0.4	0.1			
C49	45.1	46.4	1.3	38.7	39.5	0.8	88.1	88.9	0.8	86.4	86.4	0.0	0.5	0.6	0.1			
C5	53.5	53.8	0.3	50.8	51.0	0.2	100.2	100.4	0.2	97.0	97.0	0.0	5.8	6.1	0.3			
C50	43.2	44.6	1.4	36.6	37.4	0.8	85.9	86.8	0.9	83.2	83.2	0.0	0.3	0.3	0.0			

Table I-3 (continued)

NOISE SENSITIVE FACILITIES GRID POINT RESULTS
Rickenbacker International Airport

X Point	Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline			Existing (2006) Baseline			Future (2011) Baseline		
	DNL	DNL	Change	LEQ	LEQ	Change	SEL	SEL	Change	LMAX	LMAX	Change	TA65	TA65	Change			
C51	43.4	44.8	1.4	36.8	37.6	0.8	86.1	87.0	0.9	83.3	83.3	0.0	0.3	0.4	0.1			
C52	38.3	38.8	0.5	34.3	34.6	0.3	83.7	83.9	0.2	71.6	71.6	0.0	0.1	0.1	0.0			
C53	43.1	44.4	1.3	36.4	37.2	0.8	85.8	86.6	0.8	82.5	82.5	0.0	0.3	0.3	0.0			
C54	43.0	44.3	1.3	36.3	37.2	0.9	85.7	86.6	0.9	82.5	82.5	0.0	0.3	0.3	0.0			
C55	43.6	44.1	0.5	39.5	39.8	0.3	88.9	89.2	0.3	77.9	77.9	0.0	0.7	0.8	0.1			
C56	43.3	44.6	1.3	36.6	37.4	0.8	86.0	86.8	0.8	83.2	83.2	0.0	0.3	0.3	0.0			
C6	48.6	49.2	0.6	47.8	48.3	0.5	97.2	97.7	0.5	88.0	88.0	0.0	2.9	3.2	0.3			
C7	45.5	45.9	0.4	44.7	45.0	0.3	94.1	94.4	0.3	87.8	87.8	0.0	1.2	1.3	0.1			
C8	53.0	53.7	0.7	46.6	47.0	0.4	96.0	96.4	0.4	95.6	95.6	0.0	3.3	3.8	0.5			
C9	48.9	49.4	0.5	48.2	48.7	0.5	97.6	98.0	0.4	86.7	86.7	0.0	3.2	3.5	0.3			
H1	26.9	27.0	0.1	19.4	19.5	0.1	68.8	68.9	0.1	59.4	59.4	0.0	0.0	0.0	0.0			
L1	44.8	45.2	0.4	42.4	42.8	0.4	91.8	92.2	0.4	87.5	87.5	0.0	0.7	0.7	0.0			
L2	36.9	38.1	1.2	30.2	30.8	0.6	79.6	80.2	0.6	79.2	79.2	0.0	0.0	0.0	0.0			
L3	37.8	37.9	0.1	30.8	30.9	0.1	80.2	80.3	0.1	76.2	76.2	0.0	0.0	0.0	0.0			
L4	37.4	37.5	0.1	30.3	30.4	0.1	79.7	79.8	0.1	76.3	76.3	0.0	0.0	0.0	0.0			
L5	32.4	32.6	0.2	25.2	25.3	0.1	74.6	74.7	0.1	71.2	71.2	0.0	0.0	0.0	0.0			
L6	32.5	32.7	0.2	25.3	25.4	0.1	74.7	74.8	0.1	71.4	71.4	0.0	0.0	0.0	0.0			
S1	44.4	44.6	0.2	42.4	42.7	0.3	91.8	92.1	0.3	88.6	88.6	0.0	0.6	0.6	0.0			
S10	44.1	44.5	0.4	41.4	41.7	0.3	90.7	91.1	0.4	86.5	86.5	0.0	0.9	1.0	0.1			
S11	44.1	44.4	0.3	35.8	36.1	0.3	85.2	85.5	0.3	74.7	74.7	0.0	0.2	0.2	0.0			
S12	43.7	44.0	0.3	35.4	35.7	0.3	84.8	85.1	0.3	74.9	74.9	0.0	0.2	0.2	0.0			
S13	40.4	40.8	0.4	38.3	38.7	0.4	87.7	88.0	0.3	88.0	88.0	0.0	0.2	0.3	0.1			
S14	41.3	41.4	0.1	33.0	33.3	0.3	82.4	82.6	0.2	73.6	73.6	0.0	0.1	0.1	0.0			
S15	34.9	35.1	0.2	27.6	27.7	0.1	77.0	77.1	0.1	71.0	71.0	0.0	0.0	0.0	0.0			
S16	38.8	38.8	0.0	31.8	31.8	0.0	81.1	81.2	0.1	75.1	75.1	0.0	0.0	0.0	0.0			
S17	43.7	44.9	1.2	37.0	37.7	0.7	86.4	87.1	0.7	84.1	84.1	0.0	0.3	0.4	0.1			
S18	43.8	45.1	1.3	37.0	37.8	0.8	86.4	87.2	0.8	83.5	83.5	0.0	0.3	0.4	0.1			
S19	43.7	45.1	1.4	37.0	37.8	0.8	86.4	87.1	0.7	83.6	83.6	0.0	0.3	0.4	0.1			
S2	56.3	56.6	0.3	52.6	52.8	0.2	102.0	102.2	0.2	95.3	95.3	0.0	6.9	7.3	0.4			
S20	39.6	39.7	0.1	32.4	32.4	0.0	81.7	81.8	0.1	76.1	76.1	0.0	0.0	0.1	0.1			
S21	38.8	38.8	0.0	31.7	31.7	0.0	81.0	81.1	0.1	75.4	75.4	0.0	0.0	0.0	0.0			
S22	30.5	30.7	0.2	23.9	24.1	0.2	73.3	73.4	0.1	67.8	67.8	0.0	0.0	0.0	0.0			
S23	37.7	37.8	0.1	30.5	30.6	0.1	79.9	79.9	0.0	74.4	74.4	0.0	0.0	0.0	0.0			
S24	30.3	30.6	0.3	23.6	23.7	0.1	73.0	73.1	0.1	64.6	64.6	0.0	0.0	0.0	0.0			
S25	48.6	48.8	0.2	47.2	47.4	0.2	96.6	96.8	0.2	84.9	84.9	0.0	2.5	2.6	0.1			
S26	30.6	30.8	0.2	23.7	23.8	0.1	73.1	73.2	0.1	63.6	63.6	0.0	0.0	0.0	0.0			
S27	31.7	31.9	0.2	24.7	24.8	0.1	74.0	74.2	0.2	67.4	67.4	0.0	0.0	0.0	0.0			
S28	30.9	31.1	0.2	22.9	23.1	0.2	72.3	72.5	0.2	69.3	69.3	0.0	0.0	0.0	0.0			
S3	48.2	48.4	0.2	44.3	44.6	0.3	93.7	93.9	0.2	88.5	88.5	0.0	1.9	1.9	0.0			
S30	35.5	35.5	0.0	28.0	28.0	0.0	77.4	77.4	0.0	73.0	73.0	0.0	0.0	0.0	0.0			
S31	32.8	32.8	0.0	25.2	25.2	0.0	74.5	74.6	0.1	72.9	72.9	0.0	0.0	0.0	0.0			
S32	33.2	33.2	0.0	25.5	25.5	0.0	74.8	74.9	0.1	74.3	74.3	0.0	0.0	0.0	0.0			
S33	31.9	31.9	0.0	24.3	24.4	0.1	73.7	73.7	0.0	72.8	72.8	0.0	0.0	0.0	0.0			
S34	30.4	30.5	0.1	22.7	22.7	0.0	72.1	72.1	0.0	68.9	68.9	0.0	0.0	0.0	0.0			
S35	30.1	30.2	0.1	22.3	22.3	0.0	71.7	71.7	0.0	66.9	66.9	0.0	0.0	0.0	0.0			
S36	30.1	30.2	0.1	22.3	22.3	0.0	71.7	71.7	0.0	66.4	66.4	0.0	0.0	0.0	0.0			

APPENDIX J FORECAST

This appendix provides the final forecast for Rickenbacker International Airport and the forecast approval letter received on October 2, 2006 from the Federal Aviation Administration.

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Aviation Activity Forecast Rickenbacker International Airport

**Prepared by
Landrum & Brown**

**Final
May 2006**

Aviation Activity Forecast

The purpose of this document is to provide an update to the aviation activity forecast for Rickenbacker International Airport (LCK or Airport). This forecast represents projected unconstrained demand. Any potential future limitations in airspace, airfield, or terminal capacities are not taken into account. It is further assumed that future growth in traffic at the Airport will not be unduly constrained by lack of availability of aviation fuel or unusual jet fuel price increases, limitations in the capacity of the air traffic control system, or the re-regulation of airlines. The forecast will be used in the current FAR Part 150 Study to model the future noise contours at the Airport.

I. Identification of the Air Trade Area

The prime geographic region served by an airport is generally referred to as an "air trade area." For purposes of this report, the Rickenbacker Air Trade Area is defined as the Columbus, Ohio Metropolitan Statistical Area (MSA). The MSA is the most common definition of the greater Columbus area and is, therefore, used in this report. It is recognized that demand for air service from outside the MSA will use the Columbus airports, but the majority of air demand for service originates from within the MSA because that is where the majority of the population and businesses in central Ohio reside. Six counties comprise the Columbus MSA. These are listed in **Table 1** with their 2000 final Census population:

TABLE 1		
MSA Population by County		
<u>County</u>	<u>2000 Population</u>	<u>Percent Share</u>
Franklin	1,068,978	69.4
Licking	145,491	9.4
Fairfield	122,759	8.0
Delaware	109,989	7.1
Pickaway	52,727	3.4
Madison	<u>40,213</u>	<u>2.6</u>
TOTAL	1,540,157	100.0

Source: U.S. Department of Commerce, Bureau of the Census.

As shown in the table, approximately 70 percent of the MSA's population resides in Franklin County; thus, it is the core of the Air Trade Area.

Ohio has seven commercial passenger service airports, although Youngstown has temporarily lost its passenger service. Each of these seven airports serves a distinct concentration of population surrounding Ohio's seven

largest cities. If a 25-mile radius were drawn around each of the state's commercial airports, the majority of that region's population would be contained within that circle.

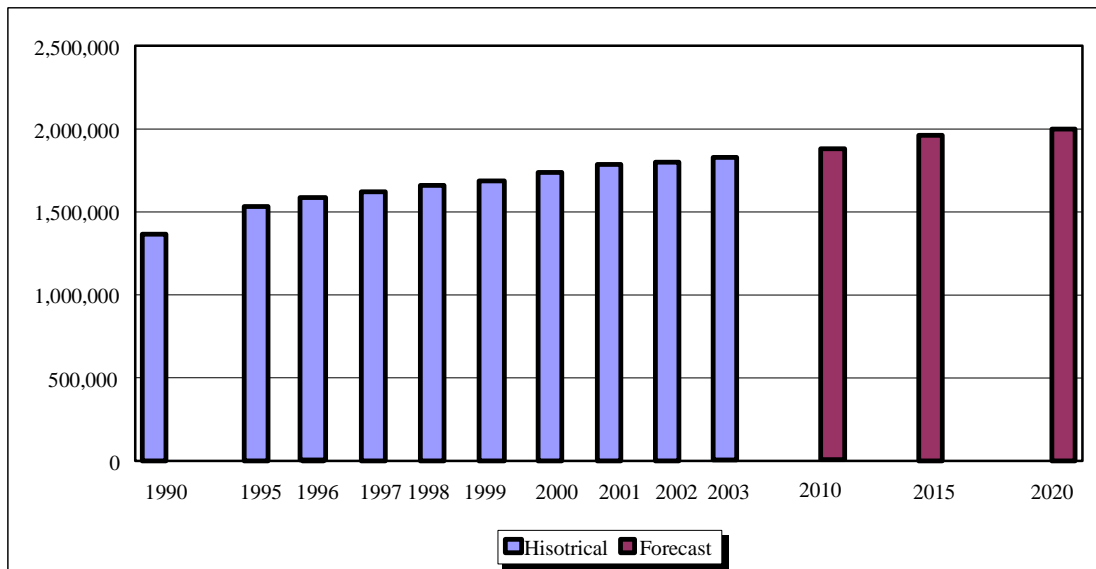
Within the MSA there are two commercial airports – Port Columbus International Airport (CMH) and Rickenbacker International Airport (LCK). CMH serves the traditional passenger airline and corporate demand for the MSA and LCK serves the cargo, military, and limited charter demand. Smaller airports within the MSA also serve general aviation and corporate needs.

Population

Historical and forecast population for the Air Trade Area, Ohio and the United States is shown on **Table 2**. The Columbus MSA has grown faster than the rest of Ohio over the past ten years and slightly more than the U.S.; this same general trend is expected to continue over the next twenty years, based on the estimates of Woods & Economics, Inc., an independent demographic forecasting firm. This historical and projected growth is significant because few other metropolitan areas in Ohio expect to see above-average population growth over the next twenty years.

**RICKENBACKER INTERNATIONAL AIRPORT
FINAL FORECAST**

**Table 2
Rickenbacker Air Trade Area
Population**



<u>Year</u>	<u>Rickenbacker Air Trade Area</u>	<u>Ohio</u>	<u>U.S.</u>
1990	1,411,070	10,864,160	249,622,810
1995	1,518,670	11,202,750	266,278,390
1996	1,531,610	11,242,830	269,394,280
1997	1,551,210	11,277,360	272,646,930
1998	1,574,660	11,311,540	275,854,100
1999	1,596,010	11,335,450	279,040,170
2000	1,619,030	11,363,340	282,177,840
2001	1,639,730	11,385,830	285,093,870
2002	1,655,940	11,408,700	287,974,000
2003	1,674,590	11,435,800	290,810,790
2004	1,694,720	11,468,820	293,545,240
2005	1,715,950	11,509,580	296,468,310
2006	1,736,380	11,545,190	299,256,940
2007	1,757,770	11,587,540	302,217,610
2010	1,821,530	11,712,380	311,034,650
2015	1,932,000	11,949,820	326,491,560
2020	2,045,930	12,208,200	342,544,200

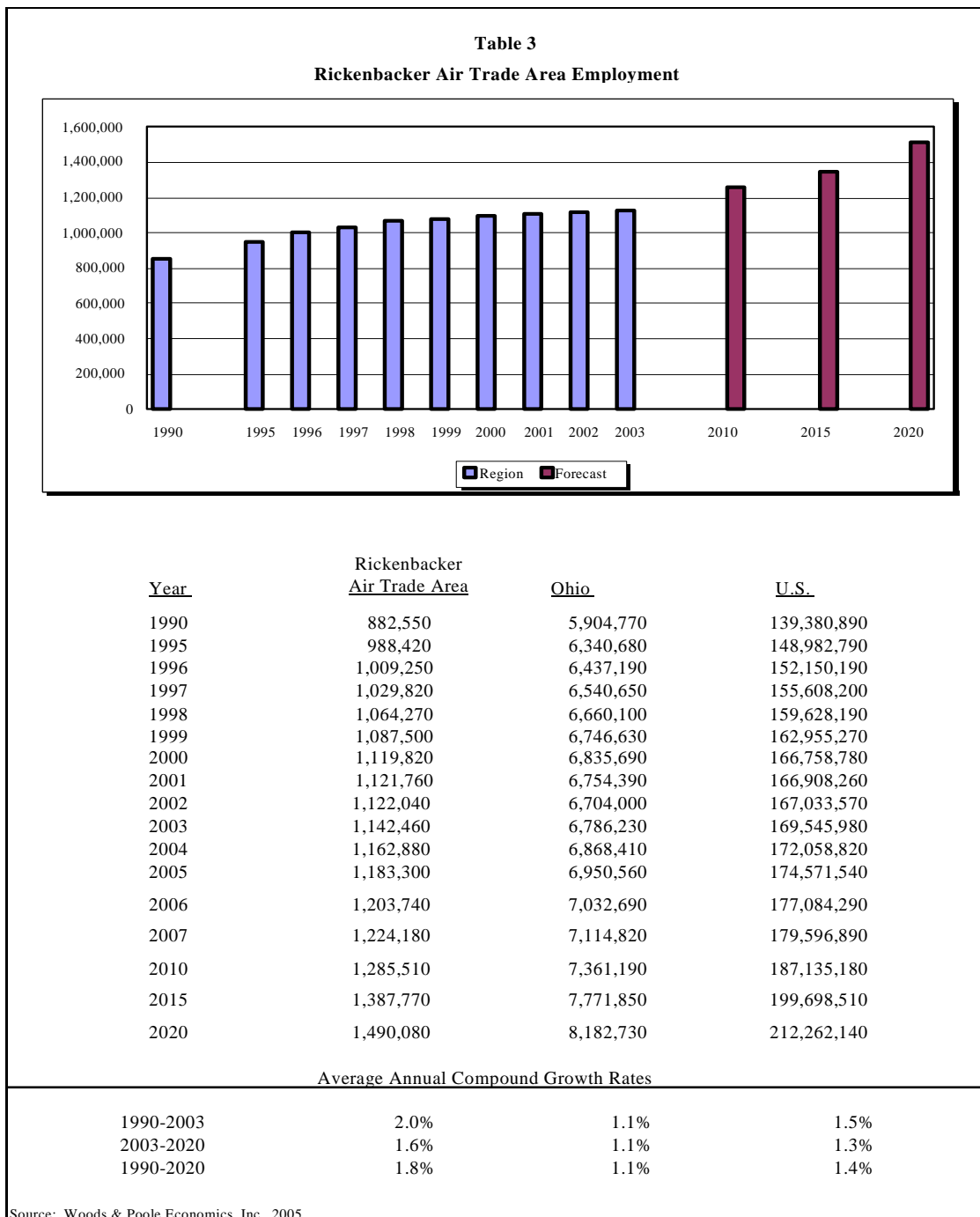
Average Annual Compound Growth Rates

1990-2003	1.3%	0.4%	1.2%
2003-2020	1.2%	0.4%	1.0%
1990-2020	1.2%	0.4%	1.1%

Source: Woods & Poole Economics, Inc., 2005

Employment

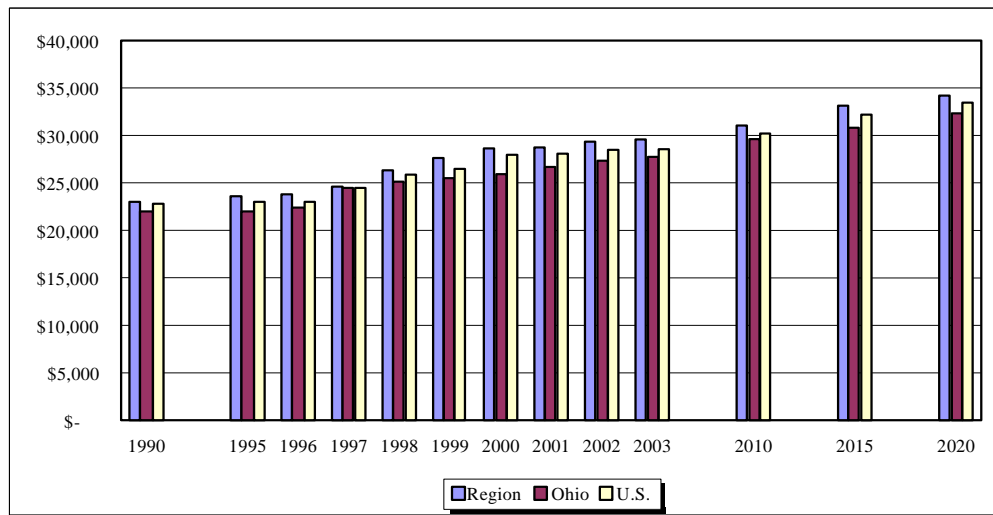
Employment growth in the Rickenbacker Air Trade Area is also expected to out-pace Ohio and the U.S. over the next twenty years. These projections are shown on **Table 3**. Over the past ten years, employment growth in Columbus was 2.2 percent on an average annual basis versus 1.5 percent in Ohio and 1.7 percent in the U.S. While this employment growth rate is expected to slow over the next twenty years, the growth rate in the Rickenbacker Air Trade Area remains ahead of the anticipated Ohio and U.S. growth rates.



Per Capita Personal Income

On a per capita basis, personal income in the Rickenbacker Air Trade Area is currently slightly higher than Ohio and U.S. For the future, the per capita personal income for both Ohio and the U.S. is expected to increase at a faster rate than Columbus as shown on **Table 4**. The expected result is that by 2022 the averages of the Air Trade Area, the state of Ohio and the U.S. will be similar.

**Table 4
Per Capita Personal Income**



Year	Rickenbacker Air Trade Area	Ohio	U.S.
1990	\$ 22,676	\$ 21,782	\$ 22,634
1995	\$ 24,262	\$ 22,979	\$ 23,573
1996	\$ 24,568	\$ 23,322	\$ 24,175
1997	\$ 25,701	\$ 24,247	\$ 24,914
1998	\$ 26,915	\$ 25,358	\$ 26,202
1999	\$ 27,660	\$ 25,751	\$ 26,786
2000	\$ 28,757	\$ 26,388	\$ 27,921
2001	\$ 28,734	\$ 26,230	\$ 27,971
2002	\$ 28,948	\$ 26,375	\$ 27,921
2003	\$ 29,373	\$ 26,806	\$ 28,244
2004	\$ 29,702	\$ 27,152	\$ 28,571
2005	\$ 29,986	\$ 27,465	\$ 28,862
2006	\$ 30,306	\$ 27,808	\$ 29,182
2007	\$ 30,607	\$ 28,137	\$ 29,487
2010	\$ 31,555	\$ 29,166	\$ 30,447
2015	\$ 33,196	\$ 30,935	\$ 32,109
2020	\$ 34,964	\$ 32,816	\$ 33,901
Average Annual Compound Growth Rates			
1990-2003	2.0%	1.6%	1.7%
2003-2020	1.0%	1.2%	1.1%
1990-2020	1.5%	1.4%	1.4%

Note: Per Capita Personal Income is presented in 1996 dollars.
Source: Woods & Poole Economics, Inc., 2005

Other Local Economic Indicators

Since 1999, the Air Trade Area went through a period when its population and economic growth were stronger than most other major cities in Ohio and the Midwest. This occurred because the Air Trade Area had the benefit of state government expansion and the growth of certain high technology and service industries such as insurance and retailing. The Air Trade Area also benefited because it is less dependent upon the traditional "smokestack" industries, unlike most other Midwest cities. Good interstate highways, available labor, rail access and other factors led regional distribution centers to the Air Trade Area.

In addition to large state government and insurance employers, the Air Trade Area has benefited from the establishment of the Honda manufacturing and assembly complex northwest of the Rickenbacker MSA in Union and Logan counties. Although the population of Union County (which is adjacent to Franklin County) was 40,909 in 2000, many of the Honda employees live or shop in the MSA. Union and Delaware counties were the two of fastest growing in Ohio in the 1990-2000 period.

Major corporations based in the Air Trade Area include:

- JP Morgan Chase & Co.
- Nationwide Insurance
- Ohio Health
- The Limited
- Wal-mart Stores
- Mount Carmel
- The Kroger Co.
- Wendy's International
- American Electric Power

The presence of these major corporations, together with the support and ancillary services they require, translate into a positive impact for travel and economic growth in the Air Trade Area.

Conventions, tourism and other influences are important to the local economy. For example, the academic and research activity at The Ohio State University (OSU) attracts air passengers, creates the need for cargo shipping, and helped create the climate for high-tech, start-up industries. OSU has more than 50,000 students at its Columbus campus, which ranks it third (to the Arizona State University, Tempe and the University of Minnesota, Twin Cities) in college student enrollment at one campus. Total employees at the OSU exceed 32,000 which equates to approximately 24,000 full-time equivalent positions. This makes OSU the largest single source of employment in the MSA.

II. Enplanements

Historical Enplaned Passengers

Prior to 2003, commercial passenger service at Rickenbacker did not exist. However, based on the TAF a small number of passengers used the terminal. In July of 2003 Southeast Airlines began passenger service with Hooters Air and FunJet Vacations starting shortly after in December and February, respectively. Since then, several other charter airlines have begun and ceased operations at the airport such as Laker Airways. USA 3000 operated out of LCK temporarily while the renovations of the Federal Inspection Services (FIS) at Port Columbus International Airport were being completed. Pan Am Clipper Connection provided service at LCK for a brief period from June to September 2005. The historical passenger enplanements are shown in **Table 5**.

**Table 5
HISTORICAL ENPLANEMENTS
Rickenbacker International Airport**

<u>YEAR</u>	<u>TOTAL ENPLANEMENTS</u>
2001	197
2002	756
2003	3,715
2004	67,644

Source: Rickenbacker International Airport Passenger Report, Columbus Regional Airport Authority, 2005

Methodology

Numerous factors influence the level and character of aviation demand in the Rickenbacker Air Trade Area. These factors are the result of global, national, and regional trends encompassing social, economic, political, environmental, industry, and other events and circumstances. This section utilizes the economic base data as well as subsequent aviation and other assumptions to develop mathematical projections of passenger traffic demand. The forecasts are based on positive assumptions of the local and national economies and of the continuation of pro-competitive airline business trends. This includes the expected growth in the population and economy of the Air Trade Area. It is also assumed that competitive airline fares and service levels between the Airport and current origin-destination markets will continue. Accordingly, the forecasts were based on these factors, as well as recent and potential developments in the national economy and air transport industry.

It is further assumed that future growth in airline traffic at the Airport will not be constrained by the availability of aviation fuel or unusual jet fuel price hikes, limitations in the capacity of the air traffic control system or

restrictions on growth or airline service flexibility. In particular, it was assumed that, over the forecast period:

- The Airport is currently served by charter airlines and this service will continue.
- The forecasts of local and national economic growth contained in this report become reality.
- Air fares do not increase substantially faster than the national inflation rate and air fares on O&D through the Airport remain competitive with fares through other competing airports and hubs.

Forecast

Based on the small sample of historical data and discussions with the Airport, it is assumed enplaned passengers will have a modest growth rate. Total enplanements are forecasted to grow at an average annual rate of 1 percent between 2005 and 2022. **Table 6** presents the updated enplaned passenger forecast compared to the FAA's 2004 Terminal Area Forecast (TAF). In the initial period through 2006, the average annual growth rate 1.0 percent per annum. In the medium and long term (2011 to 2022), enplanements are projected to increase at 1.0 percent per annum. The 2004 TAF projects no growth for both the short-term and long-term.

The FAA encourages airport sponsors to develop local forecasts because these usually consider trends at the airport and in the surrounding community. At the same time, these local forecasts should be consistent with the current TAF in order to be used for planning and environmental studies. The FAA requires forecasts to be consistent with the TAF by less than 10 percent in the first 5 years.¹ The 2004 TAF enplanement forecast for the first 5 years is considerably higher than the enplanements forecast. Historical data collected for this forecast does not suggest the high numbers the TAF is showing and suggest the TAF should be updated to reflect current and historical conditions at the airport.

¹ FAA Memorandum, *Review and Approval of Aviation Forecast*, December 23, 2004.

**Table 6
ENPLANEMENTS FORECAST
Rickenbacker International Airport**

	<u>YEAR</u>	<u>TOTAL ENPLANEMENTS</u>	<u>2004 TAF ENPLANEMENTS</u>	
Actual	2001	197	197	
	2002	756	756	
	2003	3,715	3,715	
	2004	67,644	85,837*	
Forecast	2005	34,188	85,837	
	2006	34,530	85,837	
	2007	34,875	85,837	
	2009	35,224	85,837	
	2010	35,576	85,837	
	2011	35,932	85,837	
	2012	36,291	85,837	
	2013	36,654	85,837	
	2014	37,021	85,837	
	2015	37,391	85,837	
	2016	38,143	85,837	
	2017	38,524	85,837	
	2018	38,909	85,837	
	2019	39,298	85,837	
	2020	39,691	85,837	
	2021	40,088	85,837	
	2022	40,489	85,837	
	<u>Average Annual Growth Rate</u>			
		2005-2006	1.0%	0.0%
	2006-2011	1.0%	0.0%	
	2011-2016	1.0%	0.0%	
	2016-2022	1.0%	0.0%	
	2005-2022	1.0%	0.0%	

* indicates the forecasted enplanements from the 2004 Terminal Area Forecast.

Source: Rickenbacker International Airport Passenger Report, Columbus Regional Airport Authority, 2005, FAA Terminal Area Forecast, 2004

III. Aircraft Operations Forecast

Passenger Operations

Methodology

The creation of a fleet mix forecast was based on an examination of the existing fleet mix and developing assumptions regarding future airline equipment decisions. There were three steps to this fleet mix forecasting process. First, familiarization with the current year fleet mix was required to better understand the roles of the airlines that operate at the Airport. Who are the carriers, what markets are served and at what frequencies? Secondly, what role does the Airport play in the National Aviation System and what influence, if any, do any destination or competing airports play? And finally, an airline-by-airline fleet order review was completed in order to better predict what aircraft types in the current Airport fleet will likely be replaced and when.

The actual 2004 fleet mix was used as the baseline because it reflects the most current available. This data was sorted by aircraft type. The aircraft types were then summed and converted into total daily operating percentages by aircraft type. This output showed the percentage of each type that operated at the Airport on an average daily basis regardless of the airline. The fleet mix at the Airport has historically not varied significantly throughout the year; therefore, these daily operating equipment types give a good indication of what the annual fleet mix would be for that current year. The fleet mix was re-evaluated and validated in early 2005 after various airline flight cutbacks, flight additions, bankruptcies and other issues involving air service.

Forecast

The passenger aircraft operations are calculated based upon the forecast enplaned passengers and the projected enplanements per departure. The projected enplanements per departure is the product of the assumed average seats per departure (ASPD) and the average load factor. The ASPD represents the airport-wide average of the seating capacity (gauge) of the passenger aircraft serving the Airport. An airline's fleet is the combination of different aircraft types chosen by an airline to serve their markets. An airport fleet mix refers to the different and varying types of aircraft that serve that airport on a daily basis. A fleet mix forecast enables airports to plan for the different types of aircraft that will be serving their airport throughout the forecast horizon. For the purpose of this analysis, the forecast horizon is 2022. The fleet mix forecast includes not only current aircraft types, but also future types that may have different engines,

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wingspans, fuselage lengths or other characteristics. This data is important when conducting planning studies.

After careful analysis and consideration, the fleet mix forecast percentages by aircraft type were developed for the five-year forecast intervals of 2006, 2011, and 2022 based on the 2004 fleet mix, as shown in **Table 7**.

**Table 7
FORECAST FLEET MIX
Rickenbacker International Airport**

Aircraft	Percent of Operations		
	2006	2011	2022
<u>Passenger</u>			
Boeing 737-300	<u>2%</u>	<u>3%</u>	<u>3%</u>
Total	2%	3%	3%
<u>Cargo</u>			
Airbus 300	1%	1%	1%
Boeing 727-200	1%	1%	1%
Boeing 747-20B	1%	1%	1%
DC8	1%	1%	1%
DC-10-10/MD11	2%	2%	2%
Tubo Prop	2%	2%	2%
Single Engine Prop	<u>2%</u>	<u>2%</u>	<u>2%</u>
Total	10%	11%	11%
<u>AirNet</u>			
Baron 58, Piper			
Navajo	17%	17%	17%
Cessna 208	5%	5%	5%
Learjet 35	<u>20%</u>	<u>20%</u>	<u>21%</u>
Total	43%	42%	43%
<u>General Aviation</u>			
Business Jet	5%	5%	5%
Turbo Prop	6%	6%	6%
Single Engine Prop	<u>8%</u>	<u>8%</u>	<u>9%</u>
Total	19%	20%	20%
<u>Military</u>			
Helicopter	2%	2%	2%
C130	1%	1%	1%
KC135	<u>22%</u>	<u>22%</u>	<u>20%</u>
Total	25%	25%	23%
Grand Total	100%	100%	100%

Cargo Operations

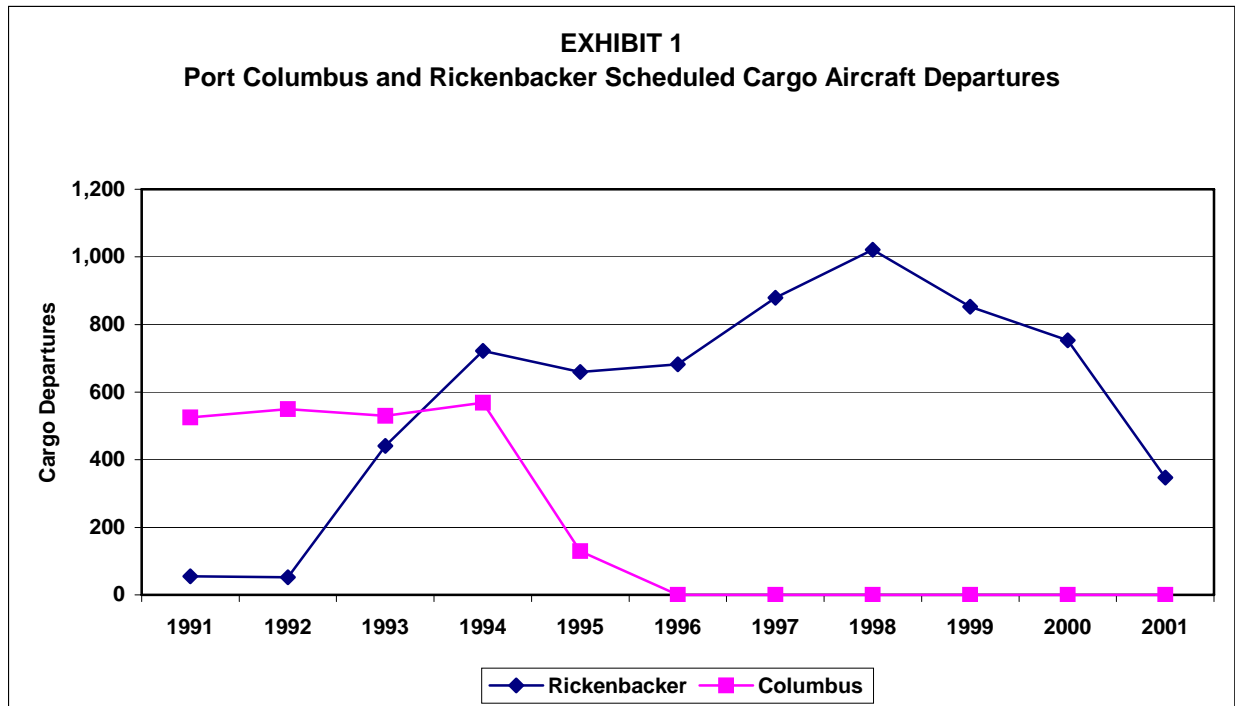
Methodology

In recent years, worldwide demand for air cargo services has increased dramatically. This growth of air cargo demand has been largely driven by the integrated carriers led by FedEx and United Parcel Service (UPS). As in the previous enplanement and operations forecasts, past activity, coupled with industry projections, forms the basis for the projections of future activity.

The air cargo forecast for the Airport is influenced by the relocation, in recent years, of most of the Air Trade Area's all-cargo flights from Port Columbus to Rickenbacker.

Air cargo is defined as the total air mail and freight. The air cargo is carried by combination passenger-cargo carriers such as Delta and United and scheduled all-cargo carriers such as UPS and FedEx. In addition, non-scheduled cargo flights supply items as diverse as blood plasma and auto parts.

After 1994, most cargo carriers serving Port Columbus transferred to Rickenbacker including UPS. Rickenbacker's annual scheduled cargo operations grew from 55 departures in 1991 to 441 in 1993 and 1,021 in 1998 representing a 51.8 percent average annual compound growth rate in movements. Some of the large tenants that currently serve Rickenbacker include FedEx, UPS, Polar Air Cargo, Kalitta Air, and Evergreen International Airlines. Despite a rapid increase in scheduled commercial air cargo aircraft movements from 1993 until 1998, Rickenbacker Airport was not exempt from the cargo operations decline that occurred during the Asian economic crisis of the late 1990s and saw an average of 30.2 percent operations decline from 1998 until 2001. Rickenbacker and Port Columbus annual cargo *scheduled* departures from 1991 to 2001 are shown in **Exhibit 1**. The number of scheduled cargo flights at Rickenbacker from January through November 2002 exceeded January through December 2001 by 20 percent. This increase was largely due to the Eagle Global Logistics (EGL) mini hub start at LCK. This operation was subsequently terminated.



Forecast

Total air cargo tonnage at the Airport is projected to increase at an average annual rate of 3.1 percent over the forecast period between 2005 and 2022. The FAA does not directly forecast cargo volume and the latest Boeing and Airbus cargo forecasts are for much higher growth levels. Specifically, Boeing sees an annual average growth rate of 6.4 percent over the next 20 years and Airbus sees a 5.5 percent average annual growth in freight ton kilometers. The Air Cargo Management Group, in a separate study, foresees a long-term average annual growth rate for cargo volume of six to seven percent. For planning purposes, a long-term growth of air cargo is expected because LCK offers the following advantages for air cargo:

- Location close to downtown and the interstate highway system.
- More than adequate runway, taxiway, ramp, aircraft landing systems, snow removal and other physical and operational facilities.
- Competitive landing and other fees.

The growth rates shown in the Airport's forecast reflect the cargo market that exists in the Air Trade Area. Growth is relatively slow compared to pre-1993 historical levels, throughout the forecast horizon, showing the dominance of Rickenbacker in the freight and express carrier markets. Airmail has also been affected by the new security restriction imposed by the

Federal government mandating that all airmail transported by air carriers needs to comply with 100 percent x-ray screening.

Included in the cargo operations are Federal Reserve canceled check hauling flights by AirNet Systems. These flights are operated in the nighttime hours using predominately Learjet and Cessna aircraft. AirNet Systems recently moved their operation to Rickenbacker International Airport from Port Columbus in the spring of 2005.

The new Norfolk Southern Intermodal Facility, being built adjacent to Rickenbacker, is not anticipated to increase air cargo operations. This facility will be a transfer site for train to truck shipping. As a rule, valuable and time-sensitive goods are normally shipped via airfreight. Less valuable and non time-sensitive goods are shipped via train/truck.

General Aviation Operations

Methodology

General Aviation (GA) operations account for all aircraft operations that are not classified as air carrier, commuter, all-cargo or military. GA operations are often thought of as small, propeller driven aircraft, but they actually cover a broad spectrum of aircraft sizes including jets as large as commercial airliners. GA activity at the Airport includes small privately-owned and operated aircraft and corporate and business jet aircraft.

The forecast of GA operations was developed by segmenting GA activity into two primary components: local traffic and itinerant traffic. Local operations consist primarily of flights within a 20-mile radius or within sight of the Airport and often include training and student pilot activity. Itinerant operations are all GA operations other than local operations. Business and corporate GA activity are typically itinerant operations.

Total GA operations have recorded a trend of steadily increasing since 2001. GA local and itinerant operations are expected record a 1.0 percent average annual compound growth rate between 2005 and 2022 reaching 15,259 annual operations by 2022.

Forecast

One of the basic assumptions of this GA forecast is that training flights (the local operations) will increase very slightly as the Airport becomes busier with commercial operations. There are a number of GA airports in the Air Trade Area such as Bolton Field Airport and The Ohio State University Airport that are viewed as more likely for local GA operations. A second assumption of this forecast included the addition of AirNet adding a second full service

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FBO. This addition may result in more GA operations at the Airport. Both of these assumptions were included in the forecast of the general aviation activity.

It is expected the new Norfolk Southern Intermodal Facility being built may create additional corporate activity at LCK. This factor was included in forecast of the general aviation activity.

Military Operations

Most military operations are conducted by the Ohio Air National Guard and the Ohio Army National Guard, with occasional flights by other branches of the U.S. military. As in GA, military operations are also classified into local and itinerant. Local military operations consist of flights within a 20-mile radius or within site of the Airport for initial or recurrent training purposes. Itinerant military operations are all operations other than local operations and include all cargo and personnel transport activity conducted by the armed forces. Itinerant and local operations are forecast to remain flat at or around 17,435 operations for the remainder of the forecast horizon.

The Airport's operation's forecast, shown in **Table 8**, has departures growing at an average annual compound growth rate of 33.7 percent per year from 2004 through 2006. The high rate of growth is due to the relocation of AirNet to Rickenbacker in the spring of 2005. This rate slows to 0.4 percent from 2006 until 2011 and settles at 0.7 percent for the remainder of the forecast horizon between 2011 and 2022. The average annual compound growth from 2005 through 2022 averages at 1.3 percent.

**Table 8
OPERATIONS FORECAST
Rickenbacker International Airport**

Year	Passenger Operations	AirNet	Other Cargo	General Aviation	Military	Forecast Grand Total
2001	736*	0	8903*	12,384*	16,385*	NA
2002	736*	0	8903*	12,518*	16,385*	NA
2003	736*	0	8903*	12,654*	16,385*	NA
2004	2,142**	0	5,958**	12,788**	17,435**	38,323**
2005	1,649	21,800	6,747	12,924	17,435	60,555
2006	1,666	29,200	7,121	13,060	17,435	68,482
2011	1,751	29,200	7,892	13,737	17,435	70,014
2016	1,840	30,689	8,048	14,415	17,435	72,427
2022	1,953	32,578	8,117	15,259	17,435	75,342

* indicates actual operating levels from the 2004 Terminal Area Forecast

** indicates actual operating levels based on actual records

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Table 9 presents a comparison of the aircraft operations forecast to the 2004 TAF. The FAA requires operations forecasts for planning studies like the Part 150 that there will be no more than a 10 percent difference from the TAF in the first 5 years. The 2004 TAF was considerably lower than the operations forecast. The recent move of AirNet from Port Columbus to Rickenbacker is not reflected in the TAF's forecasted aircraft operations. Adding AirNet's operations to the TAF decreases the variance between the TAF and the forecast to less than 10 percent. The difference between the TAF and the forecasted aircraft operations suggests the TAF should be updated to reflect current conditions at the airport.

**Table 9
Operations Forecast vs. 2004 Terminal Area Forecast (TAF)
Rickenbacker International Airport**

Year	Passenger Operations	AirNet	Other Cargo	General Aviation	Military	Forecast Grand Total	TAF Total Ops	TAF plus AirNet	Forecast vs. TAF plus AirNet Variance
2001	736*	0	8903*	12,384*	16,385*	NA	38,408	NA	NA
2002	736*	0	8903*	12,518*	16,385*	NA	38,542	NA	NA
2003	736*	0	8903*	12,654*	16,385*	NA	38,678	NA	NA
2004	2,142	0	5,958	12,788	17,435	38,323	39,826	NA	NA
2005	1,649	21,800	6,747	12,924	17,435	60,555	39,962	61,762	+2.0%
2006	1,666	29,200	7,121	13,060	17,435	68,482	40,098	69,298	+1.2%
2011	1,751	29,200	7,892	13,737	17,435	70,014	40,775	69,975	-0.1%
2016	1,840	30,689	8,048	14,415	17,435	72,427	41,453	72,142	-0.4%
2022	1,953	32,578	8,117	15,259	17,435	75,342	NA	NA	NA

* indicates operating levels from the 2004 Terminal Area Forecast

Sources: FAA 2004 Terminal Area Forecast, FAA Airport Traffic Control Tower Records, 2004, 2005, Landrum & Brown, and AirNet Systems, Inc. 2005.

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

October 2, 2006

Mr. David Wall, AAE
Columbus Regional Airport Authority
Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219

Dear Mr. Wall:

Part 150 Aviation Activity Forecast – May 2006
Rickenbacker International Airport
Forecast Approval

The Federal Aviation Administration (FAA) has completed a review of the above referenced document.

The forecasts as presented are within the tolerances established by the FAA in the December 23, 2004 memorandum "Revision to Guidance on Review and Approval of Aviation Forecasts." The forecasts are approved for use in the development of the Part 150 Study.

It should be noted that if circumstances change at the Airport, such as the entrant of a new airline (passenger or cargo), these forecasts will have to be re-evaluated. An increase in operations that were not accounted for in this forecasting effort could affect the development of the noise contours and will have to be evaluated at that time.

If you have any questions regarding these comments, please contact me at (734) 229-2958.

Sincerely,

A handwritten signature in black ink that reads "Katherine S. Jones".

Katherine S. Jones
Community Planner

Cc: Sarah Potter, Landrum & Brown

GLOSSARY

Airman's Information Manual (AIM) – A publication containing basic flight information and air traffic control (ATC) procedures, designed primarily as a pilot's information and instructional manual for use in the National Airspace System.

Airport elevation – The highest point on an airport's usable runways, expressed in feet above mean sea level (MSL).

Airport Improvement Program (AIP) – A Federal funding program for airport improvements. AIP is periodically reauthorized by Congress with funding appropriated from the Aviation Trust Fund. Proceeds to the Trust Fund are derived from excise taxes on airline tickets, aviation fuel, etc.

Airport Layout Plan (ALP) – A scaled drawing of existing and proposed land and facilities necessary for the operation and development of the airport. The ALP shows boundaries and proposed additions to all areas owned or controlled by the airport operator for airport purposes, the location and nature of existing and proposed airport facilities and structures, and the location on the airport of existing and proposed non-aviation areas and improvements thereon.

Airport operations – Landings (arrivals) and takeoffs (departures) from an airport.

Airport Surveillance Radar (ASR) – A radar system which allows air traffic controllers to identify an arriving or departing aircraft's distance and direction from an airport.

Airport Traffic Control Tower (ATCT) – The airport traffic control facility located on an airport that is responsible for traffic separation within the immediate vicinity of the airport and on the surface of the airport.

Air Route Traffic Control Center (ARTCC or Center) – A FAA facility established to provide air traffic control service to aircraft operating on Instrument Flight Rules (IFR) flight plans within controlled airspace during the en route portion of flight.

Air Traffic Control (ATC) – A service operated to promote the safe, orderly, and expeditious flow of air traffic.

Air Traffic Control Tower (ATCT) – A tower that has been established on an airport to provide for a safe, orderly and expeditious flow of traffic on and in the vicinity of the airport.

Ambient noise – The total sum of noise from all sources in a given place and time.

Approach Light Systems (ALS) – A series of lights that assists the pilot when aligning aircraft with the extended runway centerline on final approach.

Attenuation – Acoustical phenomenon whereby sound energy is reduced between the noise source and the receiver. This energy loss can be attributed to atmospheric conditions, terrain, vegetation, other natural features, and man-made features (e.g., sound insulation).

Automated Radar Terminal System (ARTS) – Computer-aided radar display subsystems capable of associating alphanumeric data – such as aircraft identification, altitude, and airspeed – with aircraft radar returns.

A-weighted sound (dBA) – A system for measuring sound energy that is designed to represent the response of the human ear to sound. Energy at frequencies more readily detected by the human ear is more heavily weighted in the measurement, while frequencies less well detected are assigned lower weights. A-weighted sound measurements are commonly used in studies where the human response to sound is the object of the analysis.

Bank – A cluster of arrivals or departures in a short period of time, characteristic of an airline hub operation.

Baseline Condition – The existing condition or conditions prior to future development or the enactment of additional noise abatement procedures, which serve as a foundation for analysis.

Building Restriction Line (BRL) – A line drawn on an airport layout plan, which distinguishes, between areas that are suitable for buildings and areas that are unsuitable. The BRL is drawn to exclude the runway protection zones, the runway visibility zones required for clear line of sight from the ATCT, and all airport areas with a clearance of less than 35 feet (10.5 meters) beneath the Federal Aviation Regulation (FAR) Part 77 surfaces.

Commuter aircraft – Commuters are commercial operators that provide regularly scheduled passenger or cargo service with aircraft seating less than 60 passengers. A typical commuter flight operates over a trip distance of less than 300 miles.

Connecting passenger – An airline passenger who transfers from an arriving aircraft to a departing aircraft in order to reach his or her ultimate destination.

Controlled airspace – Airspace of defined dimensions within which air traffic control service is provided to IFR flights and to VFR flights in accordance with the airspace classification. Controlled airspace is designated as Class A, Class B, Class C, Class D, or Class E. Aircraft operators are subject to certain pilot qualifications, operating rules, and equipment requirements as specified in FAR Part 91, depending upon the class of airspace in which they are operating.

Crosswind leg – A flight path at right angles to the approach runway end off of its upwind end.

Day-night average sound level (DNL) – A noise measure used to describe the average sound level over a 24-hour period, typically an average day over the course of a year. In computing DNL, an extra weight of ten-decibels (dB) is assigned to noise occurring between the hours of 10:00 p.m. and 7:00 a.m. to account for increased annoyance when ambient noise levels are lower and people are trying to sleep. DNL may be determined for individual locations or expressed in noise contours.

Decibel (dB) – Sound is measured by its pressure or energy in terms of dB. The decibel scale is logarithmic. A 10 dB increase in sound is equal to a tenfold increase in sound energy.

DGPS antenna – Differential Global Positioning System is a way to correct the various inaccuracies in the GPA system by placing a reference antenna on a point that has been accurately surveyed. This antenna receives the same GPS signals as an aircraft but corrects the GPS signal for any inaccuracies.

Displaced Threshold – A threshold that is located at a point on the runway other than the designated beginning of the runway. The portion of pavement behind a displaced threshold may be available for takeoffs in both directions and landings from the opposite direction.

Distance measuring equipment (DME) – A flight instrument that measures the line-of-sight distance of an aircraft from a navigational radio station in nautical miles.

Double-clear zone – The double-clear zone is an area on the ground, up to 1,250 feet from each side of the runway centerline and extending 5,000 feet beyond each end of the primary runway surface. It is also known as the approach transitional area for runways serving or anticipated to serve turbojet aircraft or having an existing or planned precision instrument runway.

Easement – The legal right of one party to use part of the rights of a piece of real estate belonging to another party. This may include, but is not limited to, the right of passage over, on or below the property; certain air rights above the property, including view rights; and the rights to any specified form of development or activity.

Enplanements – The number of passengers boarding an aircraft at an airport. Does not include arriving or through passengers.

En route system – That part of the National Airspace System where aircraft are operating between origin and destination airports.

En route control – The control of IFR traffic en route between two or more adjacent approach control facilities.

Environmental Assessment (EA) – A concise document that assesses the environmental impacts of a proposed Federal Action. It discusses the need for, and environmental impacts of, the proposed action and alternatives. An environmental assessment should provide sufficient evidence and analysis for a Federal determination whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI). Public participation and consultation with other Federal, state, and local agencies is a cornerstone of the EA process.

Environmental Impact Statement (EIS) – An EIS is a document that provides a discussion of the significant environmental impacts which would occur as a result of a proposed project, and informs decision-makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts. Public participation and consultation with other Federal, state, and local agencies is a cornerstone of the EIS process.

Equivalent sound level (Leq) – The average A-weighted sound level over any specified time period.

Federal Aviation Administration (FAA) – The FAA is the Federal agency responsible for insuring the safe and efficient use of the nation's airspace, for fostering civil aeronautics and air commerce, and for supporting the requirements of national defense. The activities required to carry out these responsibilities include: safety regulations; airspace management and the establishment, operation, and maintenance of a system of ATC and navigation facilities; research and development in support of the fostering of a national system of airports, promulgation of standards and specifications for civil airports, and administration of Federal grants-in-aid for developing public airports; various joint and cooperative activities with the Department of Defense; and technical assistance (under State Department auspices) to other countries.

Federal Aviation Regulations (FAR) – The body of Federal regulations relating to aviation. Published as Title 14 of the Code of Federal Regulations.

Final approach – A flight path that follows the extended runway centerline. It usually extends from the base leg to the runway.

Finding of No Significant Impact (FONSI) – If, following the preparation of an EA, the Federal agency determines a proposed project will not result in any significant environmental impact, a finding of no significant impact (FONSI) is issued by the Federal Agency. A FONSI is a document briefly explaining the reasons why an action will not have a significant effect on the human environment and for which an EIS, therefore, is not necessary.

Fixed-base operator (FBO) – A business located on the airport that provides services such as hangar space, fuel, flight training, repair, and maintenance to airport users.

Flight track utilization – The use of established routes for arrival and departure by aircraft to and from the runways at the airport.

FMS/GPS – Flight Management System/Global Positioning System equipment onboard an aircraft takes advantage of various radio navigation and/or GPS routes to guide the aircraft.

Glide slope (GS) – Provides vertical guidance for aircraft during approach and landing. The glide slope consists of the following:

Electronic components emitting signals which provide vertical guidance by reference to airborne instruments during instrument approaches such as ILS,
or

Visual ground aids, such as visual approach slope indicator (VASI), which provide vertical guidance for visual flight rules (VFR) approach or for the visual portion of an instrument approach and landing.

Geographic Information Systems (GIS) – An information system that is designed for storing, integrating, manipulating, analyzing, and displaying data referenced by spatial or geographic coordinates.

Global Positioning System (GPS) – A system of 24 satellites used as reference points to enable navigators equipped with GPS receivers to determine their latitude, longitude, and altitude. The accuracy of the system can be further refined by using a ground receiver at a known location to calculate the error in the satellite range data. This is known as differential GPS (DGPS).

Grid analysis – A type of aircraft noise analysis that evaluates the noise levels at individual points rather than through generation of noise contours.

Ground effect – Noise attenuation attributed to absorption or reflection of noise by man-made or natural features on the ground surface.

Hub – An airport that services airlines that have hubbing operations.

Hubbing – A method of airline scheduling that times the arrival and departure of several aircraft in a close period of time in order to allow the transfer of passengers between different flights of the same airline in order to reach their ultimate destination. Several airlines may conduct hubbing operations at an airport.

Infill – Urban development occurring on vacant lots in substantially developed areas. May also include the redevelopment of areas to a greater density

Instrument approach – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

Instrument flight rules (IFR) – That portion of the Federal Aviation Regulations (14 CFR 91) specifying the procedures to be used by aircraft during flight in Instrument Meteorological Conditions. These procedures may also be used under visual conditions and provide for positive control by ATC. (See also VFR).

Instrument Landing System (ILS) – An electronic system installed at some airports which helps to guide pilots to runways for landing during periods of limited visibility or adverse weather.

Instrument meteorological conditions (IMC) – Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using IFR.

Integrated Noise Model (INM) – A computer model developed, updated and maintained by the FAA to predict the noise exposure generated by aircraft operations at an airport.

Knots – Airspeed measured as the distance in nautical miles (6,076.1 feet) covered in one hour. (Approximately equal to 1.15 miles per hour.)

Land and Hold Short Operations (LAHSO) – An air traffic control procedure intended to increase overall airport capacity without compromising safety. LAHSO include landing and holding short of an intersecting runway, taxiway, or some other designated point on a runway or taxiway.

Land use compatibility – The ability of land uses surrounding the airport to coexist with airport-related activities with minimum conflict.

Landing and takeoff (LTO) cycle – The time that an aircraft is in operation at or near an airport. An LTO cycle begins when an aircraft starts its final approach (arrival) and ends after the aircraft has made its climb-out (departure).

Ldn – See **DNL**. Ldn is used in place of DNL in mathematical equations only.

Leq – Equivalent Sound Level. The steady A-weighted sound level over any specified period of time (not necessarily 24 hours) that has the same acoustic energy as the fluctuating noise during that period (with no consideration of nighttime weighting). It is a measure of cumulative acoustical energy. Because the time interval may vary, it should be specified by a subscript (such as Leq₈ for an eight-hour exposure to noise) or be clearly understood from the context.

Local passenger – A passenger who either enters or exits a metropolitan area on flights serviced by the area's airport. A local passenger is the opposite of a connecting passenger.

Localizer – The component of an ILS which provides lateral course guidance to the runway.

Loudness – The subjective assessment of the intensity of sound.

Mean sea level (MSL) – The average height of the surface of the sea for all stages of the tide; used as a reference for elevations. Also called sea level datum.

Merge – Combining noise events that exceed a given threshold level and occur within a selected period of time.

Missed approach – A prescribed procedure to be followed by aircraft that cannot complete an attempted landing at an airport.

Narrow-body aircraft – A commercial passenger jet having a single aisle and maximum of three seats on each side of the aisle. Common narrow-body aircraft include A320, B717, B727, B737, B757, DC9, MD80, and MD90.

National Airspace System (NAS) – The common network of U.S. airspace; air navigation facilities, equipment, services, airports, or landing areas; aeronautical charts, information, and services; rules, regulations, and procedures; technical information, manpower, and materials, all of which are used in aerial navigation.

National Environmental Policy Act of 1969 (NEPA) – The original legislation establishing the environmental review process for proposed Federal actions.

Nautical mile – A measure of distance equal to one minute of arc on the earth's surface (6,076.1 feet or 1,852 meters).

NAVAIDs (Navigational Aids) – Any facility used by an aircraft for navigation.

Navigational fix – A geographical position determined by reference to one or more radio navigational aids.

Noise abatement – A measure or action that minimizes the amount of impact of noise on the environs of an airport. Noise abatement measures include aircraft operating procedures and use or disuse of certain runways or flight tracks.

Noise berm – A manmade soil structure designed to interrupt the direct transmission of noise from a source to a noise-sensitive area.

Noise contour map – A map representing average annual noise levels summarized by lines connecting points of equal noise exposure.

Noise Compatibility Program (NCP) – Program developed in accordance with FAR Part 150 guidance that contains provisions for the abatement of aircraft noise through aircraft operating procedures, air traffic control procedures, or airport facility modifications. It also includes provisions for land use compatibility planning and may include actions to mitigate the impact of noise on incompatible land uses and recommendations for amending local land use controls to affect future land uses and development. The program must contain provisions for updating and periodic revision.

Noise Compatibility Study – The process, methods, and procedures provided in the FAR Part 150 guidance to develop a Noise Compatibility Program, including the development of noise exposure maps, a noise compatibility program, and public participation.

Noise Exposure Map (NEM) – A geographic depiction of an airport, its noise contours for existing conditions and as forecast for five years in the future, and surrounding area developed in accordance with FAR Part 150 guidance. Documentation of the NEMs must include airport operating characteristics for existing conditions and all reasonable and foreseeable airport operating characteristics for the future condition.

Nondirectional beacon (NDB) – A beacon transmitting nondirectional signals whereby the pilot of an aircraft equipped with direction finding equipment can determine his bearing to and from the station. When the radio beacon is installed in conjunction with the ILS marker, it is normally called a compass locator.

Nonprecision approach – A standard instrument approach procedure providing runway alignment but no glide slope or descent information.

Operation – A takeoff or landing by an aircraft.

Outer fix – An air traffic control term for a point in the airspace from which aircraft are normally cleared to the approach fix or final approach course.

Positive control – The separation of all air traffic within designated airspace as directed by air traffic controllers.

Precision Approach Path Indicator (PAPI) – Provides visual approach slope guidance to aircraft during an approach. It is similar to a VASI but provides a sharper transition between the colored indicator lights.

Precision Approach Procedure – A standard instrument approach procedure in which an electronic glide slope/glide path is provided (e.g., ILS and precision approach radar (PAR)).

Precision Approach Radar (PAR) – Navigational equipment located on the ground adjacent to the runway, and consisting of one antenna, which scans the vertical plane, and a second antenna, which scans the horizontal plane. The PAR provides the controller with a picture of the descending aircraft in azimuth, distance, and elevation, permitting an accurate determination of the aircraft's alignment relative to the runway centerline and the glide slope.

Primary Commercial Service Airport – A commercial airport which enplanes 0.01 percent or more of the total annual U.S. enplanements.

Primary Runway – The runway on which the majority of operations take place.

Profile – The position of the aircraft during an approach or departure in terms of altitude above the runway and distance from the runway end.

Propagation – Sound propagation is the spreading or radiating of sound energy from the noise source. It usually involves a reduction in sound energy with increased distance from the source. Atmospheric conditions, terrain, natural objects, and manmade objects affect sound propagation.

Public use airport – An airport open to public use without prior permission, and without restrictions within the physical capabilities of the facility. It may or may not be publicly owned.

Reliever airport – An airport which, when certain criteria are met, relieves the aeronautical demand on a busier air carrier airport.

Retrofitted aircraft – An aircraft originally certified as Stage 2 and has been modified to meet Stage 3 requirements. This includes both modification of engines or the replacement of engines to meet the Stage 3 standard.

Run-up – A routine procedure for testing aircraft systems by running one or more engines at a high power setting. Engine run-ups are normally conducted by airline maintenance personnel checking an engine or other on board systems following maintenance.

Runway End Identifier Lights (REIL) – Two synchronized flashing lights, one on each side of the runway threshold, which identify the approach end of the runway.

Runway Protection Zone (RPZ) – An area, trapezoidal in shape and centered about the extended runway centerline, designated to enhance the safety of aircraft operations. It begins 200 feet (60 M) beyond the end of the area usable for takeoff or landing. The RPZ dimensions are functions of the aircraft, type of operation and visibility minimums. (Formerly known as the clear zone).

Runway Safety Area (RSA) – A defined surface surrounding the runway prepared or suitable for reducing the risk or damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Runway threshold – The beginning of that portion of the runway usable for landing.

Runway use program – A noise abatement runway selection plan crafted to further noise abatement efforts for communities around airports. A runway selection plan is developed into a runway use program. It typically applies to all turbojet aircraft 12,500 pounds or heavier. Turbojet aircraft less than 12,500 pounds are included only if the airport proprietor determines that the aircraft creates a noise problem. These programs are coordinated with the FAA in accordance with FAA Order 8400.9, *National Safety and Operational Criteria for Runway Use Programs*, and are administered as either “formal” or “informal” programs.

Runway use program (formal) – An approved runway use program outlined in a Letter of Understanding between the FAA–Flight Standards, FAA–Air Traffic Service, the airport proprietor, and the users. It is mandatory for aircraft operators and pilots as provided for in FAR Section 91.87.

Runway use program (informal) – An approved runway use program that does not require a Letter of Understanding. Participation in the program by aircraft operators and pilots is voluntary.

Single event – One noise event. For many kinds of analysis, the sound from single events is expressed using the Sound Exposure Level (SEL) metric.

Slant-range distance – The distance along a straight line between an aircraft and a point on the ground.

Sound – Sound is the result of vibration in the air. The vibration produces alternating bands of relatively dense and sparse particles of air, spreading outward from the source in the same way as ripples do on water after a stone is thrown into it. The result of the movement is fluctuation in the normal atmospheric pressure or sound waves.

Sound exposure level (SEL) – A standardized measure of a single sound event, expressed in A-weighted decibels, that takes into account all sound above a specified threshold set at least 10dB below the maximum level. All sound energy in the event is integrated over one second.

Special Use Airspace – Airspace of defined dimensions identified by an area on the earth’s surface wherein activities must be confined because of their nature and/or wherein limitations may be imposed upon aircraft operations, which are not part of those activities.

Stage 2 aircraft – Aircraft that meet the noise levels prescribed by FAR Part 36, which is less stringent than those, established for the quieter Stage 3 designation. The Airport Noise and Capacity Act required the phase-out of all Stage 2 aircraft over 75,000 pounds by December 31, 1999, with the potential for case-by-case exceptions through the year 2003.

Stage 3 aircraft – Aircraft that meet the most stringent noise levels set in FAR Part 36.

Standard instrument departure procedure (SID) – A planned IFR air traffic control departure procedure published for pilot use in graphic and textual form. SIDs provide transition from the terminal to the en route air traffic control structure.

Standard terminal arrival route (STAR) – A planned IFR air traffic control arrival procedure published for pilot use in graphic and textual form. STARs provide transition from the en route air traffic control structure to an outer fix or an instrument approach fix in the terminal area.

Statute mile – A measure of distance equal to 5,280 feet.

TACAN – Tactical Air Navigation. A navigational system used by the military. TACAN provides both azimuth and distance information to a receiver on board an aircraft.

Terminal Radar Approach Control (TRACON) – An FAA Air Traffic Control Facility which uses radar and two-way communication to provide separation of air traffic within a specified geographic area in the vicinity of one or more airports.

Terminal Radar Service Area (TRSA) – Airspace surrounding certain airports where ATC provides radar vectoring, sequencing, and separation on a full-time basis for all IFR and participating VFR aircraft.

Through passenger – An airline passenger who arrives at an airport and departs without deplaning the aircraft.

Time Above (TA) – The amount of time that sound exceeds a given decibel level during a 24-hour period (e.g., time in minutes that the sound level is above 75 dBA).

Touchdown Zone Lighting (TDZ) – A system of two rows of transverse light bars located symmetrically about the runway centerline, usually at 100-foot intervals and extending 3,000 feet along the runway.

Traffic pattern – The traffic flow for aircraft landing and departure at an airport. Typical components of the traffic pattern include: upwind leg, crosswind leg, downwind leg, base leg, and final approach.

UNICOM – A nongovernment communication facility, which may provide airport information at certain airports. Aeronautical charts and publications show the locations and frequencies of UNICOMs.

Upwind Leg – A flight path parallel to the approach runway in the direction of approach.

Vector – Compass heading instructions issued by ATC in providing navigational guidance by radar.

Very High Frequency Omnidirectional Range (VOR) Station – A ground-based radio navigation aid transmitting signals in all directions. A VOR provides azimuth guidance to pilots by reception of electronic signals.

Very High Frequency Omnidirectional Range Station with Tactical Air Navigation (VORTAC) - A navigational aid providing VOR azimuth and TACAN DME at one site.

Visual approach – An approach conducted on an IFR flight plan, which authorizes the pilot to proceed visually and clear of clouds to the airport.

Visual approach slope indicator (VASI) – A visual aid to final approach to the runway threshold, consisting of two wing bars of lights on either side of the runway. Each bar produces a split beam of light – the upper segment is white, the lower is red.

Visual flight rules (VFR) – Rules and procedures specified in 14 CFR 91 for aircraft operations under visual conditions. Aircraft operations under VFR are not generally under positive control by ATC. The term VFR is also used in the U.S. to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate a type of flight plan.

Visual meteorological conditions (VMC) – Weather conditions expressed in terms of visibility, distance from cloud, and cloud ceiling equal to or greater than those specified in 14 CFR 91.155 for aircraft operations under VFR.

Wide-body aircraft - A commercial jet with a wingspan generally greater than 155 feet and, in passenger configuration, having two aisles with 8 to 11 seats across in a row. Common wide-body aircraft include the A300, A310, B747, B767, B777, DC-10, and MD-11.

Yearly Day-Night Average Sound Level – see DNL