

Part 150: Records of Approval

Rickenbacker International Airport, Columbus, Ohio

Approved on 7/14/99

The Noise Compatibility Program (NCP), for Rickenbacker International Airport in Columbus, Ohio, describes the current and future non-compatible land uses based upon the parameters established in FAR Part 150, Airport Noise Compatibility Planning.

The Rickenbacker Port Authority (RPA) previously submitted an NCP in 1989 consisting of twenty-three (23) measures. Of these 23 measures, the sponsor withdrew four (4) by letter dated May 8, 1989, and nineteen (19) were approved in full by the FAA on July 6, 1989. Noise Exposure Maps (NEMs), as part of the 1989 NCP, were accepted by the FAA on January 13, 1989.

This document is a comprehensive update of the original Noise Compatibility Program approved by the Federal Aviation Administration (FAA) in 1989. The NCP lists 26 recommended measures, which continue or expand the intent of the approved 1989 NCP. The FAA groups these measures into three categories: noise abatement (4), land use (17), and program management (5). Of the 26 measures listed, (3) have been withdrawn and (3) have been completed so no further action is required. The Rickenbacker Port Authority recommends twenty (20) measures in their updated NCP to remedy existing noise problems and prevent future non-compatible land uses. Of the four noise abatement measures, one continues as is in the 1989 NCP, without revisions, two measures are continued with revisions, and one measure is new. Of the seventeen land use measures, three have been withdrawn, three have been completed, two are continued as described in the 1989 NCP, seven are continued with modifications, and two are new. Of the five program management measures, two continue as is in the 1989 NCP, two are continued with revisions, and one measure is new.

Each measure of the recommended NCP is identified below by type of measure, and includes a summary of the RPA's recommendations and a cross-reference to page numbers in the NCP where each program measure is discussed. The current Noise Exposure Map is found on page 1-4 of the document. The 1997 existing noise exposure map is based on 1996 data and is indicative of current conditions at Rickenbacker International Airport. The forecast Noise Exposure Map (2002) is found on page 1-22. Appendix B of the report contains the analysis of the noise abatement and land use management alternatives that were considered. Chapters 1 and 3 contain the recommended noise program. Table 3-1, and pages 3-5 through 3-8, depict the recommended program, implementation schedule, and an estimate of the program costs. Any Federal Aviation Administration (FAA's) share of the eligible cost will be the current program rate set by statute at the time of funding of approved program measures.

The approvals listed herein include approvals of actions that the RPA recommends be taken by the FAA. These approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations in the Record of Approval (ROA) summarize as closely as possible the airport operator's recommendations in the NCP. The statements contained within the summarized recommendations, and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

The three Operational (Elements) Measures approved in the 1989 NCP are described on pages 1-8 and 3-1. One of the 1989 Operational Measures, NA-1, Straight out departures of itinerant aircraft from Runways 23L/R until reaching 3800 feet MSL before turning on course, is continued in the new NCP essentially as described in the 1989 NCP.

Two other Operational Measures found in the 1989 NCP have been carried over into this new NCP with modifications. The first of the 1989 Operational Measures carried over is NA-2. Formalize civilian noise abatement procedures which include right turns to a 090-degree heading after departing on Runways 5L/R. This procedure has been modified in the new NCP to include a 070-degree heading (instead of 090-degree) to further reduce noise impacts to surrounding communities while maintaining safe and efficient use of airspace. The second of the 1989 Operational Measures to be carried forward with modifications is NA-3, Formalize Military Noise Abatement Procedures.

One new Operational Measure, NA-4, Implement periodic noise monitoring procedures, has been added to the new NCP.

NA-1 Continue Straight-out departures of itinerant aircraft from Runways 23L/R until reaching 3,800 feet MSL before turning on course. Pages 1-8, 1-19, 1-26, 1-33, 3-1, 3-5, 3-9; Appendix B, pages B-1, B-4.

The RPA recommends continuation of approved measure NA-1 that implemented air traffic procedures which hold aircraft on runway heading until reaching 3,800 feet MSL (approximately 3,000 feet 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.

APPROVED AS VOLUNTARY. Previously approved as Measure NA-1 in the 1989 NCP. The RPA desires to continue this measure.

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. Pages 1-8, 1-19, 1-26, 1-33, 3-1, 3-5, 3-10, 3-44 (exhibit 3-1); Appendix B, pages B-1.

The RPA recommends the continued use of approved measure NA-2 which 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. A 070-degree heading will further reduce noise impacts to surrounding communities while maintaining safe and efficient use of the airspace. The preferential reverse flow runway use during nighttime hours (11:00 p.m. – 7:00 a.m.) is also recommended for continuation. Consultation with the FAA regarding the feasibility of this measure was accomplished (see Appendix E).

APPROVED AS VOLUNTARY. Previously approved as measure NA-2 in the 1989 NCP, but now revised to include a specific heading (070-degree) for civil aircraft to follow. Specific language to be included in any tower order is not approved herein.

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. Pages 1-8, 1-19, 1-26, 1-33, 3-1, 3-5, 3-11, 3-44 (exhibit 3-1); Appendix B, pages B-1.

The RPA proposes to continue use of approved measure NA-3 which 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. A 070-degree heading will further reduce noise impacts to surrounding communities while maintaining safe and efficient use of the airspace. The preferential reverse flow runway use during nighttime hours and the preferential southwest flow for touch-and-go operations is recommended for continuation. Consultation with the FAA regarding the feasibility of this measure was accomplished (see Appendix E).

APPROVED AS VOLUNTARY. Previously approved as measure NA-3 in the 1989 NCP, but now revised to include a specific heading (070-degree) for military aircraft to follow. Military concurs with this measure. Specific language to be included in any tower order is not approved herein.

NA-4 Implement periodic noise monitoring procedures within the Airport environs. Pages 1-8, 1-19, 1-26, 1-33, 3-1, 3-5, 3-12.

The RPA proposes to acquire one portable noise monitor and software in order to implement a noise abatement plan that would serve several purposes. The RPA could measure noise levels in the vicinity of the Airport to determine the effectiveness and provide an objective basis for refinement of the Noise Abatement Plan. Noise monitoring could also measure single-event noise levels at selected locations, provide verification of 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 store, manage, and report data on noise levels and runway use. Such a noise monitoring system would compute noise exposure only at the microphone locations. It would not be used to prepare noise contours. However, it could be used to compare the measured noise levels with the computed noise levels at the monitored locations.

APPROVED. For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise threshold.

LAND USE MEASURES

The twelve Land Use (Elements) Measures approved in the 1989 NCP and their status are described on pages 1-9 through 1-11. Two of the 1989 Land Use Measures, LU-9, Purchase of homes within the 65 DNL noise contour, and LU-10, Purchase of undeveloped land within the 70 DNL noise contour are continued in the new NCP essentially as described in the 1989 NCP.

Seven other 1989 Land Use Measures are also continued in this new NCP, with modifications. These are Land Use Measure LU-1, Implement compatible use rezoning; LU-2, Adopt Noise overlay zoning within the 60 DNL contour; LU-5, Amend subdivision regulations by adopting measures requiring the dedication of avigation easements and the recording on plats a notice of overlay zone; LU-6, Encourage local governments to adopt relevant parts of the Part 150 Study as an element of their comprehensive plans; LU-7, Encourage the adoption of policies to discourage the extension of public water and sewer systems into noise-impacted unincorporated areas, unless those areas are zoned for commercial or industrial use and hook-ups for new residential developments are prohibited; LU-8, Establish and adopt guidelines for discretionary project review for all jurisdictions within the 60 dNL noise contour; and finally, LU-11, Purchase avigation easements over existing residential buildings northeast and southwest of the Airport.

Three 1989 Land Use Measures have been completed and require no further action. These are LU-4, Adopt floodplain zoning in Harrison and Scioto Townships, Pickaway County; LU-12, Guaranteed purchase or avigation easement purchase of selected homes in the forecasted 1992 70 DNL noise contour; and LU-14, Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman school).

In addition, one 1989 Land Use Measure, LU-13, Purchase development rights on specific parcels of undeveloped land within the 1992 65 DNL noise contours, was withdrawn from the 1989 NCP, is listed in the 1998 NCP but requires no further action. LU-3, Adopt height and hazard zoning is presented in the NCP for informational purposes and no FAA approval is requested.

Finally, new land use measures 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; LU-16, Encourage the City of Columbus to amend the "Purpose" paragraphs of the zoning, subdivision, and building codes of the Columbus City Codes, have been added to this NCP; and 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.

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. Pages 1-9, 1-26, 1-33, 3-2, 3-5, 3-14, 3-45 (Exhibit 3-2), Appendix B, page B-8.

This is a continuation of Measure LU-1 in the approved 1989 NCP which recommended the implementation of compatible use zoning. Compatible use zoning would eliminate residential and noise-sensitive public facilities from the noise-impacted area. This measure would be most easily implemented in areas where the land is undeveloped and located adjacent to Airport property or within the 70+ 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). 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.

APPROVED. Previously approved as Measure LU-1 of the 1989 NCP. The RPA desires to continue this measure with modifications. Local governments have authority to implement this measure.

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. Pages 1-19, 1-26, 1-33, 3-2, 3-5, 3-16, 3-46 (Exhibit 3-3), Appendix B, B-9.

The RPA proposes the continuation and modification of Measure LU-2 in the approved 1989 NCP 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. The implementation of noise overlay zoning would include all jurisdictions within the 60 DNL of the 2002 Noise contour.

APPROVED. Previously approved as Measure LU-2 of the 1989 NCP. The RPA desires to continue this measure with modifications. The Federal Government has no authority to control land use. Local governments have the authority to implement this measure.

LU-3 Adopt height and hazard zoning. Pages 1-9, 1-26, 1-33, 3-18.

The 1989 Part 150 Study recommended the adoption of height and hazard zoning to prevent encroachments into the CFR Part 77 approach and control surfaces around the Airport, pursuant to the model regulations in the FAA Advisory Circular 150/5190-4A. THE RPA proposes that it would be in the best interest of the Port Authority to pursue a coordinated planning effort with the surrounding local jurisdictions for height hazard zoning, although the measure would not be approved for purposes of Part 150. For the communities surrounding Rickenbacker, this is particularly important since the passage of the 1996 Telecommunications Act and the proliferation of new cellular communications towers. The involvement of the Port Authority would make certain that the new towers meet the FAA guidelines, regulations, and standards as established by Part 77.

FAA ACTION NOT REQUIRED. This is a local land measure. This measure does not have any direct impact on noise and land use compatibility (with respect to noise) in the Airport vicinity. Local government retains full discretion to implement this measure outside the scope of the Part 150 Program, and is encouraged to do so for purposes of airspace safety and efficiency.

LU-4 Adopt floodplain zoning in Harrison and Scioto Townships, Pickaway County. Pages 1-9, 1-26, 1-33, 3-19, Appendix B, page B-9.

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. Measure LU-4 of the approved 1989 NCP has been completed. No further action is required.

FAA ACTION NOT REQUIRED. It is not necessary for an airport operator to formally request a FAA determination for those NCP measures that have been successfully completed. The updated NCP may simply recognize that such measures have been completed.

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. Pages 1-10, 1-26, 1-33, 3-2, 3-5, 3-20, 3-46, Appendix B, page B-9.

The RPA proposes the continuation and modification of Measure LU-5 in the approved 1989 NCP which recommended amending the subdivision regulations in the village of

Groveport, Franklin County, and Pickaway county. Franklin County was also included in the 1989 NCP recommendations. Since that time, Franklin County's subdivision regulations were amended and adopted in 1993 and include the requirement of an easement and a recorded notice within the 65 DNL. Franklin County's regulations should be amended to the 60 DNL.

APPROVED. The FAA believes that the prevention of additional residential land uses within the DNL 65 dB contour is highly preferred over allowing such uses even with sound attenuation or avigation easement. The airport operator and local land use jurisdiction are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

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. Pages 1-10, 1-26, 1-33, 3-2, 3-6, 3-22, Appendix B, page B-10.

This measure is a continuation and modification of Measure LU-6 in the approved 1989 NCP which recommended that the jurisdictions surrounding the Airport 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. Measure LU-6 is proposed to be modified to also include the Village of Locbourne and the City of Columbus, as property surrounding the airport is annexed by the City.

APPROVED. Previously approved as Measure LU-6 of the 1989 NCP. The RPA desires to continue this measure with modifications. The Federal Government has no authority to control land use. Local governments have the authority to implement this measure.

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. Pages 1-10, 1-26, 1-33, 3-2, 3-6, 3-24, Appendix B, page B-10.

This measure is a continuation and modification of Measure LU-7 from the approved 1989 NCP. Policies for extending public water and sewer systems are usually included in local capital improvements programming. Capital improvement programming policies regarding utility extensions to discourage residential growth or density have not been adopted by Groveport, Canal Winchester, Ashville, or Harrison Township. With a major land use, such as the Airport in the vicinity of these communities, it is important to have land use policies in place to ensure that the community's continued growth is pursued in a manner compatible with Airport operations. Measure LU-7 should be modified to include the City of Columbus, as property surrounding the Airport is annexed by the City, and included the Village of Ashville and Harrison Township in the event that municipal infrastructure is extended from the Village of Ashville, north toward the Airport. The extension of water and sewer into undeveloped areas of Pickaway County would provide the opportunity for the development of high-density incompatible land uses in those areas currently zoned "Farm Residential".

APPROVED. Previously approved as Measure LU-7 of the 1989 NCP. The RPA desires to continue this measure with modifications. The Federal Government has no authority to control land use. Local governments have the authority to implement this measure.

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). Pages 1-10, 1-26, 1-33, 3-2, 3-6, 3-25, Appendix B, page B-11.

The RPA proposes to continue with modifications Measure LU-8 in the approved 1989 NCP. Discretionary review has been implemented in the Village of Groveport through coordination and cooperative planning efforts with the Airport. This recommended action should be continued with Franklin County, Harrison, Madison, and Scioto Townships in Pickaway County, and the City of Columbus, as the City annexes property surrounding the Airport.

Discretionary review could be implemented by incorporating a check list into existing review procedures to require that the development proposal be considered in terms of existing and future noise impacts and aircraft operations. For the most part, the risk of incompatible development can be remedied through rezoning and noise overlay zoning. Special review procedures developed through discretionary project review could be helpful for planning commissions, governing boards, and boards of zoning appeals in their review of subdivision, rezoning and variance requests. Discretionary project review should be implemented using the 60 DNL noise contour as the delimiter.

APPROVED. Previously approved as Measure LU-8 of the 1989 NCP. The RPA desires to continue this measure with modifications. Local governments have authority to implement this measure.

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. Pages 1-11, 1-26, 1-33, 3-3, 3-6, 3-26, 3-27, 3-47, Appendix B, page B-12.

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 FAA for review the air cargo carrier, Flying Tigers, pulled out of Rickenbacker. This action caused the forecasted noise contours to shrink moving homes out of the 70+ DNL noise contour to the 65-70 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 DNL and 70 DNL instead of 70 to 75 DNL the sponsor honored its commitments and proceeded with the guaranteed purchase of homes.

To mitigate the impacts of forecasted operations in this 1998 Part 150 Study Update if the proposed air cargo hub is not developed, Measure LU-9 should be 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 program would involve the Airport extending a purchase offer to the one noise-impacted property owner. Participation would be voluntary and the use of condemnation powers would not be recommended. This residential structure is located on a five-acre parcel on Ashville Pike Road, southwest of Runway 5R/23L.

APPROVED. The acquisition must comply with the Uniform Relocation Assistance and Real Property Acquisitions Act to be eligible for Federal Financial Assistance.

LU-10 Guaranteed purchase of undeveloped land within the 70 DNL noise contour. Pages 1-11, 1-26, 1-33, 3-3, 3-6, 3-28, 3-48, Appendix B, page B-13.

The RPA proposes to continue Measure LU-10 in the approved 1989 NCP. The purchase of undeveloped land would completely eliminate the risk of new homes being built in the area and allow the Airport to promote the development of compatible uses in the future. The guaranteed purchase of undeveloped property within the 70 DNL contour also buffers the Airport from existing land uses and lessens the possibility of encroaching incompatible development. The 70 DNL noise contour of the approved NCP would be used as a guide to the program participation and eligibility boundaries. 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.

APPROVED. This measure should only be considered if compatible use zoning or overlay zoning cannot be implemented. Action to carry out this measure is subject to the determination at the time of implementation that the purchase is necessary to prevent new noncompatible development because noncompatible development on the vacant land is highly likely and local land use controls will not prevent such development. If zoning is changed to provide for compatible development, acquisition of that land would not be required. The acquisitions must comply with the Uniform Relocation Assistance and Real Property Acquisition Act to be eligible for Federal Financial Assistance.

LU-11 Continue previously approved measure, without FAA authorization and funding. The Rickenbacker Port Authority will investigate establishing a local program to purchase aviation easements over some of the existing residential buildings northeast and southwest of the Airport that were deemed eligible to participate in the FAA aviation easement program in the 1989 NCP. Since changes in the noise contours have resulted in no structures existing in the current 65 DNL contour, FAA action on this measure is not being requested. Pages 1-11, 1-26, 1-33, 3-3, 3-7, 3-29, 3-30, Appendix B, page B-13.

This is a revision of Measure LU-11 in the approved 1989 NCP in response to public comment received at the October 29, 1997, Public Hearing, requesting that the Rickenbacker Port Authority revisit this measure without the benefit of federal funding. In the event that the implementation of this measure is pursued outside of the Part 150 process, the Port Authority would attempt to offer some form of mitigation to some of the homeowners identified for participation in the 1989 NCP program through a local program, dependent upon local funding availability.

FAA ACTION NOT REQUIRED. Local government retains full discretion to implement this measure outside the scope of the Part 150 Program. FAA would not approve under Part 150 a recommendation for the airport proprietor to provide remedial mitigation at a later date if developers or owners construct new noise sensitive structures. This is consistent with the FAA policy announced in the April 3, 1998, Federal Register (63 FR 16409) to emphasize that remedial measures are appropriate to address existing noncompatible land uses only.

LU-12 Guaranteed purchase or aviation easement purchase of selected homes in the forecasted 1992 70 DNL noise contour. Pages 1-11, 1-26, 1-33, 3-31.

Measure LU-12 of the approved 1989 NCP has been completed. No further action is required.

FAA ACTION NOT REQUIRED. It is not necessary for an airport operator to formally request a FAA determination for those NCP measures that have been successfully completed. The updated NCP may simply recognize that such measures have been completed.

LU-13 Purchase development rights on specific parcels of undeveloped land within the 1992 65 DNL noise contours. Pages 1-11, 1-26, 3-32.

Measure LU-13 of the approved 1989 NCP was withdrawn by the Airport Sponsor prior to the approval of the 1989 NCP due to the departure of Flying Tigers, the expected lower number of operations, and the anticipated reduction in the area of impact. No further action is required.

WITHDRAWN. NO FAA ACTION REQUIRED.

LU-14 Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School). Pages 1-11, 1-26, 3-33.

Measure LU-14 of the approved 1989 NCP has been completed. No further action is required.

FAA ACTION NOT REQUIRED. It is not necessary for an airport operator to formally request a FAA determination for those NCP measures that have been successfully completed. The updated NCP may simply recognize that such measures have been completed.

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. Pages 1-12, 1-26, 1-33, 3-3, 3-7, 3-34, 3-35.

The RPA proposes to encourage jurisdictions located within the 60 DNL noise contour to create a noise overlay zoning district to regulate land use and development in noise-sensitive areas; to enact subdivision regulations within the noise overlay district requiring development to use specific construction methods; and to establish uniform insulation standards where noise-sensitive activities are affected by excessive aircraft noise.

This is a new measure recommended for approval in the 1996 NCP update.

APPROVED. The Federal Government has no authority to control land use. Local governments have the authority to implement this measure.

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.) Pages 1-12, 1-26, 1-33, 3-3, 3-7, 3-36.

The RPA proposes that even though the language of the Columbus City Codes, 1959 references "any future airport and surrounding land uses," Measure LU-16 of this Part 150 update recommends that the language of the City Codes be changed to specifically identify Rickenbacker International Airport. As Rickenbacker is an "existing" airport, its property and/or noise exposure contours could conceivably, in the future, lie within the jurisdictional boundary of the City of Columbus.

APPROVED. The Federal Government has no authority to control land use. Local governments have the authority to implement this measure.

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. Pages 1-12, 1-26, 3-3, 3-7, 3-37.

A guaranteed purchase program was implemented within the 65 DNL noise contour through Measure LU-9 of the approved 1989 NCP. To further mitigate the impacts of forecasted operations of an air cargo hub, the guaranteed purchase of homes would also be extended to the 65 DNL of the 2002 NCP noise contour with Measure LU-17. The number of homes impacted by noise levels of 65 DNL or greater is 22. (There are 23 homes within the 65 DNL noise contour, however, the homeowner of one housing unit, located northeast of the airfield on Pontius Road, successfully rezoned the property to industrial in July, 1997. It has been communicated to Port Authority staff that the redevelopment of this property would be compatible with the Airport and Part 150-funded mitigation would not be necessary. Therefore, only 22 homes would participate in the guaranteed purchase program.)

APPROVED. The acquisition must comply with the Uniform Relocation Assistance and Real Property Acquisition Act to be eligible for Federal financial assistance.

PROGRAM MANAGEMENT MEASURES

The four Program Management (Elements) Measures approved in the 1989 NCP are described on page 1-13. Three of the 1989 measures, IM-1, Noise Abatement Committee; IM-3, Establish noise complaint response program; and IM-4, Develop a Public Information Program are continued in the new NCP essentially as described in the 1989 NCP. One of the 1989 Program Management Measures, IM-2 which provides for noise monitoring and noise contour updates, has been revised and is included in the new NCP.

One new Program Management Measure IM-5, "Develop a public information program," has been added to the new NCP.

IM-1 Establish a Noise Abatement Committee. Pages 1-13, 1-19, 1-26, 1-33, 3-3, 3-8, 3-39.

The RPA plans to maintain its Noise Abatement Committee. Since the approval of the 1989 NCP, the Port Authority established a Noise Abatement Committee as a continuation of the Planning Advisory Committee convened for the 1989 Part 150 Study. This Noise Abatement Committee also serves as the "Liaison Committee" called for in the Noise Reduction Agreement between the Port Authority and the Village of Groveport. The Committee's responsibilities include the implementation of the Noise Abatement and Land Use Management Plans of the NCP along with the periodic review of noise complaints and refining the recommendations of the NCP, as needed.

APPROVED. The RPA desires to continue measure IM-1 of the 1989 NCP. This measure is approved for purposes of Part 150 with the understanding that it describes a function to be performed. It does not indicate that the reimbursement of administrative staff costs is an eligible AIP cost.

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. Pages 1-13, 1-19, 1-26, 1-33, 3-4, 3-8, 3-40.

The RPA maintains a daily activity log of the air cargo operations at the Airport in order to monitor compliance of air cargo operators with the preferential runway use program. The log shows the time of arrival and departure, the type of aircraft and the runway used.

Weather and wind information are also recorded on the forms. If deviations of runway use are observed, the Airport management investigates the reasons and relays its concerns to the appropriate officials. The RPA also periodically checks with the National Guard Officials and air traffic control personnel at the Rickenbacker Tower and the Port Columbus TRACON, regarding compliance with the Plan. The RPA should also continue to update the noise contour maps every five years or more often, if equivalent operational levels change by more than 17 percent from existing or anticipated conditions.

The measure, as approved in the 1989 NCP, also called for the noise contour analysis to reflect the proposed helicopter operations by the Army National Guard being moved to the Airport. The analysis in the 1998 NCP takes into account the Guard's helicopter noise and operations. Therefore, this measure is modified because it is no longer necessary to specify the need for new noise contours based solely on the addition of helicopter noise.

APPROVED. This measure is a refinement of measure IM-2 of 1989 NCP, previously approved by the FAA.

IM-3 Establish a process to respond to noise complaints. Pages 1-13, 1-19, 1-26, 1-33, 3-4, 3-8, 3-41.

Since the approval of the 1989 NCP, the Port Authority established and maintains a noise complaint response system. This includes compilation of a noise complaint file, initial response to those complaints, follow-up actions/evaluation of individual complaints where possible, and recurrent reports. If the pattern of complaints should indicate that some of the recommended noise abatement procedures are not being followed, the Airport management would promptly investigate the matter and seek corrective action.

APPROVED. Previously approved as Measure IM-3 of the 1989 NCP. The RPA desires to continue this measure.

IM-4 Establish a Plan review and evaluation process. Pages 1-13, 1-19, 1-26, 1-33, 3-4, 3-8, 3-42.

The RPA established a process for the continuing review and evaluation for making refinements to the NCP, and updating the completed plan every five years beginning in 1993. The 1998 NCP is the first update to the NCP and a subsequent update should be undertaken in 2002, or sooner should changes in airport operations warrant.

APPROVED. This measure is a refinement of measure IM-4 of 1989 NCP, previously approved by the FAA.

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. Pages 1-13, 1-19, 1-26, 1-33, 3-4, 3-8, 3-43.

The RPA proposes to develop a formal public information program that would be used by the RPA to increase the public's awareness of the Airport's noise compatibility program, the Port's cooperative efforts with neighboring jurisdictions in implementing compatible land use controls, the status of the land use management program implementation, and to respond to the community's miscellaneous noise issues and questions. Information concerning the Airport's noise compatibility program could permit more informed real estate purchase and financing decisions. The RPA would be responsible for implementing this measure subject to availability of federal and local matching funds.

APPROVED.