

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 the Port Columbus International Airport (CMH). The purpose for conducting a Noise Compatibility Study is to reduce the impacts of noise from existing aircraft operations on incompatible land uses and to discourage the introduction of new incompatible land uses in the areas that are determined to be 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 this 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 CMH was completed more than six years ago in 1999, and approved by the FAA in January 2001. The CRAA updated the Noise Exposure Maps (NEMs) and adjusted the Sound Insulation Program boundary in 2002. The following describes the reasons for updating the 1999 Part 150 Study.

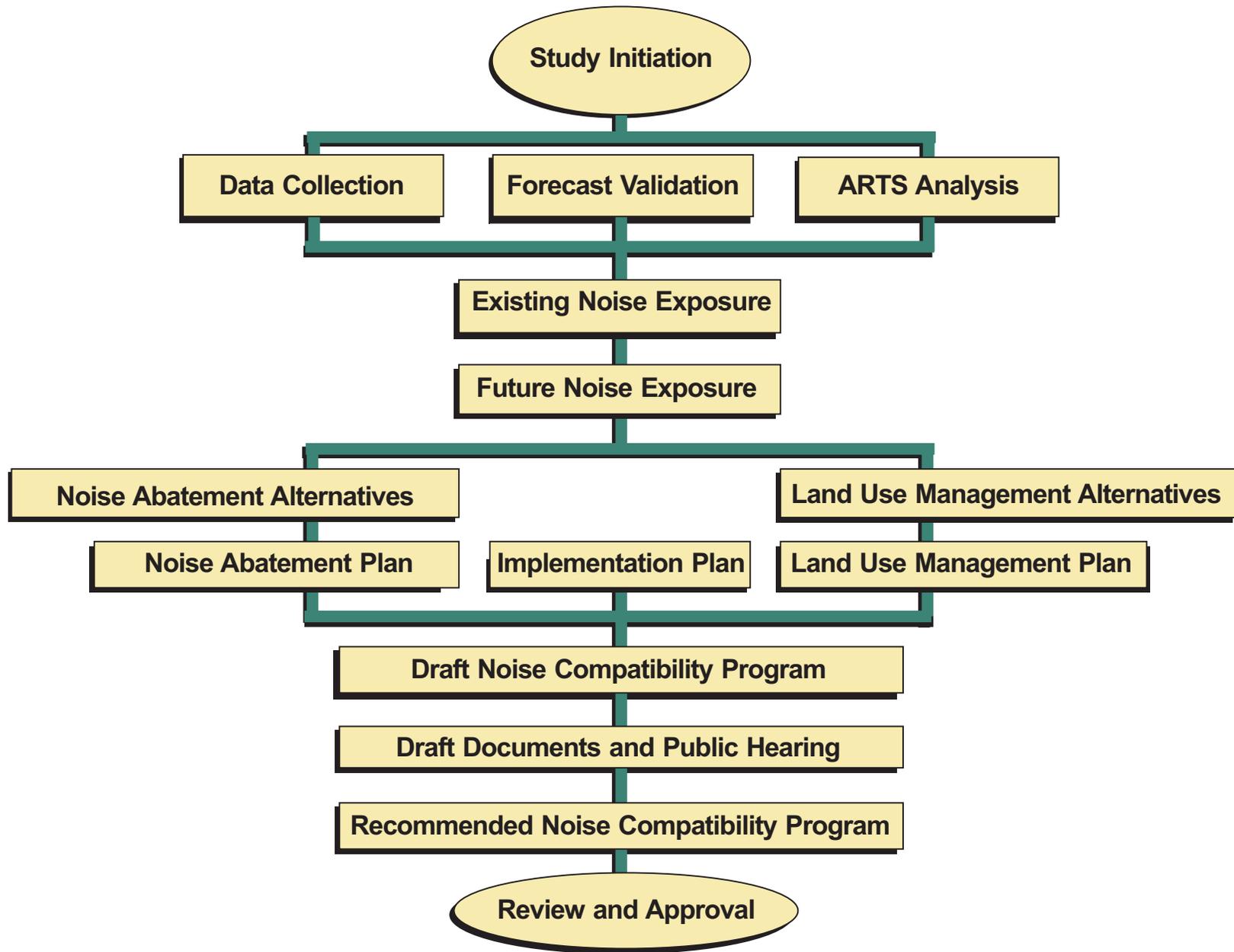
- Typically, airports revise their NEMs and NCP every five years.
- The CRAA has proposed a relocation of the south runway (Runway 10R/28L) and the development of a new passenger terminal to supplement the existing passenger terminal at CMH. The FAA is in the process of preparing an Environmental Impact Statement (EIS) to analyze all of the environmental impacts associated with the proposed improvements. The recommendations of this Part 150 Study Update will be incorporated into the FAA's EIS as part of the Sponsor's Proposed Project.
- In late 2006 and early 2007, new passenger airline service by JetBlue Airways and Skybus Airlines began service at CMH. Skybus Airlines is a new low-cost carrier that began operating a hub at CMH in May 2007.

1.1.2 PART 150 PLANNING PROCESS

The Part 150 planning process involves the methods and procedures an airport operator must follow when 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 encouragement 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 NCP;



- 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 1999 NCP was designed to accomplish two goals:

- Update the status of the measures included in the 1999 NCP
 - Each previously approved measure was evaluated to determine if it should be continued, withdrawn, or modified, based on operational and land use changes that have occurred since the completion of the 1999 NCP.
- Identify, analyze, and recommend new measures
 - Potential new noise abatement, land use management, and implementation measures were evaluated, based on the existing conditions at CMH and conditions expected to occur within the next five years. Current planning includes relocating the south runway within the next five years. As such the future condition in this Part 150 Study includes the proposed relocated runway.

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 show the official noise contours for the airport and are prepared for existing conditions (2006) and for five years in the future. The future year for the CMH Part 150 will be 2012, which coincides with the opening year of the proposed relocated runway. The NEMs must be prepared according to FAR Part 150 guidelines with regard to methodology, noise metrics, identification of incompatible land uses, and public participation. 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 an NCP. The NCP sets forth measures intended to mitigate the impacts of significant noise exposure on residential areas near CMH, and to limit, to the extent possible, the introduction of new incompatible land uses into locations exposed to significant noise levels. Levels of significant noise 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 in 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 (NEMs)

The NEM component of a Part 150 study presents airport noise exposure contours for the existing condition and a forecast condition five years from 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 and continued through 2006. The total annual operations during this period was 196,592. The FAA's Terminal Area Forecast projects annual operations to be approximately 197,093 operations for calendar year 2007. Based on this, the operating levels used to prepare the Existing (2006) Baseline are essentially the same as the projected operating levels for 2007 (<1 percent difference). 2012 is used as the future year because it is five years from the date of submission and the anticipated opening year of the proposed relocated runway.

The 2012 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 are expected to occur at CMH over the next five to six years, which indicated the need to update the study.

The airport proprietor can gain limited protection through preparation, submission, and publication of NEMs. 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 NEM 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 (NCP)

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 CMH 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. Because 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 (ROA) that is supported by an environmental assessment and a finding of no significant impact (or as in this case; an EIS 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 CMH Part 150 Study, a Planning Advisory Committee (PAC) was convened, public workshops were held in the community, and public hearings were held on August 14, 2007 and August 15, 2007.

1.2.1 PLANNING ADVISORY COMMITTEE (PAC)

A PAC was organized early in 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 CMH'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 CAAA. The meetings were conducted by the consultant team and were conducted at five 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 that includes pilots, airlines, 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 sets of public information workshops were held in local communities, as summarized below. The workshops were attended by interested citizens, elected officials, and local media representatives. A fourth set of Public Information Workshops concurrent with the Public Hearings were held on August 14th and 15th. Appendix G, *Public Involvement*, includes copies of meeting notices, sign-in sheets, comments received, and meeting handouts.

Public Information Workshop #1 – July 11 & 12, 2006

July 11, 2006

5:00 p.m. – 8:00 p.m.

Holiday Inn

750 Stelzer Road

Columbus, Ohio 43219

July 12, 2006

5:00 p.m. – 8:00 p.m.

Whitehall Community Park Activities Center

402 North Hamilton Road

Whitehall, Ohio 43213

Public Information Workshop #2 – December 5 & 6, 2006

December 5, 2006

5:00 p.m. – 8:00 p.m.

Holiday Inn

750 Stelzer Road

Columbus, OH 43219

December 6, 2006

5:00 p.m. – 8:00 p.m.

Whitehall Community Park Activities Center

402 North Hamilton Road

Whitehall, OH 43213

Public Information Workshop #3 – April 24 & 25, 2007

April 24, 2007

5:00 p.m. – 8:00 p.m.

Oakland Park at Brentnell

Elementary School

1270 Brentnell Ave

Columbus, OH 43219

April 25, 2007

5:00 p.m. – 8:00 p.m.

Whitehall Community Park Activities Center

402 North Hamilton Road

Whitehall, OH 43213

Public Information Workshop #4/Public Hearing – August 14 & 15, 2007

August 14, 2007

5:00 p.m. – 8:00 p.m.

Oakland Park at Brentnell

Elementary School

1270 Brentnell Ave

Columbus, OH 43219

August 15, 2007

5:00 p.m. – 8:00 p.m.

Whitehall Community Park Activities Center

402 North Hamilton Road

Whitehall, OH 43213

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. The Draft Part 150 NCP document was made available to the public at local libraries, the airport, and on-line at www.columbusairports.com/noise. A set of Public Information Workshops/Public Hearings were held on August 14, 2007 and August 15, 2007 at Oakland Park at Brentnell and the Whitehall Community Park Activities Center, respectively, from 5:00 p.m. to 8:00 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.

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. On May 3, 2007, a meeting was held with the City of Columbus, Mid Ohio Regional Planning Commission, CRAA staff, and members of the consultant team to discuss the potential land use measures.

Two meetings were held on February 26, 2007 and March 15, 2007 with members of the CMH Air Traffic Control Tower (ATCT), CMH Terminal Radar Approach Control (TRACON), CRAA staff, and members of the consultant team. The meetings addressed the feasibility of potential noise abatement alternatives. Appendix G, *Public Involvement*, includes copies of summaries from the meetings.

1.3 STATUS OF 1999 NOISE COMPATIBILITY PLAN

The 1999 Part 150 Noise Compatibility Study Update included 22 recommended measures: five noise abatement measures, 11 land use management measures, and six implementation measures. Each measure is listed below, followed by its status in *italics*.

1.3.1 SUMMARY OF THE 1999 NCP NOISE ABATEMENT MEASURES

NA-1: Amend the Port Columbus International Airport nighttime maintenance run-up policy to designate an additional run-up location north of the airfield for the relocation of the Executive Jet Aviation's (EJA) new facility. This measure will provide attenuation of jet engine maintenance run-ups for adjacent residential areas located along I-270.

Status: Implemented

NA-2: Construct a new run-up barrier at the north airfield, if the EJA building does not adequately attenuate jet engine maintenance run-up noise for adjacent residential areas located along I-270.

Status: Implemented

NA-3: Increase nighttime use of Runway 10L/28R, and amend the tower order CMH ATCT 7110.1 to read as follows:

- Unless wind, weather, runway closure or loss of nav aids dictate otherwise, between the hours of 10:00 p.m. and 8:00 a.m. local time, Runways 28L and 10R are assigned to jet aircraft;
- Jet aircraft with Stage 3 engines may use Runway 10L/28R for arrival operations between the hours of 10:00 p.m. and 1:00 a.m. local time; and
- Jet aircraft with Stage 3 engines may use Runway 10L or 28R after 6:00 a.m.

Status: Partially implemented. Tower Order was updated to allow jet aircraft with Stage 3 engines to use Runway 10L or 28R after 7:00 a.m. The Tower Order was not updated to include jet aircraft with Stage 3 engines to use Runway 10L/28R for arrival operations between the hours of 10:00 p.m. and 1:00 a.m. local time.

NA-4: Maximize east flow and amend FAA Tower Order CMH ATCT 7110.1B and the Airports Facilities Directory to reflect implementation of the "East Flow" informal preferential runway use system.

Status: Partially implemented. Complex conditions at the airport such as winds, flow control policies at destination airports, and taxi times have limited the use of this measure.

NA-5: Amend FAA Tower Order CMH ATCT 7110.1 and FAA Notice CMH ATCT N7110.22 to read as follows:

During nighttime operations, 10:30 p.m. to 7:00 a.m. local time, the following procedures shall be used for departures off Runway 10R:

- i. Aircraft normally assigned a runway heading shall be assigned a heading of 100 degrees.
- ii. Propeller driven aircraft, conventional or turboprop, shall be turned no further than 15 degrees left or right (085 degrees to 115 degrees). These headings shall not be altered until the aircraft has reached 3,000 feet Mean Sea Level (MSL) or is three miles from the runway end.
- iii. The aircraft will begin the turn at 2.2 Distance Measuring Equipment (DME) from the Runway 10R Localizer(LOC)/DME.

- iv. The aircraft must climb to an altitude of 1,215 feet MSL before turning.

Status: Implemented. The measure was developed for AirNet Systems, Inc. operations during the nighttime hours. In June 2005, AirNet relocated from CMH to Rickenbacker International Airport, so its application since then has not been required.

1.3.2 SUMMARY OF THE 1999 NCP LAND USE COMPATIBILITY MEASURES

- LU-1:** Offer a program for noise insulation of non-compatible structures for non-compatible residences within the DNL 65+ dB contour of the Year 2003 Future Condition Exposure Map, with program implementation, in exchange for an avigation easement.

Status: Implemented, the boundary was updated based on the 2002 NEM Update.

- LU-2:** Offer a program for noise insulation of non-compatible structures for non-compatible churches within the DNL 65+ dB contour of the Year 2003 Future Condition Exposure Map, with program implementation, in exchange for an avigation easement.

Status: Implemented. One church, the Wonderland Community Church, is located in the 65 DNL of the Future (2012) Baseline Noise Exposure Contour. The CRAA purchased an avigation easement on the property and it is now considered a compatible land use.

- LU-3:** Seek cooperation from the City of Columbus and Franklin County to amend their Land Use Compatibility Standards to achieve the level of compatibility identified in the Recommended Land Use Compatibility Guidelines.

Status: Partially implemented. Both the City of Columbus and Franklin County have adopted land use development standards similar to what was recommended in the previous NCP. However, in some cases these standards are not as strict as was recommended.

- LU-4:** Seek cooperation from the City of Columbus and Franklin County to amend the AEO (Airport Environs Overlay) District boundaries. The current boundary of the of the AEOs in the City of Columbus and Franklin County correspond to the 1998 60+ DNL noise contour.

Status: Not implemented. Both Columbus and Franklin County set the AEO boundary at the 65 DNL contour.

LU-5: Seek cooperation from Franklin County to amend the Franklin County Zoning Resolution, Section 660.07, *Avigation Easement*, to require applicant for rezoning, change of use, or special use permit to convey an avigation easement to the appropriate airport.

Status: Partially implemented. Section 660.07 requires conveyance of avigation easements for variance or conditional use permits only.

LU-6: Seek cooperation from Jefferson Township and the City of Gahanna to adopt the AEO District as part of their official zoning regulations.

Status: Not implemented.

LU-7: Seek cooperation from Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt subdivision codes applicable to the AEO District.

Status: Not implemented.

LU-8: Seek cooperation from Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt building codes applicable to the AEO District.

Status: Not implemented.

LU-9: Seek cooperation from the Board of Realtors to participate in a voluntary fair disclosure program for property located within the AEO District.

Status: Not implemented.

LU-10: Periodically place advertisements in real estate sections of local newspapers delineating the boundaries of the AEO District.

Status: Not implemented.

LU-11: Purchase the Buckles property to prevent imminent non-compatible developments from occurring.

Status: Not implemented.

1.3.3 SUMMARY OF THE 1999 NCP PROGRAM MANAGEMENT MEASURES

PM-1: Maintain the noise abatement elements of the FAA ATCT Tower Order

Status: Implemented. The noise abatement elements are contained in the current Tower Order.

PM-2: Maintain the Noise Management Office for NCP management.

Status: Ongoing.

PM-3: Maintain an ongoing public involvement program regarding the NCP.

Status: Ongoing.

PM-4: Maintain the noise and flight track monitoring system, and expand and upgrade the system as necessary. Add four permanent Noise Monitoring Terminals (NMTs) (noise monitoring and upgrade computer software and hardware as necessary).

Status: Implemented. Four NMTs have been installed since the previous Part 150 bringing the total to 12 NMTs. The flight tracking system was upgraded from TAMIS to ANOMS.

PM-5: Routinely update the noise contours and periodically update the noise program.

Status: Ongoing.

PM-6: Establish a land use compatibility task force which meets periodically to discuss issues relevant to airport noise compatibility planning.

Status: Not active.

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 CMH.

1.4.1 AIRPORT HISTORY

CMH was opened in 1929. That year the Transcontinental & Western Airline began its New York to West Coast air/rail service through Columbus. By 1939 there were 14 daily flights leaving from CMH.¹

At the onset of World War II, CMH was one of only 31 non-military airports in the country that could accommodate military aircraft of the time; in 1941 the Federal government took control of and expanded CMH. After the War, CMH began to grow and in 1952 the east/west runway was extended from 4,500 to 8,000 feet in length, making it the longest runway in the Midwest. A new \$4 million passenger terminal was dedicated in 1958. In 1965 the airport gained "international" status when a U.S. Customs facility was established. In 1979, the 50th anniversary of air travel at CMH, the airport undertook a \$70 million expansion enabling the capacity to land almost 250 flights per day. The terminal was expanded in 1989 with the opening of the seven-gate South Concourse, (also known as Concourse A) and again expanded in 1995 with the four-gate North Concourse (also known as

¹ Columbus Regional Airport Authority, *Port Columbus Milestones*, On-line at: <http://www.port-columbus.com/about/history.asp>. 2006.

Concourse C). There was a second expansion to Concourse C adding 7 gates. The North Runway (Runway 10L/28R) was extended from 6,000 to 8,000 feet in 1997.²

In 1991, the Columbus Municipal Airport Authority was formed. Operation of CMH was transferred from the City of Columbus to the Authority. In late 2002, the City of Columbus, Franklin County, and the Columbus Municipal Airport Authority approved the merger of the Columbus Airport Authority and the Rickenbacker Port Authority, forming the new CRAA, effective January 1, 2003.³

1.4.2 AIRPORT LOCATION

CMH is located on the eastern edge of the City of Columbus, to the north of the cities of Bexley and Whitehall, and west of the City of Gahanna and Jefferson Township. The area surrounding CMH includes a mixture of land uses, including single-family residential housing, multi-family residential communities and mobile home parks, and industrial areas. The most densely populated areas are to the west of the airport. **Exhibit 1-2** shows the location of CMH in relation to the Columbus Area.

1.4.3 AIRPORT RUNWAYS

The airfield at CMH consists of two parallel, east/west runways spaced approximately 2,800 feet apart. Runway 10R/28L is the longest runway on the airfield at 10,125 feet. Runway 10L/28R is 8,000 feet in length.

1.4.4 AIRPORT OPERATORS AND FACILITIES

As of May 2007, CMH was served by the following commercial airline operators:

- Air Canada Regional - Jazz
- American Airlines / American Eagle
- Continental Airlines / Continental Express
- Delta Air Lines / Delta Connection
- JetBlue Airways
- Midwest Express / Skyway
- Northwest Airlines / Northwest Airlink
- Skybus Airlines (began operations May 22, 2007)
- Southwest Airlines
- United Airlines / United Express
- US Airways / US Airways Express
- USA 3000

² Columbus Regional Airport Authority, *Port Columbus Milestones*. On-line at: <http://www.port-columbus.com/about/history.asp>. 2006.

³ Columbus Regional Airport Authority, *Port Columbus Milestones*. On-line at: <http://www.port-columbus.com/about/history.asp>. 2006.

1.4.4.1 Terminal Facilities

The Passenger Terminal at CMH includes 38 total gates separated in three concourses. Concourse A, the South Concourse, has seven gates. Concourse B has 20 gates. Concourse C, the North Concourse, has 11 gates.⁴

1.4.4.2 Airside Facilities

CMH can be divided into three distinct areas – north airfield, midfield, and south airfield. The north airfield consists of airfield maintenance facilities, NetJets, and Nationwide hangars. Various hotels and restaurants, surface parking lots, the ATCT, and the Terminal are located along International Gateway, the main road leading into the airport. The original Terminal building is located in the southeast corner of the airfield. This building is currently on the National Register of Historic Places. The Columbus International Air Center is also located south of the airfield along 5th Avenue. All of the airport facilities at CMH are shown on **Exhibit 1-3, Existing Airport Layout**.

1.4.5 FIXED-BASE OPERATORS (FBOs)

There are two fixed-based operators (FBOs), Lane Aviation and Million Air, that provide aircraft services such as fueling services, ramp parking, hangar parking/storage, parts, and maintenance for general aviation aircraft at CMH.

1.4.6 BASED AIRCRAFT

Table 1-1 provides the number of general aviation aircraft based at CMH by aircraft type. A total of 93 aircraft are based at the airport.

**Table 1-1
BASED AIRCRAFT
Port Columbus International Airport**

AIRCRAFT TYPE	NUMBER
Single engine airplanes	43
Multi engine airplanes	15
Jet airplanes	34
Helicopters	1
Total aircraft based on the field	93

Source: www.airnav.com. Airport information published as of May 10, 2007.

⁴ Columbus Regional Airport Authority. *Port Columbus Maps*, On-line at: <http://www.port-columbus.com/maps/>. 2006.

1.4.7 ANNUAL OPERATIONS

The number of annual operations at CMH for the Existing (2006) Baseline period was approximately 197,000, which results in 540 average-annual day operations. The number of annual operations at CMH was based on ATCT records, airport landing fee reports, and discussions with operators. **Table 1-2** shows a breakdown of the Existing (2006) average daily operations by primary user group. For a detailed breakdown of the annual operations, refer to Appendix C, *Noise Modeling Methodology*.

**Table 1-2
AVERAGE DAILY AIRCRAFT OPERATIONS BY USER GROUP
EXISTING (2006) BASELINE CONDITIONS
Port Columbus International Airport**

Aircraft Category	Total	Percent
Large Jet	116	21.5%
Commuter Jet	228	42.2%
Commuter Prop	32	5.9%
General Aviation Jet	80	14.8%
General Aviation Prop	84	15.6%
Total	540	100.0%

Source: Landrum & Brown, 2007, FAA Tower Counts, Official Airline Guide (OAG), and Landing Fee Reports.