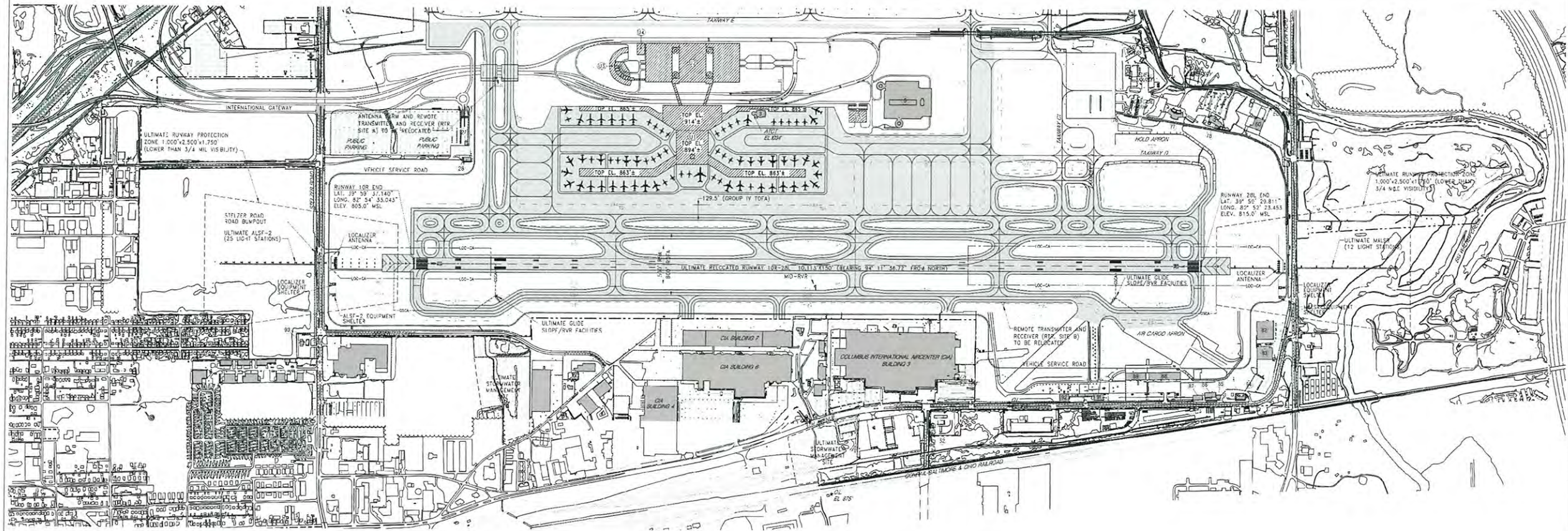


ATTACHMENT 1

**Revised Airport Layout Plan
Approved February 23, 2006**



NOTES
 1. ALL TOPOGRAPHY SUPERSEDED BY ULTIMATE DEVELOPMENT HAS BEEN REMOVED FOR SPACE AND CLARITY CONSIDERATIONS.
 2. ALL COORDINATES ARE SHOWN IN THE NAD83 HORIZONTAL DATUM AND THE NAVD83 VERTICAL DATUM (RASP) OFF OF MEAN SEA LEVEL (MSL).

EXISTING BUILDING DATA TABLE (AS SHOWN)		
ITEM	NAME	ELEVATION
3	FAA CONTROL TOWER	1052
5	PARKING GARAGE	905.66
27	TAXI CH-DE	897.5
28	AIRFIELD ELECTRICAL VAULT	903.6
50	FLIGHT KITCHEN	835.42
78	TRAINING CENTER	828
79	AIRFIELD BUILDING	827
78	RESTAURANT (WITH AIRFIELD BUILDING)	827
82	HANGAR 2	854.15
83	HANGAR 1	855.07
84	OLD TERMINAL TOWER & OFFICE BUILDING	857.75
85	CAPITAL OFFICE BUILDING	841.99
86	HANGAR "CAPITAL"	837.74
87	HANGAR "HOWARD INDUSTRIES"	836.69
88	AIR CARGO BUILDING - A	834.4
89	AIR CARGO BUILDING - B	833.2
91	APRNET	831.71
92	APRNET	832.76
93	RENTAL CAR - ALAMO	818
94	COMMERCIAL DEVELOPMENT	818.05

ULTIMATE BUILDING DATA TABLE (AS SHOWN)		
ITEM	NAME	ELEVATION
U1	TERMINAL	-
U2	PARKING GARAGE	-
U3	LODGE AND CONFERENCE CENTER	-
U4	COLLECT PLANT	-
U5	COSE FACILITY	-

AIRPORT DATA TABLE			
COUNTY: HAVEN	TOWNSHIP: T IN	TOWN: COLUMBUS	
MEAN MAXIMUM TEMPERATURE: 84 DEG (AUGUST)	RANGE: R 17W		
AIRPORT REFERENCE POINT:	JAT: N 29 59 52.0	LONG: W 82 57 30.0	
	EXISTING	ULTIMATE	
AIRPORT ELEVATION	814.7 MSL	815.0 MSL	
AIRPORT AND TERMINAL NAVAIDS	ASOS ASR 9 DME LLWAS WIND CONE	SAME	
SERVICE LEVEL	COMMERCIAL SERVICE	SAME	
AIRPORT ROLE	PRIMARY	SAME	
AIRPORT REFERENCE CODE (AIRC)	D-V	D-V	

ULTIMATE RUNWAY END LOCATIONS			
RUNWAY END	LOCATION NAD 83	ELEV NAVD 83 FEET MSL	REMARKS
	LATITUDE	LONGITUDE	
10R	39 59 31.740	82 54 33.045	805.0 RUNWAY LOW POINT
28L	39 59 29.817	82 52 23.457	816.0 RUNWAY HIGH POINT

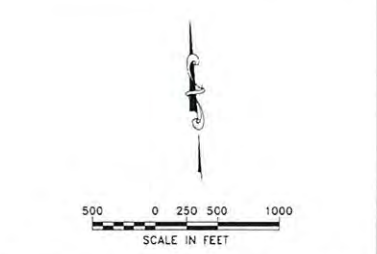
AIRFIELD DIMENSIONAL INFORMATION	
PSA DIMENSIONS	500' WIDE, 1000' BEYOND HWY END
PSA DIMENSIONS	800' WIDE, 1000' BEYOND HWY END
TSA WIDTH	171' (GROUP IV)
TORA WIDTH	259' (GROUP IV)
TAXIWAY WIDTH-1	75'
* THE TAXIWAY OBJECT FREE AREA FOR THE ULTIMATE TAXIWAY LOCATED ALONG THE SOUTH SIDE OF THE ULTIMATE TERMINAL APRON IS 500' FOR GROUP IV REQUIREMENTS (500 FEET) TO MAXIMIZE THE AIRCRAFT STOP BACK AREA ON THE APRON. THEREFORE, THE TAXIWAY WILL BE LIMITED TO USE BY GROUP IV AIRCRAFT ONLY UNLESS OTHERWISE ADVISED BY THE TOWER.	

RUNWAY AND APPROACH DATA	
RUNWAY	10R - 28L
RUNWAY END	10R - 28L
RUNWAY LENGTH	1013' 10"
RUNWAY WIDTH	150'
DISPLACED THRESHOLD	NONE
RELOCATED THRESHOLD	NONE
EFFECTIVE TAKEOFF	10/13
EFFECTIVE LANDING	10/13
RUNWAY GRADIENT	0.008%
PAVEMENT TYPE	ASPHALT
PAVEMENT STRENGTH	5-100 D-200 D1-205
TAXIWAY LIGHTING	MTL
RUNWAY LIGHTING	MTL
RUNWAY MARKING	PAVEMENT
NAVIGATIONAL AIDS	CAT I ILS NOB GPS CAT I ILS NOB GPS
APPROACH LIGHTING	MTL
VISUAL AIDS	NONE
AIRPORT REFERENCE CODE	D-V
CRITICAL APPROACH	767 400 DC-10-30
PART II APPROACH RATIO	501
APPROACH VISIBILITY MINIMUM	0.1000 RVN000 RVN0400
RUNWAY SAFETY AREA	5000'x1213' 5000'x1213'
RUNWAY OFA	800'x1213' 800'x1213'
RUNWAY PROTECTION ZONE	1000' X 2500' X 1750' (BOTH RUNWAY ENDS)

EXISTING FEATURES LEGEND	
EXISTING	DESCRIPTION
---	PAVEMENT
---	AIRPORT PROPERTY BOUNDARY
---	RUNWAY OBJECT FREE AREA
---	RUNWAY SAFETY AREA
---	TAXIWAY OBJECT FREE AREA
---	TAXIWAY SAFETY AREA
---	BUILDINGS (ASSOCIATED WITH AIRPORT)
---	EXISTING BUILDING IDENTIFICATION (SEE CHART)
---	OBSTRUCTION LIGHT

ULTIMATE FEATURES LEGEND	
ULTIMATE	DESCRIPTION
---	PAVEMENT
---	RUNWAY PROTECTION ZONE (PPZ)
---	RUNWAY OBJECT FREE AREA
---	RUNWAY SAFETY AREA
---	TAXIWAY OBJECT FREE AREA
---	TAXIWAY SAFETY AREA
---	BUILDINGS
---	ULTIMATE BUILDING IDENTIFICATION (SEE CHART)
---	LOCALIZER ANTENNA
---	LOCALIZER CRITICAL AREA BOUNDARY
---	GLIDE SLOPE ANTENNA
---	GLIDE SLOPE CRITICAL AREA BOUNDARY

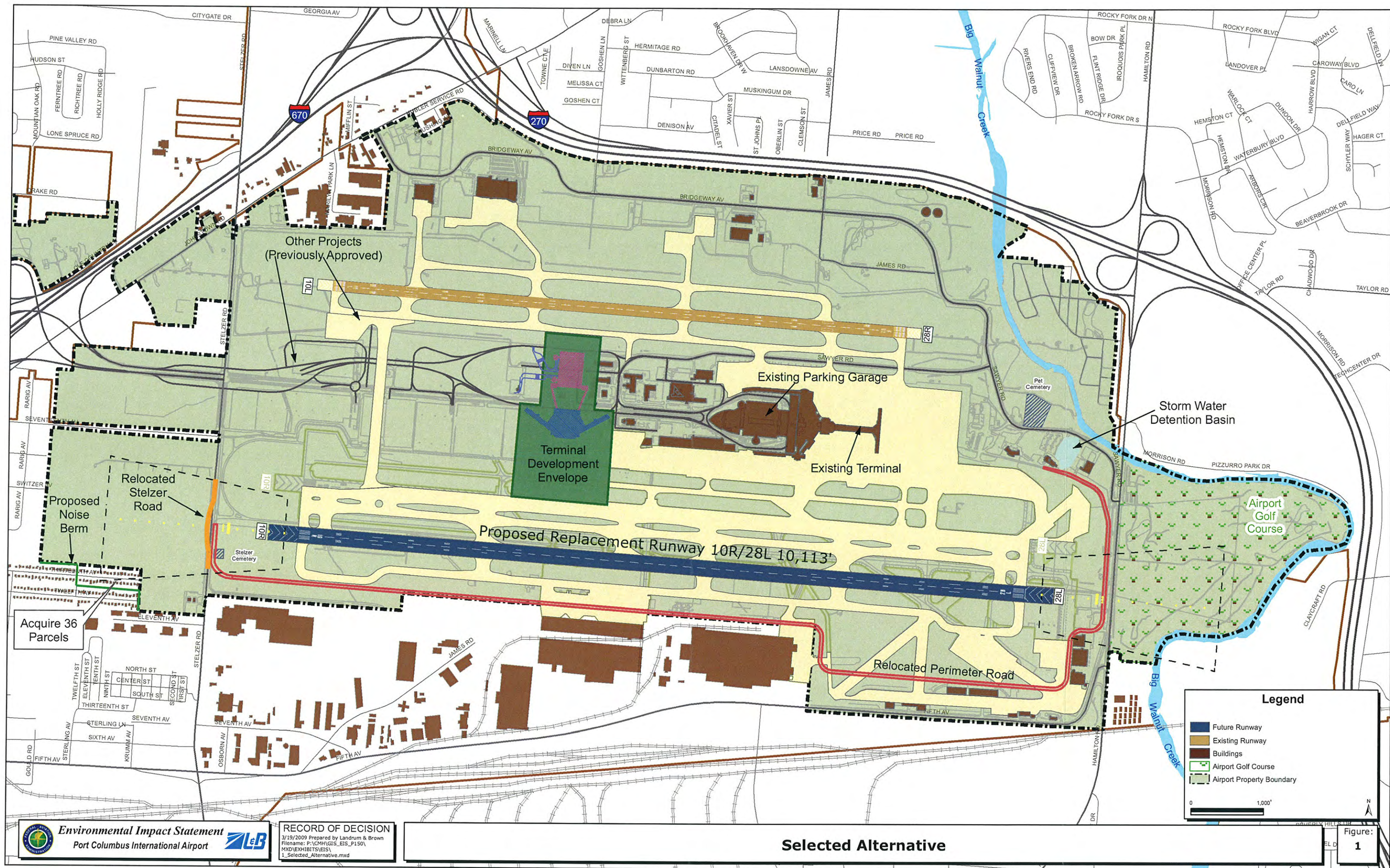
APPROVED BY:
 [Signature]
 DATE: 2/20/06
 [Signature]
 DATE: 2/22/06
 COLUMBUS REGIONAL AIRPORT AUTHORITY (CRAA)
 Reference Approval Letter Dated February 23, 2006
 FEDERAL AVIATION ADMINISTRATION



07/09	ADDED TERMINAL BUILDING ELEVATIONS	K.E.B.	R.D.
2	1:20.00 REVISED DRAWING AS PER DEC. 18, 2005	K.E.B.	R.D.
	FAA AERONAUTICAL STUDY LETTER		
REVISIONS	DATE	DESCRIPTION	BY APP.
PORT COLUMBUS INTERNATIONAL AIRPORT COLUMBUS, OHIO AIRPORT LAYOUT PLANS ULTIMATE RELOCATED RUNWAY 10R-28L PLAN			
DESIGNED	DRAWN	CHECKED	APPROVED
K.E.B.	K.E.B.	R.D.	R.D.
		R.D.B./J.M.D.	SITE NO. 17788-A
		SCALE	A.P. NO.
		AS SHOWN	
		DATE	JUNE 2005
		SHEET	1

ATTACHMENT 2

FEIS/ROD Selected Alternative



ATTACHMENT 3

**Airport Golf Course Memorandum of Understanding
December 12, 2008**



COLUMBUS
RECREATION
AND PARKS

Alan D. McKnight
Director

Recreation and Parks
1111 East Broad Street
Suite 200
Columbus, Ohio
43205-1303

614-645-3300
Fax 614-645-5801
TDD 1-800-750-0750

**Recreation and
Parks Commission**

Lorraine P. Brock
Kathy Duffy Espy
Archie M. Griffin
Thomas L. Kaplin
Barry Pickett
Karla Rothman
Clayton H. Royder, D.O.
Jerry Saunders
Ellen Larimer Tripp

Member of the National
Recreation and Parks
Association and the Ohio
Parks and Recreation
Association

The City of Columbus is
An Equal Opportunity
Employer

*Our vision is to provide
leisure opportunities
for all ... something for
everyone ... naturally.*

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DEC 15 2008

FAA, DETROIT ADO

Michael B. Coleman, Mayor
City of Columbus

December 12, 2008

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

Re: Department of Transportation Section 4(f) Consultation on Potential Impacts to the
Airport Golf Course

Dear Ms. Delaney:

We are writing this letter to keep you updated on the potential impacts to the Airport Golf Course from the proposed Runway 10R/28L replacement project currently being evaluated in the Environmental Impact Statement for the Port Columbus International Airport. The Columbus Recreation and Parks Department has been coordinating with the Columbus Regional Airport Authority (CRAA) since 2005 on this issue and participated in the preparation of a study that assessed alternative golf course layouts. Based on previous meetings, we understand the purpose of relocating Runway 10R/28L and the resulting need to relocate the approach lights, which will cause the golf course to be reconfigured.

In our last correspondence, we identified the areas of concurrence between the City of Columbus and the CRAA, as well as areas needing further discussion. I am pleased to report that all of the issues that were outstanding have now been resolved. Furthermore, the agreement between the City of Columbus and the CRAA has been memorialized in a Memorandum of Understanding (MOU) that was executed by both parties on December 12, 2008. The MOU contains both broad goals and specific actions which will address issues of surplus lost revenue and the fact that the Airport Golf Course will be returned to an 18-hole facility that is comparable to the character, distance, and style of the current course, while conforming to all relevant FAA guidelines concerning safety. With the agreement contained in the MOU in place, the golf course will be made whole and therefore no "taking" under Department of Transportation Section 4(f) would occur.

Our mission is to enrich the lives of our citizens.
www.columbusrecparks.com

December 12, 2008
Page 2

We look forward to a successful project at the airport and a successful reconfiguration of the Airport Golf Course.

Sincerely,


Alan D. McKnight
Director, Columbus Recreation and Parks Department

Cc: Bernie Meleski, CRAA
Terri S. Leist, Columbus Recreation and Parks Golf Division

MEMORANDUM OF UNDERSTANDING
BETWEEN
COLUMBUS RECREATION AND PARKS DEPARTMENT GOLF DIVISION
AND
COLUMBUS REGIONAL AIRPORT AUTHORITY

I. INTRODUCTION AND PURPOSE

- A. This Memorandum of Understanding (MOU) provides a framework in which the Columbus Regional Airport Authority (CRAA) will conduct a reconfiguration of the Airport Golf Course (Project) as part of the relocation of Runway 10R-28L at Port Columbus International Airport. This MOU describes the relationship of the above-named parties in conducting the planned improvements.
- B. It is the purpose of this MOU to establish an understanding between the CRAA and the Columbus Recreation and Parks Department's Golf Division (CRPDGD) regarding the responsibilities of each party and the conditions and procedures to be followed in the design and construction of the Project.

II. GENERAL DESIGN PROVISIONS

- A. The Project will generally conform to the preliminary course layout as shown in Layout Option "A-1" contained in the Wonderland Property Golf Course Feasibility Study, as prepared by Hurdzan/Fry Course Designs, Inc. for the CRAA and dated February 15, 2005 (Attachment A).
- B. The Airport Golf Course will remain within the boundaries of the current course and be returned to an 18-hole facility that is comparable to the character, distance, and style of the current course.
- C. The final design and construction of the Airport Golf Course will conform to all relevant FAA guidelines concerning safety and maintenance of approach light systems.
 - i. Golf holes may not be located between the new MALSR (approach lights) nor will golf shots be allowed between the new light towers.
 - ii. Golf shots will be played away from or toward the lights but not over them.
 - iii. Golf tees, greens, and other features must remain a minimum of 20 feet from the enclosures around the light towers.
 - iv. The new elevations of golf course features (tees, greens, bunkers, etc.) will NOT be any higher than the existing golf course features.

- v. The existing approach light structures will NOT be removed until such time as the new runway and lights become fully operational.
- D. The final design and construction of the Project will satisfy any pertinent environmental requirements of the Federal Aviation Administration (FAA) and comply with any provisions set forth in the Environmental Impact Statement Record of Decision.
- E. The CRPDGD will evaluate the feasibility of and make final determination on maintaining a right-of-way on the Airport Golf Course for a future hike/bike path. The CRAA and FAA will not participate in the funding of a hike/bike path, but will consider the possibility of a hike/bike path in final design and grading plans if requested by the CRPDGD.
- F. The CRAA will fund and manage the Project.
 - i. The CRAA will select, in consultation with the CRPDGD, an independent architectural/engineering firm (AE), which shall include any necessary sub-consultants, to prepare the design drawings, technical specifications and bid documents and to conduct construction administration. The AE must have experience in the design and construction of public golf courses/facilities. CRAA will be responsible for engaging and retaining the AE with funds provided by the CRAA. The CRPDGD will participate in the selection of the AE.
 - ii. The CRAA, in consultation with CRPDGD, will procure the services of a construction contractor (Contractor) that has public golf construction experience to perform all necessary construction to complete the Project.
 - iii. The CRAA, in consultation with CRPDGD, will direct the scope of the design and administer and supervise the construction contract.
- G. To the extent necessary, the contracts between the CRAA and The AE and the Contractor and between the AE, Contractor and subcontractors shall be consistent with and subject to the provisions of this MOU.
- H. The CRPDGD shall facilitate the coordination of efforts and the exchange of information related to the planning, design, and construction of the Project. The CRPDGD shall make all reasonable efforts to assure the satisfactory and timely performance of the duties of the AE, as specified in this MOU.
- I. The CRPDGD and CRAA will appoint representatives to:
 - i. Accomplish the coordination necessary for the satisfactory completion of the Project. Notice to any representative will constitute notice to that party.
 - ii. Review substantive phases of the Project as each deems necessary.
 - iii. Attend Meetings for the purpose of increasing communications and receiving comments.

III. DESIGN PROCEDURES

- A. Under the direction of the CRAA, the AE will develop and submit a scope of services for the design of the project (Scope) to the CRAA for approval in consultation with CRPDGD. The Scope shall include detailed descriptions of all work to be performed, the methodologies to be proposed to perform the work, the name and qualifications of the person performing each aspect of the work, estimated man-hours required for completion of each aspect, the schedule for performing each aspect, and a description of the internal and external review procedures to assure quality control.
- B. The CRAA will forward the Scope to the CRPDGD for review and comment. After receiving comments from the CRPDGD, the CRAA will finalize and approve the Scope.
- C. The Scope may be amended by the CRAA as the AE's work proceeds. The CRPDGD will be notified, consulted and provide agreement prior to any significant modifications to the Scope.
- D. Unless otherwise directed by the CRAA, all work performed by the AE in preparation of the design shall be submitted to the CRAA. The CRPDGD may communicate with the AE and its subcontractors during the development of the design. The CRPDGD agrees not to modify or edit the AE's work prior to submission to the CRAA. All suggestions for modifications or changes to the design recommended by the CRPDGD shall only be made to the CRAA.
- E. The AE shall submit monthly written reports on the progress of its work to CRAA, with a concurrent copy to the CRPDGD. This report shall describe the present status of each aspect of the work, any problems encountered, and recommendations for modifications to the Scope and any changes to personnel, methodology, or schedules for completion.
- F. As each phase of the design process is completed, the CRAA shall review the tasks completed and, after consultation with the CRPDGD, shall approve, modify, comment, and/or direct further work with regard to such tasks as necessary.
- G. If requested, the AE will provide the CRAA access to and review of all procedures and data used in developing any reports. The CRPDGD will also have access to such procedures and underlying data.
- H. To facilitate design and construction of the Project, joint meetings among the CRAA, the CRPDGD, AE and the Contractor may be held. The CRAA reserves the right to work directly with the AE and Contractor for purposes of assuring expeditious communication and timely completion of the Project, but CRAA will notify CRPDGD of any changes as a result of that direct contact prior to any change implementation.

IV. GENERAL CONSTRUCTION PROVISIONS

- A. The CRAA will assume responsibility for all aspects of the construction of the Project, including contract administration and construction supervision.
- B. The CRAA will procure the services of an experienced public golf course Contractor, in consultation with CRPDGD, to perform all necessary construction required to complete the Project.
- C. There is a desire by both the CRAA and the CRPDGD to compress the schedule of the reconstruction as much as possible to reduce the amount of time the Airport Golf Course is less than an 18-hole facility.
- D. There is a desire by both the CRAA and the CRPDGD to maintain at least nine playable holes during the reconstruction, and feasibility of this will be further analyzed and determined during the design phase of the project.
- E. The CRPDGD will participate in the construction process in the following areas: the review of bids, the final selection of AE and Contractor, scope of services approval, participation in monthly contractor meetings, consultation on work order changes, development of a Project punch list, and sign-off on delivery of the finished course.
- F. The parties shall make all reasonable efforts to assure the satisfactory and timely performance of the duties of the Contractor, as specified in this MOU.
- G. The CRAA will assume NO obligations regarding maintenance of the golf course improvements following completion of the Project.

V. FINANCIAL PROVISIONS

- A. All costs incurred in connection with employment of the AE and the Contractor, and any subcontractors, or other persons retained or employed by the CRAA, shall be the sole responsibility of the CRAA.
- B. Pursuant to that certain lease agreement between the CRAA and the City of Columbus titled "Columbus Airport Golf Course Lease Agreement" and dated [Insert Effective Date] (the "Lease"), the CRAA will provide financial compensation to the CRPDGD for surplus revenues lost, if any, during construction of the Project according to the formula provided for in the Lease. Additionally, the CRAA agrees to provide financial compensation to the CRPDGD for surplus revenues lost, if any, for a period up to two years after completion of the Project pursuant to the same process as provided in the Lease and as follows:
 - i. Before the Airport Golf Course is open to customers for 18 holes of golf, the CRPDGD and the CRAA will:

1. Determine anticipated CRPDGD revenues lost due to anticipated temporary loss of business after full reopening resulting from the Project.
 2. Determine, and subtract from anticipated revenues, all costs saved, if any, including a mutually agreed factor for overhead costs, by the CRPDGD due to the temporary reduction in the scope of the CRPDGD's operation of the Airport Golf Course.
 3. The net amount will form the basis for determining the annual compensation owed by the CRAA to the CRPDGD for a period up to two years after completion of the Project.
- ii. To make the above determinations the parties will mutually examine Airport Golf Course financial statements certified by City Auditor's Office for the three fiscal years prior to the first year during which Airport Golf Course is impacted by the Project. Additionally, the parties will estimate expected golf course revenues for the period during construction of the Project as if the Project had not occurred by using the last full calendar year of full Airport Golf Course operations and establishing estimated Airport Golf Course revenues during impacted years by adjusting estimated revenues up or down based upon market revenue trends for similar courses in Central Ohio provided by the Professional Golfers Association's (PGA) Performance Track Report (PGA Report). This will allow for a fair compensation assessment based on economic and weather conditions throughout Central Ohio and the Midwest during the two-year post construction period. The parties agree to then use the five-year trends identified from the above review of the certified financial statements and PGA reports to:
1. Project Airport Golf Course revenues and costs for a period up to two years after completion of the Project as if there would not be any impact to Golf Course operations from the South Runway Relocation Project.
 2. For the same years, estimate lost revenues and all costs saved, including a mutually agreed upon factor for overhead, by the CRPDGD due to the Project.
- iii. As soon as reasonably possible after Airport Golf Course certified financial statements and the PGA Report are available for the year prior to the year in which Airport Golf Course becomes fully operational, the parties will determine the projected net loss to the CRPDGD based upon the methodology provided above. On or before the beginning of each month during the fiscal year the CRAA shall pay to the CRPDGD 1/12 of the estimated net loss to the CRPDGD for that year. At the end of each CRPDGD fiscal year, as soon as practical after CRPDGD certified financial statements for the Airport Golf Course become available the parties shall determine whether the actual net loss to the CRPDGD was

less than or greater than the net loss projected at the beginning of the fiscal year. If the CRPDGD's net loss was greater than projected, the CRAA shall compensate the CRPDGD for the additional net loss. If the CRPDGD's net loss was less than projected, the CRPDGD shall reimburse the CRAA the amount the CRAA overpaid during the prior CRPDGD fiscal year.

- iv. Additionally, during the course of completing any "true-up" provided for above, the parties agree to develop a method for taking into account reasons of force majeure, as defined in the Lease, that could justify an adjustment to the net loss to the CRPDGD for the prior fiscal year.
- v. Following is a hypothetical example of the application of this formula:
 1. Assume the Airport Golf Course is opened for the full 18 holes of golf on April 1, 2012. Construction commenced March 1, 2010. To determine anticipated surplus revenues lost the parties would apply the above formula using certified financial statements for the years 2007 through 2009. Assume revenues for those years were: 2007 = \$780,928; 2008 = \$804,356 (3.0% increase over 2007); 2009 = \$828,487 (3.0% increase over 2008).
 2. Since the full course was not opened during 2010 and 2011, the parties would use market trends reported in the PGA Report to project Airport Golf Course revenues for 2010 and 2011. Assume the PGA reports for 2010 and 2011 showed a Central Ohio golf market that declined by 5.0% in 2010 and grew by 3.0% in 2011. Estimated 2010 revenues would be \$787,063 ($\$828,487 \times .95$) and 2011 revenues would be \$810,675 ($\$787,063 \times 1.03$).
 3. The average change over the 5-year period (2007-2011) is +1.0% ($(\$810,675 - \$780,928) / \$780,929 / 4$).
 4. Projected revenues for 2012 would be \$818,782 ($\$810,675 \times 1.01$).
 5. The parties then mutually agree to actual anticipated revenues. Assume for 2012 the parties agreed to \$698,782. Assume that the parties agreed there would be no estimated costs saved and there are no events of force majeure. The net projected lost surplus for 2012 is \$120,000 or \$10,000 per month.
 6. For the remainder of 2012 (9 months – April thru December), CRAA will pay CRPDGD \$10,000 per month.
 7. When final 2012 financial information is available the parties will perform the true up contemplated in iii above. For example, if actual surplus revenues were \$90,000. The CRPDGD would owe the CRAA \$30,000 which the parties could agree would be reimbursed in a lump sum or could be netted against any monthly payments made by CRAA during 2013. The final true-up for January thru March of 2014, to complete the 24 month post-construction compensation period would be by lump sum payment from the owing party to the owed party

pursuant to this formula.

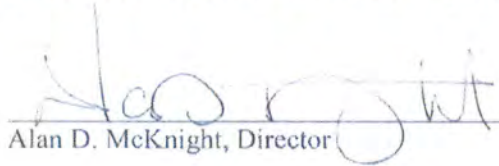
VI. CESSATION AND TERMINATION

- A. This MOU will remain in force between the parties until the Project is completed and all relevant compensations have been paid.

VII. MODIFICATION

- A. This MOU represents the entire agreement between the parties and the MOU may be modified by the parties, only by written agreement by both of the parties.

Columbus Recreation and Parks Department


Alan D. McKnight, Director

12/12/08
Date

Columbus Regional Airport Authority


Elaine Roberts, President and CEO

11-26-08
Date





ATTACHMENT 4

**Air Force Plant 85 Memorandum of Agreement
March 5, 2009**

MEMORANDUM OF AGREEMENT
BETWEEN THE COLUMBUS REGIONAL AIRPORT AUTHORITY,
THE FEDERAL AVIATION ADMINISTRATION,
AND THE OHIO HISTORIC PRESERVATION OFFICE
REGARDING THE CONSTRUCTION OF A REPLACEMENT RUNWAY
COLUMBUS, OHIO

WHEREAS, the Columbus Regional Airport Authority (CRAA) proposes construction of a replacement runway 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L at Port Columbus International Airport; and

WHEREAS, the undertaking involves the demolition of the ramp tower on the top of Building 7 of the former Air Force Plant (AFP) 85 ; and

WHEREAS, the undertaking will affect access to the Stelzer Cemetery; and the CRAA has consulted with the Stelzer Family on the findings and recommendations of the Stelzer Cemetery; and

WHEREAS, CRAA and the Federal Aviation Administration (FAA) have consulted with the Ohio Historic Preservation Office (OHPO) pursuant to the provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470(f)) and implementing regulations at 36 C.F.R. Part 800; and

WHEREAS, FAA, the Advisory Council on Historic Preservation (ACHP) and OHPO agreed to a combined review of this project pursuant to 36 C.F.R. § 800.8, and copies of all environmental documents and findings were made available for public review; and

WHEREAS, the FAA, in consultation with the OHPO has defined the Undertakings' Area of Potential Effect (APE) as described in **Attachment 1** that show maps of the respective facilities; and

WHEREAS, the FAA and the OHPO have determined that the former AFP 85 is eligible for listing on the National Register of Historic Places (NRHP) for its association with the local involvement in the military industrial expansion associated with World War II; the association with the Lustron Corporation, manufacturers of post-war prefabricated housing; and as an excellent example of the work of Albert Kahn; and

WHEREAS, Building 7 of the AFP 85 has undergone a number of improvements and additions since its original construction, one of which was the ramp tower that will be demolished as part of the undertaking, and the FAA, in consultation with the OHPO, has determined that this could constitute an adverse effect on historic properties pursuant to 36 C.F.R. § 800.9; and

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3/5/09

MSE

MEMORANDUM OF AGREEMENT
BETWEEN THE COLUMBUS REGIONAL AIRPORT AUTHORITY,
THE FEDERAL AVIATION ADMINISTRATION,
AND THE OHIO HISTORIC PRESERVATION OFFICE
REGARDING THE CONSTRUCTION OF A REPLACEMENT RUNWAY
COLUMBUS, OHIO

WHEREAS, the Columbus Regional Airport Authority (CRAA) proposes construction of a replacement runway 10,113 feet long, located approximately 702 feet south of the existing Runway 10R/28L; and

WHEREAS, the first undertaking consists of the demolition of the ramp tower on the top of Building 7 of the former Air Force Plant (AFP) 85 (First Undertaking); and

WHEREAS, the second undertaking is disposition of the Stelzer Cemetery (Second Undertaking); in which the CRAA has consulted with the Stelzer Family on the findings and recommendations of the Stelzer Cemetery; (collectively herein the first and second undertakings are referred to as the Undertakings); and

WHEREAS, CRAA and the Federal Aviation Administration (FAA) have consulted with the Ohio Historic Preservation Office (OHPO) pursuant to the provisions of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470(f)) and implementing regulations at 36 C.F.R. Part 800; and

WHEREAS, FAA, the Advisory Council on Historic Preservation (ACHP) and OHPO agreed to a combined review of this project pursuant to 36 C.F.R. § 800.8, and copies of all environmental documents and findings were made available for public review; and

WHEREAS, the FAA, in consultation with the OHPO has defined the Undertakings' Area of Potential Effect (APE) as described in Attachment 1 that show maps of the respective facilities; and

WHEREAS, the FAA and the OHPO have determined that the former AFP 85 is eligible for listing on the National Register of Historic Places (NRHP) for its association with the local involvement in the military industrial expansion associated with World War II; the association with the Lustron Corporation, manufacturers of post-war prefabricated housing; and as an excellent example of the work of Albert Kahn; and

WHEREAS, Building 7 of the AFP 85 has undergone a number of improvements and additions since its original construction, one of which was the ramp tower that will be demolished as part of the First Undertaking, and the FAA, in consultation with the OHPO, has determined that this could constitute an adverse effect on historic properties pursuant to 36 C.F.R. § 800.9; and

NOW THEREFORE, CRAA, FAA and the OHPO agree that the Undertakings shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertakings on historic properties.

STIPULATIONS

FAA shall ensure that the following stipulations are implemented:

I. CRAA RESPONSIBILITIES:

- 21/3/11/09*
- A. ~~Regarding the First Undertaking~~, CRAA shall ensure that the impacts to Building 7 will be limited to the ramp tower. If any unanticipated effects to the remaining structure result from the demolition, CRAA will consult with the OHPO to ensure that the impacts would be properly mitigated by CRAA.
- B. CRAA will enclose any exposed areas that would result from the First Undertaking. These enclosures will be designed in a manner so that the finished product would resemble the building in design, materials and appearance.
- C. CRAA will provide the OHPO with draft plans for the proposed work at Building 7 for review and comment before any such work is authorized to proceed.
- i. OHPO's comments regarding the proposed work will be based on the Secretary of the Interior's Standards for Rehabilitation and shall be provided within 30 days of receipt of the draft plans for the proposed work.
 - ii. CRAA will take any comments from OHPO into account and may elect to resubmit revised plans to OHPO for additional review in the event of disagreement regarding the proposed treatment.
- 21/3/11/09*
- D. ~~Regarding the Second Undertaking~~, CRAA shall be responsible for the coordination, relocation, and associated expenses of the original headstone for Anna Mary Stelzer to the Mifflin Township Cemetery; the placement of the artifacts uncovered to be placed back in the grave shafts; the placement of a bronze historical marker on the site of the Stelzer Cemetery which the CRAA will coordinate with the Stelzer family on size and wording prior to creation and installation; and the CRAA will provide limited access to the Stelzer family on an as needed basis to the Stelzer cemetery.

II. **AMENDMENTS:** This Memorandum of Agreement (MOA) may be amended when such an amendment is agreed to in writing by all signatories (36 C.F.R. § 800.6(c)(7)). The amendment will be effective on the date a copy signed by all the signatories is signed.

III. **DURATION:** This MOA will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the CRAA may

consult with the other signatories to reconsider the terms of the MOA and amend or extend it if the Undertakings have not been implemented. In such event, the CRAA will notify the signatories to this MOA and if the CRAA chooses to continue with the proposed demolitions, the CRAA shall resume consultation about the demolition, in accordance with 36 C.F.R. Part 800.

- IV. **POST-REVIEW DISCOVERIES:** If items which may contain historical significance, including documents, which are being stored within the ramp tower are discovered, or if additional historic properties or unanticipated effects on the historic property are discovered (36 C.F.R. § 800.6(c)(6)), the CRAA shall notify the OHPO of the discovery and consult with the OHPO pursuant to 36 C.F.R. Part 800.
- V. **TERMINATION:** If, any signatory to this MOA determines that its terms will not or cannot be carried out, that signatory shall immediately consult with the other signatories to attempt to develop an amendment as defined above. If within thirty (30) days (or another time period agreed to in writing by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once this MOA is terminated, and prior to work continuing on either of the Undertakings, the CRAA must execute an MOA pursuant to 36 C.F.R. § 800.6.

Execution of this MOA by the CRAA, the FAA, and the OHPO and completion of the above stipulations by the CRAA, evidences that the CRAA has taken into account the effects of the Undertakings on historic properties and satisfied any and all Federal or State mitigation requirements of any nature for the proposed project in the ROD.

Columbus Regional Airport Authority


By: Elaine Roberts 3/5/09
Elaine Roberts, AAE
President & CEO
Columbus Regional Airport Authority



Federal Aviation Administration

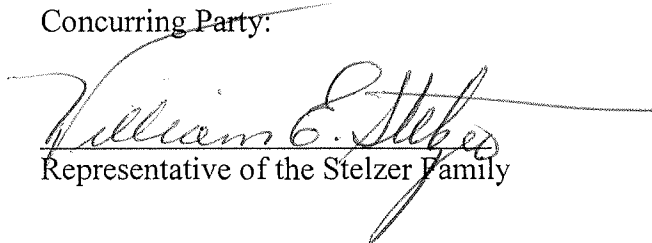
By: Matthew J. Thys 3/4/09
Matthew J. Thys
Manager, Detroit Airports District Office
Federal Aviation Administration

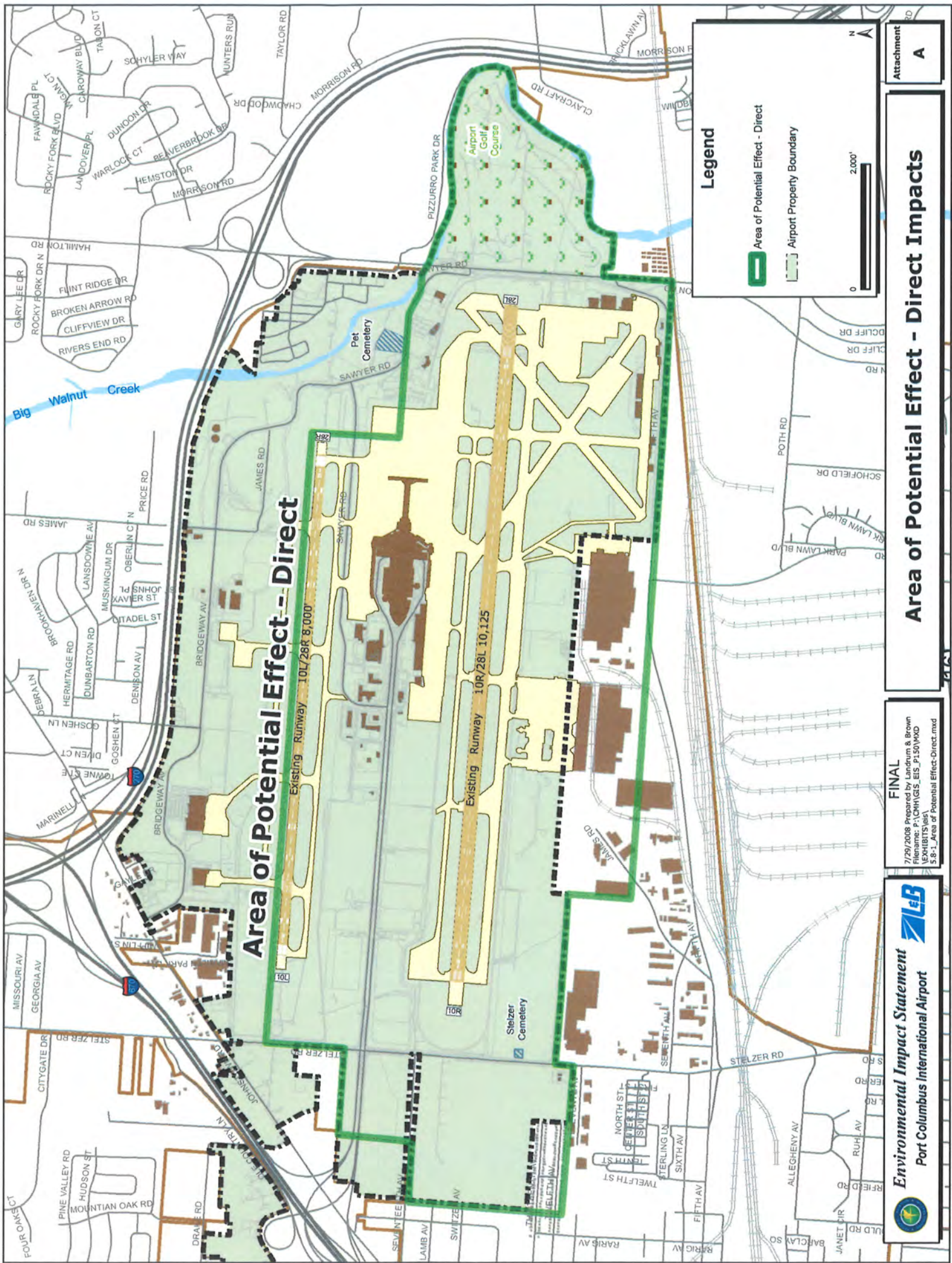
The Ohio Historic Preservation Office

By: 

Mark J. Epstein, Department Head
Resource Protection and Review
Ohio Historic Preservation Office

Concurring Party:


Representative of the Stelzer Family



Attachment
A

Area of Potential Effect - Direct Impacts

FINAL

7/29/2008 Prepared by Landrum & Brown
Filename: P:\CHM\GIS_EIS_P150\XMD
93410115\Area of Potential Effect-Direct.mxd



Environmental Impact Statement
Port Columbus International Airport



ATTACHMENT 5

FEIS Response to Comments

Attachment 5

FEIS

Response to Comments

	Comment	FAA Response
Gentry-1	The Federal Aviation Administration's proposed (Alternative C3b) noted on page 17 and 18 of the ES does not offer any conditions for environmental alternatives with regards to reduction in heavy traffic noise pollution stemming directly now or for the foreseeable future from Port Columbus International airport that affect my home, living space and quality of life at 272 Sherborne Drive.	<p>The FAA evaluated three alternatives, including the No Action that met the purpose and need statement. These three alternatives were evaluated for environmental consequences in 18 categories, including noise and air quality.</p> <p>The analysis found that there are no significant impacts for noise and air quality.</p>
Gentry-2	The Airport Sponsor's Proposed Project and Connected Actions, and associated development, noted in the Port Columbus International Airport, Environmental Impact Statement, Executive Summary dated March 2009, these proposed changes as reported in the Executive Summer, March 2009, will without a doubt substantially increase aircraft noise pollution, increase the dilution of an already critical air quality index, increase an already battered ozone by the increase in air flights and automobile traffic emissions and alter significantly other environmental atmospheric conditions.	<p>The FAA evaluated three alternatives, including the No Action that met the purpose and need statement. These three alternatives were evaluated for environmental consequences in 18 categories, including noise and air quality.</p> <p>The analysis found that there are no significant impacts for noise and air quality.</p>
Gentry-3	I do question the need for a need terminal in light that the current terminal was constructed with viewing defects for the air traffic controller and thousands of dollars were spent to build this existing terminal? Is the purpose of the new terminal to erase the mistakes in the construction of the current terminal?	The proposed new terminal is to efficiently accommodate passenger levels above 5 million annual enplaned passengers.

Gentry-4	<p>I pose this question as I have in the past. If the 65 db encompasses Fifth Avenue to the north, Why does both commercial and private aircraft cross over Fifth Avenue to the south? Would it not make sense that if aircraft flies over zones outside of the declared 65 db, that that aircraft creates airplane noise pollution displacement by the natural process of the laws of physics?</p>	<p>At CMH, the aircraft flight paths for landing and taking off at the airport are primarily east or west. Aircraft must land and takeoff into the wind, so the direction of departures and arrivals is dependent upon which direction the wind is blowing on a particular day. The airport has departure procedures in place to keep jet aircraft essentially on a heading straight out from the airport until they reach an altitude of 2,500 feet above the ground, and then they can turn to head towards their destination. Also, when a jet is landing, they must start their final approach at about 5 miles from the airport and they must be lined up with the runway at that point. Jet aircraft are not allowed to turn towards the runway if they are less than 5 miles from the airport. These approaches have been in place for at least 14 years.</p>
Gentry-5	<p>Both the Executive Summary, March 2009, Port Columbus International Report, Environmental Impact Statement along with the Part 150 Noise Compatibility Study conducted in 2007, leave me distressed as neither addresses ways and means “corrective actions” to buffer/abate the adverse aircraft noise pollution relative to the daytime and night time commercial and private noise disturbances and disruptions to my quality of life experienced now. Nor, as the future will dictate. I will strongly be impact to the future as I face continued unmet concerns and “labeled” a household considered outside of the current establishment of the 65 db zone, the impending relocation of (R10/28L), the environmental impact of increased commercial and private aircraft noise pollution by more flights and larger aircraft arriving and departures, poorer quality of clean</p>	<p>The Part 150 program is a voluntary program that airports can participate in. The Columbus Regional Airport Authority completed a Part 150 Study in 2007/2008. Aircraft operations at the airport will continue to grow, whether the runway is relocated or not.</p>

Gentry-6	air and associative environmental impact. Why is it that I can stand in my front yard and see aircraft flying LOW over Eastgate School and taking HUGE TURNS veering to the west and heading south of farther turning to head east, invoking loud aircraft engine noise pollution? The community in which I live is considered outside of the 65 db, an outdated noise level system for measuring for	At CMH, the aircraft flight paths for landing and taking off at the airport are primarily east or west. Aircraft must land and takeoff into the wind, so the direction of departures and arrivals is dependent upon which direction the wind is blowing on a particular day. The airport has departure procedures in place to keep jet aircraft essentially on a heading straight out from the airport until they reach an altitude of 2,500 feet above the ground, and then they can turn to head towards their destination. Also, when jet is landing, they must start their final approach at about 5 miles from the airport and they must be lined up with the runway at that point. Jet aircraft are not allowed to turn towards the runway if they are less than 5 miles from the airport. These approaches have been in place for at least 14 years.
Gentry-7	Why was the proposal for building a NEW runway to meet this same need as the proposed relocation of R10/28L, not proposed for building on all that property and vacant grounds that sits north of the current terminal? Why south to Fifth Avenue that has an increased affect on residential areas.	The FEIS evaluated multiple alternatives to meet the purpose and need statement. Alternatives for constructing the runway to north were evaluated in detail in Chapter 3 of the FEIS. They were eliminated for a variety of reasons, including environmental, operational, and cost considerations.
Gentry-8	The initial premise for the redevelopment and restructuring of Port Columbus International Airport was looking beyond 20 years. What is the market dictating now with the significant decrease in booked airfares, drop in consumer spending, and gasoline price fluctuations?. What happens to the land locked airport after these next 20 years have gone by.	Airports are continually planning for the future. The airport will continue to monitor the conditions and projections at the airport and plan accordingly.
Gentry-9	What proactive measures are in place to replace the trees demolished and destroyed trees "green environmental	Removal of trees for the project is minimal. All trees will be removed in accordance with the recommendations of

Gahanna-1	<p>potential” that can serve as consolation for buffers and cleaning the air?</p> <p>4.4.3 PUBLIC PARKS AND RECREATION FACILITIES (Chapter 4, page 4-26)</p> <p>Gahanna: Creekside Park, Friendship Park, Gahanna Woods Nature Reserve, Gahanna Woods, Galloway Preserve, Memorial Park, Pizzurro Park, Rathburn Woods, Shull Park, Taylor Road Reserve</p> <p>Changes include:</p> <ol style="list-style-type: none"> 1. Gahanna Woods Nature Reserve and Gahanna Woods are one and the same. Gahanna Woods would suffice. 2. Galloway Preserve should be Galloway Reserve. 3. Rathburn Woods should be Rathburn Woods Park. 4. Might want to add: Foxwood Park, Geroux Herb Gardens, Gramercy Park, Hunters Ridge Pool Park and Royal Gardens Park. 	the U.S. Fish and Wildlife Service.
DOI-1	<p>In Chapter 8 in Table 8-2, the previous address for the U.S. Fish and Wildlife Service (FWS) is listed. The FWS Ecological Services office has moved to a new location. For matters related to fish and wildlife resources and federally listed threatened and endangered species, please continue to coordinate with Ms. Mary Knapp at the new location: 4625 Morse Road, Suite 104, Columbus, Ohio 43230, telephone: 614-416-8993.</p>	Comment noted.
DOI-2	<p>Page 5.9-6 states that consultation under Section 7(c) of the Endangered Species Act is complete, however, this is incorrect. The FWS has reviewed the information and provided technical assistance for the project including the</p>	<p>As the lead Federal agency, we have made the following determination.</p> <p>A biological assessment was completed for the proposed</p>

	<p>recommendations that have been incorporated into the Final EIS. Consultation is complete when the FWS concurs with the determinations made by the lead federal agency regarding threatened and endangered species.</p>	<p>project area. Extensive field surveys were conducted in 2006 and found no State- or Federally-listed plant or animal species or critical habitat in the project area. During that survey, approximately 21 suitable roost trees and foraging habitat for the Indiana bat was present within the second-growth forest areas of the project area along Big Walnut Creek. However, no individuals were observed during the survey. It is not anticipated that trees along Big Walnut Creek will be removed for the Selected Alternative. Should there be a need to trim the trees located in the project area, further coordination with the USFWS will be completed to determine if there will be any impacts to the Indiana bat. In order to verify that there would be no impacts to the bald eagle, the CREA will contact the ODNR, prior to construction to obtain an updated status of the bald eagle's activity in the area.</p> <p>Concerning the clubshell mussel, northern riffleshell mussel, rayed bean mussel, and the Scioto madtom individuals or habitats, the USFWS determined that "due to the project type, size, and location, the project should not impact these species or their habitat. The USFWS recommends that tree trimming and removal be minimized as much as possible. Tree trimming and removal in areas other than the riparian corridor of Big Walnut Creek should occur between September 30 and April 1 to avoid potential impacts to the Indiana bat."</p> <p>The Selected Alternative will not impact any State- or Federally- listed threatened, endangered, or candidate species. The FAA has completed consultation with the</p>
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USEPA-1	<p>On July 11, 2008, the U.S. EPA provided comments on the Draft EIS for this project. In our letter, we expressed environmental concerns with Particulate Matter – 2.5 microns or less (PM2.5), and we suggested mitigation measures that could help minimize PM2.5 emissions. In particular, we recommended implementation of a comprehensive air mitigation plan that would include a diesel emissions reduction program for construction and operation and measures to address hazardous air pollutants emissions from aircraft taxiing and idling. We acknowledge the additional information on these concerns that was included in the Final EIS. Despite the fact that the project meets general conformity, we are retaining our concerns because the Final EIS is not clear on how PM2.5 emissions would be minimized. We recommend that the Record of Decision provide a commitment as to how PM2.5 emissions will be mitigated. Our detailed comments on PM2.5 are enclosed.</p>	<p>USFWS under the Endangered Species Act, Section 7(c). See USFWS letter dated April 30, 2009.</p> <p>As stated in FEIS Chapter 7.5.11.</p> <p>The USEPA recommended several techniques and initiatives in an effort to reduce the impact of the Airport on the environmental, both in implementing this project and in the design, implementation, and maintenance of other projects. These recommendations focused on green airport design standards and reduction of emissions through aircraft idling programs, gate modernization, and alternative fuel programs.</p> <p>It is anticipated that, if approved, sustainable design and design and development strategies would be incorporated, to the greatest extent possible, into the implementation of the runway and terminal development alternatives, thereby lessening potential impacts to the environment and creating a benefit to the environment as well. The CRAA will ensure compliance with all Federal, State, and local environmental regulations, and will seek to set the standard for environmental protection and mitigation measures in the construction and implementation of the Selected Alternative. It is anticipated that the reasonably foreseeable future projects planned at CMH would follow the same design and development guidance while striving to achieve their goals with minimal impacts on the environment.</p> <p>Other initiatives include diesel emissions reductions where the CRAA is currently a finalist for a USEPA grant that</p>
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		<p>would allow the CRAA to retrofit all authority diesel vehicles. The CRAA currently uses bio-diesel in its fleet of automobiles and is pursuing alternative fuels for other applications, such as parking shuttle buses. These initiatives combined with improvements in the Airport roadways and anti-idling policy should help to reduce emission from Airport activity.</p> <p>Attachment 6 of this ROD has a table listing the CRAA's air quality current activities.</p> <p>As stated in FEIS Chapter 7.5.11.</p> <p>The USEPA recommended several techniques and initiatives in an effort to reduce the impact of the Airport on the environmental, both in implementing this project and in the design, implementation, and maintenance of other projects. These recommendations focused on green airport design standards and reduction of emissions through aircraft idling programs, gate modernization, and alternative fuel programs.</p> <p>It is anticipated that, if approved, sustainable design and design and development strategies would be incorporated, to the greatest extent possible, into the implementation of the runway and terminal development alternatives, thereby lessening potential impacts to the environment and creating a benefit to the environment as well. The CRAA will ensure compliance with all Federal, State, and local environmental regulations, and will seek to set the standard for environmental protection and mitigation measures in the construction and implementation of the</p>
OEPA-1	<p>For this reason, DAPC requests a commitment from the CRAA to implement mitigation efforts to reduce emissions of PM2.5 at CMH. DAPC acknowledges that the CRAA took an important first step in November 2008 by establishing a passenger pickup waiting lot (cell-phone lot) to reduce idling at the pick-up curb; however, to maintain the improvements in PM2.5 air quality and to ensure violations of the standard are not caused in the future, additional mitigation efforts will be necessary. Such efforts could include use of alternative fuels (LPG or CNG) for ground support equipment, gate electrification to reduce emissions from APU's, and employment of contractors who commit to using construction equipment with clean diesel technologies (exhaust controls, engine retrofitting/repowering, etc.).</p>	

		<p>Selected Alternative. It is anticipated that the reasonably foreseeable future projects planned at CMH would follow the same design and development guidance while striving to achieve their goals with minimal impacts on the environment.</p> <p>Other initiatives include diesel emissions reductions where the CRAA is currently a finalist for a USEPA grant that would allow the CRAA to retrofit all authority diesel vehicles. The CRAA currently uses bio-diesel in its fleet of automobiles and is pursuing alternative fuels for other applications, such as parking shuttle buses. These initiatives combined with improvements in the Airport roadways and anti-idling policy should help to reduce emission from Airport activity.</p> <p>Attachment 6 of this ROD has a table listing the CRAA's air quality current activities.</p>
ODNR-1	Rare and Endangered Species. The ODNR, Division of Natural Areas and Preserves, has no comments on this FEIS.	Comment noted.
ODNR-2	Fish and Wildlife. The ODNR, Division of Wildlife has no comments regarding this FEIS.	Comment noted.
USFWS-1	The project lies within the range of the bald eagle (<i>Haliaeetus leucocephalus</i>), a species protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. At this time no bald eagle nests occur within ½ mile of the project site. You have indicated that the CRAA will contact ODNR to review updated information of the bald eagle prior to construction. You have determined that this project may affect but is not	Comment noted.

	likely to adversely affect this species. Due to the project location, description, and further coordination with ODNR the Service concurs with your determination for the bald eagle.	
USFWS-2	<p>The project lies within the range of the Indiana bat (<i>Myotis sodalis</i>). There are 2 forested areas within the project site. These areas have limited habitat and lack of connectivity with other high quality areas. The FEIS indicates that none of the trees along Big Walnut Creek will be removed, however, trees may be trimmed. If trees along Big Walnut Creek are trimmed consultation with this office will occur prior to conducting this activity. You have indicated that if any tree cutting is required it will be conducted seasonally between September 30 and April 1. Any tree cutting that will be conducted after December 31, 2009 will be coordinated with this office. You have determined that this project may affect but is not likely to adversely affect the Indiana bat. Due to the avoidance of tree removal along Big Walnut Creek, seasonal clearing, and further coordination with this office as described above, the Service concurs with your determination for this species.</p>	Comment noted.
USFWS-3	<p>This project also lies within the range of the Scioto madtom (<i>Noturus trautmani</i>), northern riffleshell mussel (<i>Epioblasma torulosa rangiana</i>), clubshell mussel (<i>Pleurobema clava</i>), snuffbox mussel (<i>Epioblasma triquetra</i>), and the rayed bean mussel (<i>Villosa fabalis</i>). No in-stream work will be conducted within Big Walnut Creek and none of these trees along it will be removed. You have determined that this project will have no effect on these species. Therefore, section 7(a)(2) consultation</p>	Comment noted.

USFWS-4	<p data-bbox="219 1526 248 1724">is not required.</p> <p data-bbox="256 982 539 1724">Should additional information on listed or proposed species or their critical habitat become available or if new information reveals effects of the action that were not previously considered, this determination may be reconsidered. If project plans change or if portions of the proposed project were not evaluated, it is our recommendation that you contact our office for further review.</p> <p data-bbox="256 741 285 957">Comment noted.</p>
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272 Sherborne Drive
Columbus, OH 43219
March 23, 2009, April 1, 2009, April 2, 2009

RECEIVED

APR 05 2009

FAA, DETROIT ADO

Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174

I am writing to you in regards to the notice by the Department Of Transportation Federal Aviation Administration, Notice of Availability of the Final Environmental Impact Statement (Final EIS) for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and Other Associated Airport Projects at Port Columbus International Airport (CMH), AGENCY: Federal Aviation Administration, Department of Transportation/ ACTION: Notice of Availability and notice of 30-day public comment period, as placed in *The Columbus Dispatch*, Friday, March 20, 2009, page E1, under Legal Notices.

I have had an opportunity to overview to the best of my knowledge and understanding the jargon contained in the Executive Summary produced from the Port Columbus International Airport Environmental Impact Statement –Final, dated March 2009. With particular and ongoing interest and concerns my attention is drawn to information pertaining to “The Airport Sponsor’s Proposed Project and Connected Actions” as indicated on page ES-4 and “Purpose and Need” as indicated on page ES-8 of the Executive Summary of the proposed relocation and replacement of runway (10R/28L) currently in place, to some 702 feet South on the airport grounds.

The Federal Aviation Administration’s proposed (Alternative C3b) noted on page 17 and page 18 of the ES) does not offer any conditions for environmental alternatives with regards to reduction in heavy air traffic noise pollution stemming directly now or for the foreseeable future from the Port Columbus International airfield that affect my home, living space and quality of life at 272 Sherborne Drive.

Gentry-1

I do not believe that I need to rewrite to a new degree my concerns with regards to the prevailing and proposed conditions and environmental aircraft both commercial and private noise pollution that stems and will stem from Port Columbus International Airport. For this purpose I have attached copies of my previous relative communications and thoughts regarding the Port Columbus International Airport – Part 150 Noises Compatibility study (see attachments) A, B, C, D, E, F.

TO: Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174

From: Madelaine C. Gentry

Re: Department Of Transportation Federal Aviation Administration Notice of Availability of the Final Environmental Impact Statement (Final EIS) for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and Other Associated Airport Projects at Port Columbus International Airport (CMH)

Action: Notice of Availability and notice of 30-day public comment period

The Executive Summary example in APPENDIX D – (page D-1) D.1 Sound and Noise strengthens and clearly exemplifies my concerns regarding Commercial and private aircraft noise pollution that I currently contend with and with the charged “construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing runway 10R/28L”, (page ES-4 (ES.1.2.1) (also noted as Alternative C3) The Airport Sponsor’s Proposed Project and Connected Actions, and associated development, noted in the Port Columbus International Airport, Environmental Impact Statement, Executive Summary dated March 2009, these proposed changes as reported in the Executive Summer, March 2009, will without a doubt substantially increase aircraft noise pollution, increase the dilution of an already critical air quality index, increase an already battered ozone by the increase in air flights and automobile traffic emissions and alter significantly other environmental atmospheric conditions.

Gentry-2

As it is my right, and with respect to the Notice of Availability and notice of 30-day public comment period my additional introspective with reference to the Executive Summary also follows. Much to my disappointment through the continuation of consultant studies and fees paid via taxpayer monies nothing was reinvented nor altered from the already known variable(s) from years pass and outcome for approval of the relocation of runway 10R/28L and other associated activities with redevelopment and restructuring of Port Columbus International Airport.

I do question the need for a need terminal in light that the current terminal was constructed with viewing defects for the air traffic controller and thousands of dollars were spent to build this existing terminal? Is the purpose of the new terminal to erase the mistakes in the construction of the current terminal?

Gentry-3

I pose this question as I have in the past. If the 65 db encompasses Fifth Avenue to the north, Why does both commercial and private aircraft cross over Fifth Avenue to the south? Would it not make sense that if aircraft flies over zones outside of the declared 65 db, that that aircraft creates airplane noise pollution displacement by the natural process of the laws of physics?

Gentry-4

TO: Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174

From: Madelaine C. Gentry

Re: Department Of Transportation Federal Aviation Administration Notice of Availability of the Final Environmental Impact Statement (Final EIS) for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and Other Associated Airport Projects at Port Columbus International Airport (CMH)

Action: Notice of Availability and notice of 30-day public comment period

The information in APPENDIX D – (page D-1) D.1 Sound and Noise strengthens and clearly exemplifies my concerns regarding Commercial and private aircraft noise pollution that I currently contend with and with the charged “construction of a replacement runway, 10,113 feet long, located approximately 702 feet south of the existing runway 10R/28L”, (page ES-4 (ES.1.2.1) (also noted as Alternative C3) The Airport Sponsor’s Proposed Project and Connected Actions, and associated development, noted in the Port Columbus International Airport, Environmental Impact Statement, Executive Summary dated March 2009, these proposed changes as reported in the Executive Summer, March 2009, will without a doubt substantially increase aircraft adverse noise pollution levels, increase the dilution of an already critical air quality index, increase an already battered ozone by the increase in air flights and automobile traffic emissions and alter significantly other environmental atmospheric conditions.

Both the Executive Summary, March 2009, Port Columbus International Report, Environmental Impact Statement along with the Part 150 Noise Compatibility Study conducted in 2007, leave me distressed as neither addresses ways and means “corrective actions” to buffer/abate the adverse aircraft noise pollution relative to the daytime and night time commercial and private aircraft noise disturbances and disruptions to my quality of life experienced now. Nor, as the future will dictate. I will strongly be impact in the future as I face continued unmet concerns and “labeled” a household considered outside of the current establishment of the 65 db zone, the impending relocation of (R10/28L), the environmental impact of increased commercial and private aircraft noise pollution by more flights and larger aircraft arriving and departures, poorer quality of clean air and associative environmental impact.

Gentry-5

I am in continuous follow up with Mr. Dave Wall, Port Columbus International Airport, for the installation of a portable monitoring system that will be placed at my residence by airport personnel. From information left on my home voice mail last week on 03/25/09, I have not had one-on-one conversation with Mr. Wall, as he indicated in his call to me that the personnel responsible for handling the portable monitoring was on vacation last week but that he (Mr. Wall) left him a note on his desk to see him upon his return so that the responsible party could move ahead with installing the portable monitoring system at my residence. As of this writing, I have not had any further contact or communication regarding the installation of the portable monitoring system.

TO: Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174

From: Madelaine C. Gentry

Re: Department Of Transportation Federal Aviation Administration Notice of Availability of the Final Environmental Impact Statement (Final EIS) for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and Other Associated Airport Projects at Port Columbus International Airport (CMH)

Action: Notice of Availability and notice of 30-day public comment period

Why is it that I can stand in my front yard and see aircraft flying LOW over Eastgate School and taking HUGE TURNS veering to the west and heading south or farther turning to head east, invoking loud aircraft engine noise pollution? The community in which I live is considered outside of the 65db, an outdated noise level system for measuring for

Gentry-6

Why was the proposal for building a NEW runway to meet this same need as the proposed relocation of R10/28L, not proposed for building on all that property and vacant grounds that sits north of the current terminal? Why south to Fifth Avenue that has an increased affect on residential areas?

Gentry-7

The initial premise for the redevelopment and restructuring of Port Columbus International Airport was looking beyond to 20 years. What is the market dictating now with the significant decrease in booked airfares, drop in consumer spending, and gasoline price fluctuations?. What happens to the land locked airport after these next 20 years have gone by.

Gentry-8

What proactive measures are in place to replace the trees demolished and destroyed trees "green environment potential" that can serve as consolation for buffers and cleaning the air?

Gentry-9

I trust those who are making the decisions relative to the Port Columbus International Airport and its studies live within close proximity to the declared 65 db and/or radius of the Port Columbus International Airport and have the "real" opportunity to observe and experience the impact from commercial and private aircraft departures and arrivals at all times of the day and night.

Sincerely,



Madelaine C. Gentry

pc: President of the United States of America
The Honorable Mr. Barack Obama
1600 Pennsylvania Avenue
Washington, D.C. 20500

**TO: Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174**

From: Madelaine C. Gentry

**Re: Department Of Transportation Federal Aviation Administration Notice of Availability of the
Final Environmental Impact Statement (Final EIS) for the Replacement of Runway 10R/28L,
Development of a New Passenger Terminal, and Other Associated Airport Projects at Port
Columbus International Airport (CMH)**

Action: Notice of Availability and notice of 30-day public comment period

pc continued:

**The Honorable Ted Strickland
Governor of Ohio
Riffe Center, 30th Floor
77 South High Street
Columbus, OH 43215-61084**

**Mr. J. Randolph Babbitt
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591**

**The Honorable Sherrod Brown
713 Hart Senate Office Building
Washington, DC. 20510**

**The Honorable George V. Voinovich
524 Hart Senate Office Building
Washington, DC 20510**

**The Honorable Dennis Kucinich
U.S. House of Representative
14400 Detroit Avenue
Lakewood, Ohio 44107**

**The Honorable Carlton Weddington
77 South High Street
11th Floor
Columbus, Ohio 43215-6111**

**Mr. David Wall
Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219**

**TO: Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174**

From: Madelaine C. Gentry

**Re: Department Of Transportation Federal Aviation Administration Notice of Availability of the
Final Environmental Impact Statement (Final EIS) for the Replacement of Runway 10R/28L,
Development of a New Passenger Terminal, and Other Associated Airport Projects at Port
Columbus International Airport (CMH)**

Action: Notice of Availability and notice of 30-day public comment period

ATTACHMENTS:

- (A) Copy of Comment Form from Public Workshop – April 24, 2007 (1 page)**
- (A) Copy of Letter (9 pages) dated April 25, 26, 27, 28, 29, 2007; May 1, 2, 3, 4, 2007
to Marion C. Blakley (Administrator, FAA)**
- (B) Copy of Letter (12 pages) dated August 16, 17, 23, 24, 27, 2007 to Rob Adams s)
Part 150 Program Manager, Landrum & Brown Inc.**
- (C) Copy of letter (1 page) dated August 21, 2007 to Mr. David Wall,
Columbus Regional Airport Authority**
- (D) Copy of letter (1 page) dated August 31, 2007 to Honorable Joyce Beatty
Ohio House of Representatives**
- (E) Copy of letter (1 page) dated August 31, 2007 to
Honorable Mayor Michael Coleman, City of Columbus**
- (F) Copy of letter dated (1 page) dated August 31, 2007 to Mr. Michael Mentel
President, Columbus City Council**

ADDENDUM -03 April , 2009

(reference page 3 of 6)

Of:

Letter dated March 30, 2009, April 1, 2009, April 2, 2009

TO: Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 S. Wayne Road, Suite 107
Romulus, MI 48174

RECEIVED

APR 15 2009

FAA, DETROIT ADO

From: Madelaine C. Gentry

This addendum is being included as a separate sheet due to the fact that the mailing of my original and copies of letter and attached information to the letter were already in place. It was upon the checking of my home voice mail late the evening of April 2, 2009, that a message was on my voice mail indicating a call from Dan Griffin of the Port Columbus Regional also known as Columbus International Airport.

The call indicated that Mr. Griffin was giving me a call in response to a follow up call I made to Mr. Dave Wall. And, Mr. Wall's follow up with Mr. Griffin regarding my call.

Mr. Griffin's voice mail indicated that his call was in reference to the placement of a portable monitor at my residence. Mr. Griffin left his telephone number for me to contact him to work out a date for this placement of the portable monitor at my residence.

I will be following up with Mr. Griffin.


Madelaine C. Gentry

pc: President of the United States of America
The Honorable Mr. Barack Obama
1600 Pennsylvania Avenue
Washington, D.C. 20500

The Honorable Ted Strickland
Governor of Ohio
Riffe Center, 30th Floor
77 South High Street
Columbus, OH 43215-61084

Mr. J. Randolph Babbitt
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

The Honorable Sherrod Brown
713 Hart Senate Office Building
Washington, DC. 20510

The Honorable George V. Voinovich
524 Hart Senate Office Building
Washington, DC 20510

The Honorable Dennis Kucinich
U.S. House of Representative
14400 Detroit Avenue
Lakewood, Ohio 44107

The Honorable Carolton Weddington
77 South High Street - 11 th Floor
Columbus, Ohio 43215-6111

Mr. David Wall
Port Columbus International Airport
4600 International Gateway
Columbus, Ohio 43219

A

COMMENT FORM

PUBLIC WORKSHOP

PORT COLUMBUS INTERNATIONAL AIRPORT

PART 150 NOISE COMPATIBILITY STUDY

APRIL 24, 2007 – OAKLAND PARK AT BRETNELL ELEMENTARY
SCHOOL

Welcome to the Public Workshop for the Part 150 Noise Compatibility Study for Port Columbus International Airport. Public comments are an integral part of the Part 150 Noise Study process. This comment form is provided to receive your input and ensure that your concerns are considered during the conduct of this Part 150. Please use this form to submit written comments, attaching additional pages if necessary. Either place the form in the comment box provided at the meeting, or mail to the address below, **May 11, 2007**. Comments may also be submitted via e-mail to radams@landrum-brown.com. E-mail comments must be received by close of business on **May 11, 2007**.

My Comments are attached
to this form -
Please See
Attachments
Comments from Public Workshop
Pages (1-9)

Submit comments postmarked by May 11, 2007 to:

Rob Adams
Part 150 Program Manager
Landrum & Brown, Inc.
11279 Cornell Park Drive
Cincinnati, OH 45242

FROM (Please Print) -
Name: Madelaine Gentry
Address: 272 Sherborne DR
Columbus, Ohio 43219

272 Sherborne Drive
Columbus, Ohio 43219
April 25, 26, 27, 28, 29, 2007, May 1,2,3,4, 2007

A

Marion C. Blakley
Administrator, FAA
800 Independence Avenue, S. W.
Washington, DC 20591

Upon hearing the morning of April 24, 2007, of the meeting for the FAR Part 150 Noise Compatibility Study for Port Columbus International Airport (PCIA), Oakland Park Elementary at Brentnell School, Columbus, Ohio, I took this opportunity to attend. Herein, I also have taken the opportunity to respond with my concerns attaching as (attachments pages 1-9) to the Part 150 Comment Form 4-24-07.

I am a resident of the Eastgate community and over the years Eastgate has not been included in the Noise Environmental Compatibility impact studies according to conceived 65 decibels guidelines. However, as I have called many times over the many years to report incidents of horrendous noise from (PCIA) in terms of (revving of planes, take off, landing and over-flying of planes), planes both commercial, private and recreational, rebound, reverberations and dispersed jet noise, the flying of aircraft as mentioned above awaken and are disruptive to sleeping hours of the morning periods, as examples, 3:00 a.m.; 3:10 a.m.; 3:45 a.m.; 4:00 a.m.; 4:30 a.m.; 4:40 a.m.; 5:00 a.m.; 5:15 a.m.; 5:30 a.m.; 5:57 a.m.; 6:15 a.m.; continually, at that point. Nighttime I can count on planes flying out at crucial periods of retiring for the evening e.g. periods between 10:50 p.m. and 11:45 p.m. It is also very apparent that the flight path for outgoing and incoming planes of the (PCIA) have also been altered over the years. In a call that I made to the Port Columbus airport Noise Hotline I reported and asked why would a commercial plane fly all the way over to Harley Field (a local school football and track field situated with the Eastgate community) then make a HUGE DEEP turn and go northwest? Received no response.

Page 1 – Comments from Public Workshop

From: Madelaine Gentry TO: Ms. Marion Blakley

(Page 1 or 9 Attachments to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority
“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated
on FAR Part 150 Noise Compatibility Study Public information
(April 24/25/02007 Handouts)

Date: April 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 2007

Page 2 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley

(Page 2 of 9 Attachment to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority

“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated on FAR Part 150 Noise Compatibility Study Public information (April 24/25/02007 Handouts)

Date: April 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 2007

I understand the economical implications and aspects of the proposed and projected as well as the destruction and construction with regarding to “Projects Being Considered in the EIS” as indicated in your public workshops brochure ...development of a replacement runway, additional taxiways, terminal development, navigational aids, aviation-related development (questionable without specific indicated), roadway relocation an construction, parking improvements, property acquisitions relocation of residences, businesses as necessary, development of air traffic operational procedures for the replacement runway and this proposed noise abatement Part 150 Noise Compatibility Study.

I do not understand WHY Eastgate and adjoining communities to Port Columbus International Airport are not inclusive of noise abatement studies and WHY the study stops south of Fifth Avenue and Nelson Road, based on predetermined 65 decibels that seemingly does not account for pressure waves created by commercial and private plane noise activity at (PCIA).

Common sense tells me that any changes conducted at (PCIA) will have an affect and effect on the community of Eastgate, with particular attention to the development of a replacement runway, “10.113 feet long, located 702 feet south of the existing Runway 10R/28L” moving the noise pollution closer to Fifth Avenue. Cascading noise pollution (since noise/sound travels as is clearly recognizable in a simple situation e.g. lighting and thunder- noise/sound travels; even, the very basic and purest of geophysics constituents – noise/sound travels; that is why sonar is a useful tool under water because of its ability to detect motion of sound. Why? Just like the noise pollution from (PCIA)/ the noise travels out side of it boundaries and perimeter). Further, noise pollution levels exert in abundant from the Port Columbus International Airport. Why would it seem less significant for Eastgate not to be inclusive of noise compatibility studies with the impact going higher and higher with levels of noise pollution come from Port Columbus International Airport and a wide range of other variables that are in place.?

Page 3 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley

(Page 3 of 9 Attachments 2 to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority

“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated on FAR Part 150 Noise Compatibility Study Public information (April 24/25/02007 Handouts)

Date: April 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 2007

With the proposed replacement runway, “10.113 feet long, located 702 feet south of the existing Runway 10R/28L” moving the noise pollution closer to Fifth Avenue and to my Eastgate community the air noise pollution threshold and corridor that now exists to my home in the Eastgate will increase significantly. “Runway Preferences – Designate Runway 10L/28R as the preferential runway all the time.” – (Measure NA-T); “Designate Runway 10R/28L as the preferential runway all the time.” (Measure NA-U) How will this truly impact the quality of reduction in air plane noise pollution in my Eastgate community? Similarly, “Flight Track Locations” – All southbound traffic departing Runway 28L turn left and follow the I-670/70 corridor. (Measure NA-C). “All southbound traffic departing Runway 10R turn right and follow the I-270 corridor.” (Measure NA-J). How will this truly impact the quality of reduction in airplane noise pollution in my Eastgate community? With the amount of disturbance already exhuming from airplane noise pollution to the Eastgate community how will this be curtailed? In your proposal under “Nighttime Noise” Arrivals landing during the nighttime (10:00 p.m. to 7:00 a.m.) use visual side step approach to Runway 28L? (Measure NA-D). How will aircraft noise pollution be affirmatively reduced? under “Nighttime Noise” Designate Runway 10L28/R as the preferential nighttime (10:00 to 8:00 a.m.) runway for all traffic? (Measure NA-S). Any movement south will definitely increase nighttime noise to my home and to my Eastgate community.

What accommodations will be in place for the increase in air traffic and automobile use? at the (PCIA)? What accommodation will be in place for an increase in general traffic on Fifth Avenue? What accommodations will be in place for the continued decrease in air quality? What accommodations will be in place for the increase to the center city with regards to a significant increase in heat levels and smog levels from air traffic and automobile use coming and going from the (PCIA)? What accommodations will be in place to make sure sufficient levels of air noise pollution and air quality pollution has the least amount of impact on the Eastgate communities and those communities nearer the airport? What accommodations will be in place for the continued destruction of nature barrier such as trees that we have a positive affect in reducing the increase air traffic noise and air pollution? Since it is not indicated in the Environmental Impact Statement, how many homes in the areas within proximity to these proposed projects is the (PCIA) projecting that will be demolished?

Page 4 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley

(Page 4 of 9 Attachments to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority

“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated on FAR Part 150 Noise Compatibility Study Public information (April 24/25/02007 Handouts)

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As the old saying goes, this time it will be the runway to the south, a new terminal, new access ways, deterioration of Seltzer Road, etc. After 2012 what else will it be? Where will it end as more peoples avail the air travel industry? Undoubtedly, expansion will not seize in 2012. Why should taxpayer's dollars be spent on another air terminal when the present one was ill-constructed? If a muffler is required on cars, WHY is there not muffler technology and federal guided legislation in place for aircraft mufflers that would reduce with great proportions the noise emanating from commercial and private aircraft?

Once thing for sure that is very apparent to me is that those who do not live in proximity nor the region to the Port Columbus Authority Airport do not have to suffer the consequence of factors of noise pollution, air quality pollution, changes in heat index level from aircraft and automobile exhaust, and the reduction and deterioration of nature environmental buffers.

I understand progress. I do not believe that this day in age that progress should continue to erode an already suffering environment and continued global warming attributed to misuse of the environment. But, take every measure necessary to preserve the human condition and environmental impact. I believe federal funding should prevail that can accommodate strategically placed noise abatement walls, not only (PCIA), but within communities that would be technologically advanced to allow the noise to bound back at its origination point, not outward, require by Federal legislation that air craft commercial and private MUST meet stringent standards to meet reduction in air noise pollution and air quality pollution. I am aware that many factors affect noise pollution stemming from aircraft...it can be a sunny day, humid day, rainy day... low clouds, high clouds, wind velocity and overall atmospheric conditions. Require through Federal legislation that (PCIN) as well as all airport facilities install air scrubbers and sound absorbers throughout their grounds and facilities.

I do not believe that making something bigger makes it better at the expense of the quality of life for humans. In the last few years there has been significantly development and redevelopment of land resources on Cassady Avenue, Airport Drive and Demonye Drive area. Much of this development has destroyed significant amount of trees and forestry that serve as nature air cleaners, noise barriers and animal protective and feeding environs.

Page 5 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley

(Page 5 of 9 Attachments to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority

“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated

on FAR Part 150 Noise Compatibility Study Public information

(April 24/25/02007 Handouts)

Date: April 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 2007

If the areas that are considered to be in the flight paths of ascending and descending aircraft and high noise pollution levels e.g., Brittney Hills, Sunbury Road, Brentnell, Mock Road, and 17th Avenue area have been fitted with acoustic windows, doors, and insulation why is it that planes fly over the Eastgate area? Why should Eastgate not be given the same consideration due to the factors of noise pollution and environmental distresses coming to and from (PCIA) commercial, private and recreational aircraft?

Whether on a grand scale or minimum scale noise pollution and air quality pollution is out of control. As demonstrated by a recent article in, *The Columbus Dispatch*, (Sunday, April 29, 2007) newspaper, “Fresh-cut grass smells of smog”, presents us with an opportunity to see that our air quality is being polluted on not only from a large scale but also on a small scale. Imagine, as noted within this article sourced from the Lake Michigan Air Directors Consortium, we are thrust with contaminates of Hydrocarbons, Nitrogen oxides, Carbon monoxide, Fine particles, Sulfur dioxide, from small equipment such as lawn mower. What does this say about our Columbus atmosphere on a large scale from the noise pollution and environmental air quality pollution stemming from and changing the ozone layers from (PCIA). More importantly, locally at (PCIA). Can the area and extended communities around (PCIA) continue to be conducive for human living and retention of viable economic status in the continuing surge in amplified noise and the air quality index polluting the environment?

Is there new research, development and/or implementation of materials for runway surfaces that can be put in place so that the aircraft noise bounces back to the ground?

Page 6 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley

(Page 6 of 9 Attachment to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority
“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated
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Is there hope? According to an article published by the Massachusetts Institute of Technology entitled, *“Aircraft Noise Pollution”* (web.mit.edu/newsofice/1995/noisepolution.html) it appears there may be hope. The article provided information in regards to work being conducted by Dr. Ian Waitz, “an assistant professor and director of the aero-Environmental Research Laboratory. There is/are opportunities through technology advances to reduce noise and air quality pollution on aircraft. There is an opportunity to reduce “aircraft engine noise by 6EPNdB (effective perceived noise decibels).” Are any of these technological advances research studies or others being still funded by NASA? Funded, developed and instituted by other private sponsors or legislators? This article also addresses and demonstrates the reality impact that “noise from planes flying over residential areas impairs people’s ability to work, learn in school and sleep, and consequently also results in lowered property values in affected areas”....all of which are also real to my concerns regarding the (PCIA) aircraft. Has further research and development been undertaken in this area?

The time span to do detail review and research of the Public Workshop information Environmental Impact Statement, and the FAR 150 Noise Compatibility Study summary in order to meet the May 11, 2007 deadline for submission of feedback, certainly does not provide the time element needed to achieve full interpretation of the factors and variable surrounding the FAR Part 150 Noise Compatibility Study nor the Environmental Impact Statement of proposed “Projects Being Considered in the EIS”. Will any, all, none, of the “Projects Being Considered in the EIS” occur? The Environmental Impact Statement only provides the novice with a gleam of speculation.

As I indicated to FAA personnel on April 24, 2007, who were also very vague with their responses to me concerning my questions, I sincerely hope that Eastgate will be given full consideration very soon for inclusion as a noise monitoring location as those depicted on your General Study Area – Port Columbus International Airport Part 150 Study Legend – denoted Noise Monitoring Locations. As part of this inclusion, I offer at this time a location on my property in my backyard to have the noise monitoring device installed.

When will assistance come to alleviate the noise pollution from commercial, private and recreational aircraft flying over my home and in my Eastgate community?

Page 7 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley.

(Page 7 of 9 Attachments to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority
“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated on FAR Part 150 Noise Compatibility Study Public information (April 24/25/02007 Handouts)

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It will be helpful in the future to see information simply in the content of the e.g., FAR 150 Noise Compatibility Study-Port Columbus International Airport and the Environmental Impact Statement and reduce the jargon. Get to the nitty-gritty content and context of any proposed projects when information is distributed at public forums. Additionally, there must be solutions to reduce/alleviate the noise impact from commercial, private, and recreational aircraft departing, arriving, maintenance, over flight at the Port Columbus International Airport?

It is obvious that in the event the “Projects Being Considered on the EIS” Environmental Impact Statement become reality alternatives also need to be a priority and be in place to reduce or eliminate the already existing increases in aircraft engine and mechanical noise that I am constantly incurring, as well as, future increases in aircraft noise pollution, enhance my quality of life and that of my community Eastgate and to provide measures to safe guard the air quality and environment long term.

I believe there are some advantageous things that can be undertaken and implemented that will reduce the impact associated with (PCIA) aircraft noise pollution. I believe as I have indicated below, that future instituted changes can and will circumvent and alleviate much of the noise, improve air quality and lessen the environmental impact to my community of Eastgate resulting from commercial, private and recreational aircraft departing, arriving, maintenance, and over flights at the Port Columbus International Airport and any future (PCIA) development?

- . provide Eastgate residents at no cost with the same opportunity for acoustic barriers such as home insulation, windows and doors to mitigate aircraft noise pollution from (PCIA)
- . implement, sooner; rather, than later noise abatement study for aircraft noise pollution in the Eastgate community that is currently considered outside of the perceived 65 decibels

Page 8 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley.

(Page 8 of 9 Attachments to Part 150 Comment Form – 4-24-07)

RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority
“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated
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Date: April 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 2007

- . The 65 decibels range needs to be reexamined and redetermined **for today’s world** the decibels formula has not changed but many other relational aircraft and environmental factors have changed. Further, aircraft rebounding noise can and does exceeds 100 square kilometers which in effect would make Eastgate eligible

for noise reduction enhancement of sound proofing via home insulation, doors and windows
- . increase in stricter governmental regulation regarding aircraft noise and air quality pollution
- . monitoring and enforcement and monitoring of aircraft regulations
- . Place noise abatement walls at various locations along Fifth Avenue extending from Port Columbus International Airport to Fifth Avenue and Nelson Road; additionally, placing noise abatement walls at pivotal points east and west along the railroad tracks above Nelson Road by Sutherland Lumber Company
- . place scrubbers throughout the grounds of the (PCIA) and its facilities that absorb aircraft exhaust
- . daily monitoring and reduction of commercial, private and recreation aircraft activities between the hours of 11:00 p.m. and 7:00 a.m.
- . lobby for an increase in Federal funding for research and development for the reductions of aircraft engine and aircraft noise pollution, emissions and air quality controls

Page 9 – Comments from Public Workshop

FROM: Madelaine Gentry TO: Atten: Ms. Marion Blakley

(Page 9 of 9 Attachments to Part 150 Comment Form – 4-24-07)

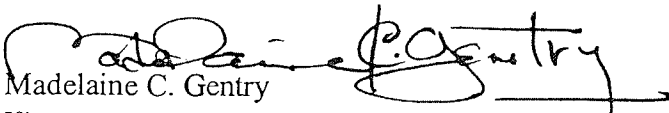
RE: Part 150 Noise Compatibility Study by Columbus Regional Airport Authority
“Proposed improvements (replacement/relocation of the airport’s south runway and the development of a new passenger terminal to supplement the existing passenger terminal at Port Columbus International Airport” and associative projects listed under Projects Being Considered in the EIS as indicated
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(April 24/25/02007 Handouts)

Date: April 25, 26, 27, 28, 29, 30, May 1, 2, 3, 4, 2007

As I conclude, I remain deeply concerned and am distressed about all of the impending factors associated with “Projects Being Considered in the EIS” - Environmental Impact Statement and the FAR Part 150 Noise Compatibility Study (PCIA). More so, specific to all factors associated with runway development and any measures undertaken to move, reconstruction, “relocate runway 10R/28L to the south 800 feet” or “relocate runway 10R/2L 702 feet to the south”. There will be no significant difference in the amount of projected and increased engine noise levels by shaving off “98” feet. Thereby, NO ACTION, should be undertaken by the Port Columbus International Airport Authority or its entities to further induce environmental noise levels, dissipate further the environmental, continue to deteriorate the quality of life for myself and my community of Eastgate, and continue to impel health risk due to the air noise spectrum and environmental pollution stemming from aircraft activities from and to Port Columbus International Airport. NO NEW TERMINAL IN THE SOUTH AIRFIELD.

This is not of course the first time that I have voiced my concerns that seem to go unheard about the noise pollution created by aircraft at (PCIA). Likewise, it is not the first time I have addressed the Federal Aviation Administration with my concerns. However, I can hope that serious consideration will be given to my comments herein. I can continue to pray for relief from the present noise pollution, air quality pollution and environmental changes. Equally, as well, I can pray that my concerns will be addressed with positive changes and relief from future (PCIA) noise pollution, air quality pollution and continued environmental disturbances.

Remaining a Deeply Concerned Citizen Hoping for Relief,


Madelaine C. Gentry

pc:

Robert Sturgell, Deputy Administrator, FAA, 800 Independence Avenue, SW
Washington, DC 20591

Daniel Elwell, Assistant Administrator, FAA, Policy, Planning, Environment
800 Independence Avenue SW, Washington, DC 20591

The Honorable Representative Joyce Beatty, District 27, Minority Leader,
77 South High, 14th Floor, Columbus, Ohio 43215

Rob Adams, Part 150 Program Manager, Landrum & Brown, Inc.
11279 Cornell Park Drive, Cincinnati, OH 45422

B

272 Sherborne Drive
Columbus, Ohio 43219
August 16, 17, 23, 24, 27, 2007

Rob Adams
Part 150 Program Manager
Landrum & Brown Inc.,
11279 Cornell Park Drive
Cincinnati, OH 45242

From my best knowledge, understanding, interpretation and perspective with regard to the Public Workshop/Hearing of the Port Columbus International Airport, Part 150 Noise Compatibility Study August 14, 2007, Oakland Park at Brentnell Elementary School **my position has not changed as stated in my letter dated:**

April 25, 26, 27, 28, 29, 2007, May 1, 2, 3, 4, 2007 addressed to Marion C. Blakey, Administrator, FAA 800 Independence Avenue, S.W. , Washington, DC 20591. Additionally, a copy of this letter was sent to Rob Adams, Part 150 Program Manager, Landrum & Brown, Inc., 11279 Cornell Park Drive, Cincinnati, OH., 45242.

In brief summary of my letter dated April 25, 26, 27, 28, 29, 2007, May 1, 2, 3, 4, 2007 and in response to the Public Information Workshop/Public Hearing held on August 14, 2007. I remain constant in my position regarding the environmental impact of Noise Compatibility study and the Environmental Impact Study information distributed with regards to the following:

FAR Part 150 Noise Compatibility Study – Port Columbus International Airport (PCIA) Currently Approved Measures Recommended without modification NA-3: Increase nighttime use of runway 10L/28R and amend FAA Tower Order CMH ATCT 7110.1 to read as follows: My response to NA-3 of the hearing information provided is as follows:

As much aircraft pollution and aggressive invasiveness that already emulates from 10r/ 28l the best of the no alternatives is to reconstruct in current locations since moving these specially 28l some 702 feet will be more eminent and invasive and louder and louder aircraft noise pollution and environmental noise from landings, take-offs, from commercial, private and pleasure aircraft all invasive of my home and quality of life

Page 2 of 12– Attention: Rob Adams

Date: August 16, 23, 24, 27, 2007

Re: FAR Part 150 Noise Compatibility Study

Port Columbus International Airport

Public Information Workshop/Public Hearing August 14/15, 2007

Local, state and national governments need to implement newer guidelines for the regulation of the environmental aircraft noise events from all aircraft – aircraft has changed but the times have not changed with the aircraft pollution and environmental effect that aircraft have on humans and the DNL 65 db needs to be lowered in accordance to the increased amount of air traffic and it affects on the human ear and body...having to contend with being awakened from sleep and can't get to sleep because of the continuous fly overs, take-offs, aircraft motor revving, landing all through the "normal" hours of sleep and the sounds of a continuous barrage of aircraft and noise pollution with the effects of a war zone...this is what comes (PCIA) from aircraft flying in my home area... an area according to the FAA environmental impact statement and the (PCIA) maps as not being in the noise contour...if, this is the case, and my home and neighborhood are not designated as being in the (PCIA) noise contour, then why do aircraft and the noise stemming from aircraft engines flying all times of day and night (at times flying over Harley field then making a wide sweeping turn and go northwest) fly in close proximity to my home and fly in my neighborhood? Remaining disqualified from having home insulated or buffer zones.

Should not all aircraft be restricted to fly only in the mapped area zoned as (PCIA) noise contour zones? And, particularly, stay within the (PCIA) mapped perimeter contour north of Fifth Avenue and Nelson Road and Sunbury Road at all times?

The airline, private and pleasure aircraft industry have changed dramatically in the last 30 years, the airline industry at (PCIA) has and continues to have a tremendous impact on the displacement of air waves creating environmental person disruption to my quality of life, the airline industry at (PCIA) bring not relief to me because the of a governmental described aircraft noise at level at 65 dB even when it have been proven that aircraft noise has detrimental impact on humans. It's past time for establishment of NEW legislation and enacted by the FAA that existing or new runways be built with noise absorbing materials and all aircraft must be retrofitted with noise reduction technology and all new aircraft must be built with noise reduction technology to mitigate the environmental noise and air pollution levels. the Federal Aviation Acts of 1958 and 1979 are outdated.

NO alternative for runways 10r/28l – no increase in nighttime 10:00 p.m and 8:00 a.m (these hours are for having the opportunity to obtain optimal sleep) on runway 10l/28r under any conditions except emergency landing

NO alternative for runways 10r/28l – no increase in daytime aircraft of any kind on runway 10l or 28r after 6:00 a.m. under any conditions except emergency landing

Page 3 of 12 –Attention: Rob Adams

Date: August 16, 17, 23, 24, 27, 2007

Re: FAR Part 150 Noise Compatibility Study

Port Columbus International Airport

Public Information Workshop/Public Hearing August 14/15/, 2007

My response under NEW ALTERNATIVES RECOMMENDED NA-6 of the written hearing information provided is as follows:

NA-6 – Implement a 15 degree divergent turn off of Runway 28R, after crossing runway end to a 295 –degree heading, only during peak operating periods when traffic warrants.

Implementation will create an even more intrusive, invasive, intense and more maximized of dB's, DNL and SEL levels disrupting sleep deprivation and environmental unfriendly noise pollution to me and my home environment implement only for emergency landing –why is it that the planes cannot land on the runways north of the tower?

NA-7: When wind, weather, and operational conditions allow, nighttime (10:00 p.m.-7:00 a.m.) arrivals use visual side step approach to runway 28L

Implementation will create an even more intrusive, invasive, intense and more maximized of dB, DNL and SEL levels disrupting sleep deprivation and environmental unfriendly noise pollution to me and my home environment implement only for emergency landing –why is it that the planes cannot land on the runways north of the tower?

In response to NA-9: Construct a noise berm/wall

Construction of a berm/wall needs to take place along the whole corridor of Fifth Avenue from the old air port terminal on Fifth Avenue to Nelson Road an Fifth Avenue and up along the the CSX railroad from overpass at Stezler Road Champion and

Land Uses Measures

LU-I Continue the CRAA's on-going program for noise insulation of non compatible structures for non compatible residences with the DNL 65+ dB contour of the year 2003 Future Condition Noise Exposure Map with program implementation in exchange for an avigation easement. The recommendation is to continue with this measure while modifying the boundary based upon Future (2012) NCP. An additional 247 housing units would be eligible for sound insulation.

My response to LU-I is as follows: Revamping and revision of the FAA's DNL 65+ db so that those outside this conditional corridor have the same and equal opportunity to qualify for noise pollution. As weather conditions determine aircraft take-offs, fly overs, landing so does the weather condition change the displacement of air waves produces by aircraft. It is evident that increased aircraft traffic equals increased environmental aircraft noise pollution events. It is evident that increased aircraft traffic will have detrimental environmental impact and continued deprivation on my ability to obtain normal sleep patterns.

Page 4 of 12– Attention: Rob Adams

Date: August 16, 17, 23, 24, 27, 2007

Re: FAR Part 150 Noise Compatibility Study

Port Columbus International Airport

Public Information Workshop/Public Hearing August 14/15/, 2007

LU-3: Continue a measure that has been previously partially implemented to 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.

My response is as follows to LU-3 - As long as the amendments are not a sell out of my environmental rights and quality of life. As long as the amendments do not continue to erode and infringe upon my environmental right to peace and quiet. I would expect that any amendments that affect my quality of life would provide some means of protection and concern for me as a citizen and measures implemented that would lessen the environmental impact of the already invasive noise pollution levels stemming from aircraft of all nature flying at all times of the night and day at the Port Columbus International Airport.

NO RELOCATION OF RUNWAY 10L OR 28R ...

ANY MOVEMENT CLOSER TO FIFTH AVENUE WILL CREATE AN EVEN MORE INTRUSIVE, INVASIVE, INTENSE AND MORE MAXIMIZED OF DB'S, DNL' AND SELS' LEVELS DISRUPTING SLEEP DEPREVIATION AND ENVIRONMENTAL UNFRIELEDLY NOISE IMPACT TO ME AND MY HOME ENVIRONMENT

NO ALTERNATIVE FOR RUNWAYS 10R/28L – NO INCREASE IN NIGHTTIME 10:00 P.M AND 8:00 A.M ON RUNWAY 10L/28R UNDER ANY CONDITIONS EXCEPT EMERGENCY LANDING

NO ALTERNATIVE FOR RUNWAYS 10R/28L – NO INCREASE IN DAYTIME AIRCRAFT OF ANY KIND ON RUNWAY 10L OR 28R AFTER 6:00 A.M. UNDER ANY CONDITIONS EXCEPT EMERGENCY LANDING

ANY MOVEMENT CLOSER TO FIFTH AVENUE WILL CREATE AN EVEN MORE INTRUSIVE, INVASIVE INTENSE AND MORE MAXIMIZED OF DB'S, DNL' AND SELS' NOISE LEVELS DISRUPTING EVEN GREATER SLEEP DEPREVIATION AND ENVIRONMENTAL UNFRIELEDLY IMPACT TO ME AND MY HOME ENVIRONMENT

NO MOVING SOUTH OF EXISTING RUNWAY 702 FEET FROM EXISTING RUNWAY 10R/28L

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LU-4-LU12: Currently Columbus and Franklin County set the Airport Environs Overlay (AEO) boundary at the 65 DNL contour. This measure seeks cooperation for both parties to amend the boundaries of the AEO District to correspond to the DNL 60 dB and greater noise contours. (It is recommended that this measure be modified to include the proposed Airport Land Use Management District (ALUMD) as measure boundary).

Although I have not had sufficient time to examine, research or fully investigate implications of LU-4 thru LU12, I would hope that careful analysis and full attention also be given to my neighborhood for prospective inclusion in the home insulation program provided to those current homes and future homes that are consider within the 65dB, since it has been proven that when factored in variable of 10dB according to government variables, the variable of 10 db DNL, brings recorded dB's of 60 dB to a variable of significant to 70 dB. Thereby, placing the actual aircraft noise event at a max 10% or possibly greater.

Local government has the right to establish DNL's. I would hope the City of Columbus would rally to the rescue of citizenry such as me and not only join engage in the economic side of Airport Environs Overlay. I would expect that necessary steps to assist and to provide the opportunities to sustain a quality of life for those of us living in hazardous aircraft environmental air noise pollution and environmental pollution zones would be foremost.

RESOUNDING NO NEW TERMINAL! – This is a bandaid approach and will not remedy the situation. What will be the need in 20-30 years from now...????
Where will the expansion comes from in 20-30 years since the airport is land locked.

RESOUNDING YES!! REDUCE AIRCRAFT DEPARTING WEST AT (PCIA)
ESPECIALLY DURING HOURS OF SLEEP 10:00 P.M – 7:00 A.M.

NOTHING OF NOTE INDICATED IN ANY OF THE DRAFTS INDICATING
DESTRUCTION OF PROPERTY, HOMES, IMMENINT DOMAIN AND
BUSINESS(ES) LOCATED WITH THE PROPOSED CHANGES FOR (PCIA)

I find myself rather in a quandary the question that constantly pops up in my mind, Why is Port Columbus International Airport not making use of all that land that sits north and northeast of the main airport and terminal since it appears that Port Columbus International Airport is so intent on a continuous noise cavern, moving aircraft environmental noise levels, aircraft pollution and congestion to the east, south and southeast of Fifth Avenue? Yet, no buffer zones, berm walls, and home insulation to areas, just as affected, as those purported within the 65dB Noise contours.

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Re: FAR Part 150 Noise Compatibility Study
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In light of the time element established on the FAR Part 150 Noise Compatibility Study Port Columbus International Airport Public Information Workshop/Public Hearing August 14/15/, 2007, that I attended on August 14, 2007, rather than dissect the following articles, summations etc, I have included in my response for your peruse at your convenience. With the volumes of information available it is nearly impossible to include all the documents I have reviewed. However, I believe the following, *The Wyle Noise Bulletin*, The Acoustics Group of Wyle Laboratories, and article, *The Environ Health Perspect*, 2005 January; 113(1): A42-A44, and

Noise that Annoys: Regulating Unwanted Sound, by Charles W. Schmidt, Bill Albee, Director of Special Projects with the Acoustics Group of Wyle, *Aircraft Noise*, *Wikipedia*, *Encyclopedia*, add credence and relevant weight to my concerns and hope for the future for remedy in the situation I face with the volume of commercial, private, and pleasure aircraft that I must endure, continues to be disruptive in my quality of life, and appears continuous as proposed under measures for 10R/28L runways at Port Columbus International Airport with no known plans of relief in order to obtain "normal" hours of sleep, rest and equilibrium.

In an Wyle Noise Bulletin, as indicated below

The Acoustics Group of Wyle Laboratories, Inc. ...The subject of this noise bulleting is an editorial arguing that the establishment of buffer zones just outside DNL 65 dB noise contours may be the best way to achieve future land-use compatibility around all airports. It was written by William Albee, Director of Special Projects for Wyle's Acoustics Group. Early in his tenure as Manager of the Policy and Regulatory Division in FAA's Office of Environment and Energy, he was charged with managing the Stage 3 transition and seeking ways to capture buffer zones from the resulting shrinkage in noise contours. Much of those buffer zone efforts were incorporated into FAA's proposed National Noise Policy update, which is tentatively scheduled to be published in final this year.

----- A CASE FOR BUFFER ZONES

The Federal Guidelines

One of the primary drivers of noise controversy around airports is the lack of buffer zones between the areas near airports where noise-sensitive land use is not compatible and areas that are regarded under Federal guidelines as fully compatible for noise sensitive development. The U.S. Federal Aviation Regulations, Part 150, Land Use Compatibility Guidelines define noise-sensitive land uses above a Day/Night Average Noise Level (DNL) of 65 decibels (dB) to be non-compatible with airports, and noise-sensitive uses below DNL 65 dB are considered to be compatible "without restrictions." So on one side of that pencil thin line on a map, the FAA (and other Federal agencies) regards noise to be so intrusive that Federal funding is provided to sound insulate or possibly acquire residences and other noise-sensitive structures, such as schools, churches and hospitals. Step across that line on the map, and Federal guidelines imply that noise sensitive development is perfectly "OK" without restriction. By that logic, the resident on one side of the street qualifies for noise reduction treatments that cost the taxpayers \$30-35K while the resident a few feet away on the other side of the street qualifies for nothing. Doesn't common sense and logic say that there is a gray area between these areas, where if noise-sensitive development is permitted, it should only occur "with restrictions?"

What Factors are Creating the Controversy?

The U.S. Environmental Protection Agency (EPA) said in recent comments to FAA's Environmental Impact Statement for the expansion of a runway at Fort Lauderdale-Hollywood International Airport that more steps must be taken to protect neighborhoods from expected increases in airplane noise. Airport plans call for buying out all homeowners within the DNL 70 dB contour and the sound insulation of residences in the DNL 65 to 70 contours, but the EPA said homes with the DNL 65 dB contour should be bought out rather than sound insulated. In EPA's view, the noise burden is so significant, that acquisition rather than sound insulation is necessary at exposure levels above DNL 65 dB around that airport. Yet they offer no comment regarding existing or future noise sensitive development just outside that contour. What were they thinking? How can it be so bad on one side of that line that EPA believes that residents should be removed at Federal

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The reality is that under the Constitution, U.S. Federal agencies must leave it entirely up to state and local jurisdictions to establish local noise standards and to decide if they want to impose any restriction on development at, above or below the "significant" noise impact threshold of DNL 65 dB. Local jurisdictions are faced with pressure from developers and the need to maximize their tax bases to develop right up to the non-compatible noise boundary. They have little incentive to establish buffer zones just outside the DNL 65 dB contours to address the considerable or "moderate" noise exposure in those areas, because many will be out of office by the time these areas are developed and the new residents begin to complain about the noise. It is convenient to approve the development and then blame the Federal land use compatibility guideline when citizens residing in these adjacent areas complain.

How Much Buffer is Enough?

When considering local noise standards for noise overlay zoning around airports it would seem logical for all affected jurisdictions in cooperation with the airport officials to either:

(1) Define a long-range (20+ years) noise exposure area (contour) within their respective jurisdictional boundaries that includes a reasonable buffer zone so that noise-sensitive development would not likely be controversial immediately adjacent to the noise exposure area boundary, or (2) Define a noise exposure boundary within which no new noise-sensitive development is permitted, and define one or more outer boundaries to create a buffer zone(s) in which new noise sensitive development is permitted, but only if specified restrictions are met. Such restrictions might include avigation easements, extra sound insulation, and/or real estate disclosure of noise exposure levels prior to the transfer of the property. The outermost boundary should be the locally determined noise exposure contour beyond which noise-sensitive development is deemed to be fully compatible without restriction.

Two major U.S. airports -- Minneapolis and Cleveland -- recently recognized that noise below DNL 65 dB must be acknowledged and addressed. Both have chosen to extend their sound insulation programs out to the DNL 60 dB noise contour, with at least a minimal treatment program. These actions constitute a buffer through the establishment of a local airport noise exposure standard of DNL 60 dB, rather than the usual deference to FAA's DNL 65 dB guideline.

WYLE NOISE BULLETIN #15: A CASE FOR BUFFER ZONES 2003-02-27 12:54:00 <Wyle Acoustics Group>

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Environ Health Perspect. 2005 January; 113(1): A42–A44.

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Environ

Spheres of Influence

Noise that Annoys: Regulating Unwanted Sound

Charles W. Schmidt

One thing that's certain is that there's a causal link between sleep disturbance and noise," says Eric Zwierling, director of the Rutgers University Noise Technical Assistance Center. "And there's no question that sleep disturbance results in a loss of productivity and efficiency and a greater potential for accidents." Zwierling says his views are backed by evidence provided by the EPA in its seminal 1974 guidance known most commonly as the "levels document."

For its part, the FAA claims to have lessened the impact of aircraft noise by requiring quieter "Stage III" engines on planes that weigh 75,000 pounds or more. The requirement for Stage III engines on larger aircraft was imposed by the Airport Noise and Capacity Act (ANCA) of 1990, which also created a mechanism for airports to follow if they wanted to restrict the remaining older, louder Stage I or II planes weighing less than 75,000 pounds. A spokesperson with the FAA Office of Public Affairs says that in 1975, with 250 million people flying a year, there were 7 million people affected by aircraft noise.

Today, 700 million people fly each year, but the FAA estimates 600,000 people are affected by noise (although Blomberg says most experts outside the FAA think this number is far too low).

The validity of the FAA's numbers has no bearing on flight frequency, which has increased 40% since 1990, according to the U.S. Bureau of Transportation Statistics. And flight frequency is among the problems most often cited by those who suffer from aircraft noise. Moreover, under ANCA, Stage III engines are not required for planes that weigh less than 75,000 pounds, which include corporate jets and other aircraft whose use is steadily rising. Kirsch is now involved in a pivotal case in Naples, Florida, where in 2001 the local airport successfully used the ANCA procedures to ban the loud Stage I and II planes that are lighter than the law's weight limit. Ever since, Kirsch has fought a protracted legal battle with the industry and the FAA, which is struggling to overturn the ban and reintroduce the louder aircraft against the desires of both the community and the airport itself.

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Bill Albee is Director of Special Projects with the Acoustics Group of Wyle Laboratories in Arlington, VA, USA.

When the land inside the current and future noise contours is already built out with noise sensitive uses, there are few mitigation measures available that will actually reduce noise exposure. One is to develop high-resolution noise abatement flight tracks dependent on advanced navigation technology to thread the needle through populated areas using available compatible corridors, such as highways, railroads, rivers and vacant land. A highly effective, but costly measure is acquisition by the airport of the adjacent property that is subject to the highest noise levels. The option most extensively applied around the United States is residential sound insulation. Acquisition of aviation easements and requirements to disclose noise impacts to potential buyers are available options that do not reduce noise exposure, but are viable measures that should be strongly considered in every airport's noise compatibility program.

In my view, if starting now, noise disclosure were required nationwide for every property transaction inside a DNL 55 dB airport noise contour, in about 20 to 30 years, the majority of the highly noise sensitive people residing inside those contours will have moved on, and the new owners will have been forewarned of the noise levels. This measure has the added benefit of implementation with no expenditure of tax dollars. So why hasn't it been widely implemented? Most people fear a decrease in property values if they must disclose noise impacts; but in truth, the true value of a property is reflected only when all material conditions are known to the potential buyers. Opponents have successfully precluded adoption of noise disclosure in many, but not all jurisdictions. Orlando, Fla. recently succeeded in passing a zoning ordinance that requires noise disclosure for all property transfers inside the DNL 55 dB contour. Raleigh/Durham Airport successfully used a 1996 change in state law to directly impose disclosure within the DNL 55 dB noise contour around the airport. Airport staff there report very few complaints about the disclosure requirement, and there has been no apparent impact on property values. Local Realtors favor the disclosure requirement because they no longer receive complaints that they failed to disclose the airport noise impact. These communities, at least by this criterion, have clearly established DNL 55 dB as their local noise standard.

Minneapolis and Cleveland have recently taken steps to formally establish DNL 60 dB as their local threshold for compatible land use. Both announced programs to expand their Part 150 residential sound insulation programs to the DNL 60 dB contour line. But will the FAA approve the use of Federal funds for sound insulation programs outside of DNL 65 dB noise contours? The answer is yes! Cleveland's Part 150 Update (see <http://www.faa.gov/arp/app600/14cfr150/roacle.htm>) contains a measure to sound insulate residences within or contiguous to the 60 DNL band of the NCP noise contours. FAA approved the measure in August, 2000 on the basis that the airport operator has adopted the DNL 60 dB noise contour as the designation of noncompatible land use, thus making the measure fully eligible for AIP or PFC funding.

FAA approval hinges on the distinction between compatible and noncompatible land use. Therefore, airport and local officials must clearly establish a local standard for compatible land use below FAA's DNL 65 dB guideline if they wish to obtain FAA funding approval for mitigation projects to achieve their lower standard. The footnote to the land use compatibility table in FAR Part 150, appendix A says: "The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable 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 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."

A key passage in the FAA's proposed noise policy update, which was published for comment in the FR on July 14, 2000, states that the FAA will support efforts to establish local noise standards and that the FAA will recognize those standards in Part 150 noise compatibility programs. Hopefully, that commitment will encourage local officials and concerned citizens to engage in the necessary process to establish a local land use noise compatibility standard for airport noise that accurately reflects the community's opinions and values. In general, everyone wants their local economy to grow and we all want affordable, efficient aviation services; but at the same time affected citizens also demand continuing reductions in noise impacts. I believe that establishment and enforcement of a local land use compatibility standard for airport noise is the key ingredient in achieving a lasting balance between these competing demands. The alternative for those communities near airports that fail to use their zoning authority to establish a widely accepted airport noise standard is ever growing conflict with their airport and air carriers. Unresolved, these conflicts lead to more delays, fewer choices, higher fares and fees, and in the worst cases, protracted litigation over noise impacts.

-END-

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Aircraft noise

From Wikipedia, encyclopedia

The annoyance effects of aircraft noise are widely recognized; however, aircraft noise is also responsible for a significant amount of hearing loss as well as a contributor to a number of diseases. Only in the early 1970s did aircraft noise become a widespread topic of concern in the U.S. and federal regulations began to recognize the significance of abating these impacts in the vicinity of major commercial airports. High levels of aircraft noise that commonly exist near major commercial airports are known to increase blood pressure and contribute to hearing loss. Some research indicates that it contributes to heart diseases, immune deficiencies, neurodermatitis, asthma and other stress related diseases. Further research is being carried out to better understand these effects.

Prior research indicates clearly that hearing loss is less a product of aging than a result of exposure to transportation related noise (Rosen, 1965). Any sound louder than normal conversation can damage the delicate hair cells in the cochlea, the structure in the inner ear that converts sound waves into auditory nerve signals. Initially damage to the cochlea may be temporary, but with repeated exposure, the damage becomes permanent and tinnitus maybe develop. More recently the Centers for Disease Control and Prevention's (CDC) National Center for Environmental Health (NCEH) conducted an analysis to determine the prevalence of hearing loss among children using data collected from 1988-1994 in the Third National Health and Nutrition Examination Survey. The analysis indicates that 14.9% of U.S. children have low or high frequency hearing loss of at least 16 dB hearing level in one or both ears.

The Part 150 regulations establish the measure for determining noise exposure from airport operations as the "Yearly Day-Night Average Sound Level" (known as YDNL or Ldn). This is the 24-hour average sound level for the midnight-to-midnight period obtained, after adding 10 decibels for aircraft events occurring during the nighttime period (10 p. m. to 7 a. m.), averaged over a 365-day period. The 10-decibel penalty for nighttime events establishes, in effect, a condition where one nighttime event becomes the equivalent of 10 daytime events of the same sound level. The Ldn measure attempts to approximate the average cumulative

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I have stated my views prior and as stated my views remain in tact with regards environmental aircraft noise pollution and polluted environment that is created by all aircraft.

I believe my concerns regarding the continuous and any future changes to Port Columbus International Airport 10r/28L and commercial, private and pleasure aircraft taking off, landing, over flights, revving of engines, aircraft taxing all have and will continue to disengage my ability to have restful, sleep nights within the boundaries of “normal sleeping hours” 10:00 p.m.-7:00 a.m. Many, Many night I cannot get to sleep because of planes flying in, out of, or over flight activities associated with Port Columbus International Airport. Many, many nights I cannot get to sleep because of “pleasure” planes flying directly over my home, in the northeast quadrant air space of my home and to the immediate south airspace of my home. And, the aircraft are not police helicopters nor emergency helicopters landing at the nearby hospital as I have been told by (PCIA) personnel. I know the difference. If and when I am able to get to sleep, aircraft noise activities related the operations at Port Columbus International Airport awaken me all through the night as I indicated in my letter dates April. I am awoken to thunderous roaring of engines and droning of engines stemming directly from Port Columbus International Airport. I am awoken by thunderous roaring engines flying inside and outside the designated 65 dB air space (night variable factors exceeding DNL’s), in close proximity to my home and this corridor of intense aircraft noise is excruciating to my spirit and wellness. I am awoken or cannot get to sleep, period, by those aircraft activities directly related to those who chose to “take in the city at night, out to get their aircraft night time flying hours in, aircraft pleasure seeker not caring about others such as myself since they are not doing their flying in and around their “home turf” and their neighborhood.

I do not believe that the FAR Part 150 Noise Compatibility Study Port Columbus International Airport addresses or produces findings that equate to those neighborhoods outside the 65 dB that are impacted by aircraft environmental noise pollution. I believe additional research and in depth analysis is necessary to identify the commercial, private and pleasure aircraft environmental impact upon those homes adjacent to (PCIA) and in the noise corridor window of the 65dB. Obviously, variables, factors and aerodynamics are in effect for the mechanics of aircraft flying dimensions as to when and how they fly. On the same hand, variables inclusive of health and well being are in effect for those such as myself who live in these aircraft environmental noise pollution zones.

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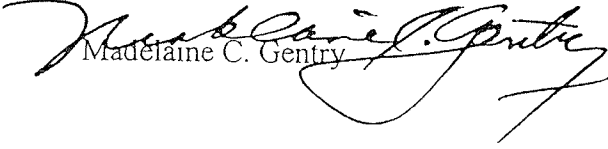
Date: August 16, 23, 24, 27, 2007

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Port Columbus International Airport

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My desire is to have the disruption to my quality of life created by air traffic patterns and aircraft activity stemming from Port Columbus International Airport diminished. I need not reiterate, but it is necessary, I object to Runway 28R being moved 2 feet let along 702 feet south to Fifth Avenue. I object to Stage 3 engines using either 10L or 28R between the hours of 10:00 p.m. and 1:00a.m. I object to the lack of consideration To the human side in aircraft environmental noise pollution being permitted at all times of the night, in the middle of the night, mid early morning, mid early mornings etc. hours between 10:00 p.m. and 7:00 a.m. Cars are not permitted to operate within mufflers. There is technology in place that can accommodate and bring about quieter sound of aircraft engines. Why, has this technology not been instituted and enforced?

I know that I am not alone in my quest for relief from aircraft noise pollution as many across our nation have filed such concerns. My desire remain and is for relief, to be able to sleep and feel rested upon rising, relief from the disturbance of commercial, private and pleasure aircraft flying all times of the night, middle of the a.m., early a.m. and that rapid change comes about from our government to produce new legislation that would bring about lower levels of aircraft dB's and assist those of us who suffer and in the realization of today's air traffic. I deserve a co-existent descent quality of life.


Madeline C. Gentry

cc: Marion Blakey, FAA
U.S. Department of Transportation
800 Independence Ave., SW
Washington, DC 20591

Columbus Regional Airport Authority
c/o David Wall, A.A.E., Captial Program Manager
4600 International Gateway
Columbus, Ohio 43219

272 Sherborne Drive
Columbus, Ohio 43219
August 21, 2007

C

Columbus Regional Airport Authority
Mr. David Wall, A.A.E.
Capital Program Manager
4600 International Gateway
Columbus, Ohio 43219

I am writing to you as a follow-up to our conversation held at the Far Part 150 Study Port Columbus International Airport, Public Information Workshop/Public Hearing held on August 14, 2007, Oakland Park @ Brentnell Elementary School. My letter is to confirmation that as I indicated to you on August 14th, I remain highly interested in having the portable monitor placed on my residential property in the near future so that longer term readings and monitoring of Port Columbus International Airport (PCIA) commercial, private and pleasure aircraft activities can be undertaken.

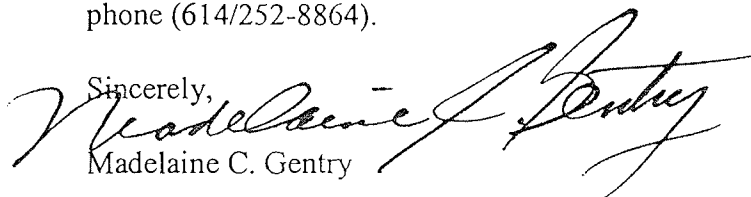
My concerns remain in-depth with regards to my sleep deprivation, and my mental and physical tiredness from lack of sufficient rest and sleep due to the commercial, private and pleasure aircraft activities taking place either originating from take-off, landing and over flight with regards to activities relevant to (PCIA).

My concerns remain in-depth of the aircraft noise levels between the hours of 10:00 p.m.-8:30 a.m. with regards to Port Columbus International Airport (PCIA), commercial, private, and pleasure aircraft take-off, over flight, off course flight and landing. Additionally, those tinsel town pleasure planes out on the town or taking flying lessons, flying overhead and in close range and proximity to my home in the wee and middle hours of the night are to say the lest, unsettling and disgusting.

On August 15, 2007, I did receive your letter dated August 13, 2007 which contains results from the portable noise monitoring conducted at my residence by Mr. Sandfloss on June 6, 2-007. At this writing I have no comments on the results since I have not had the opportunity to review the results in detail

As we discussed August 14, 2007, and prior to the letter arriving at my home, I look forward also to the near future in having the portable battery operated (as you have indicated this intent awaiting the parts needed from the company) noise monitor device that will be used at a home of which the location for placement is to be determined in the backyard of my home. The expectation of placement is that this will provide the more advantageous point for operational monitoring (PCIA) aircraft activity dB, SEL and Lmax in relationship to my concerns of environmental aircraft noise sound pressure, my concern for commercial and private aircraft take-off, landings, fly overs, and the endless pleasure plane activity in relationship to what should be normal sleep patterns, concern for my personal well-being and overall threshold levels of (PCIA) aircraft activities.

I look forward to hearing from you soon so we can move forward with placement of the noise monitoring apparatus at my residence and as long as there are no adverse health risks posed to me or risk of high audio frequency transmission to me. I can be reached for communication purposes via my address indicated above or via my home phone (614/252-8864).

Sincerely,

Madelaine C. Gentry

D

272 Sherborne Drive
Columbus, Ohio 43219
August 31, 2007

Ohio House of Representatives
c/o Honorable Joyce Beatty, District 27th
77 South High Street – 14th Floor
Columbus, Ohio 43215

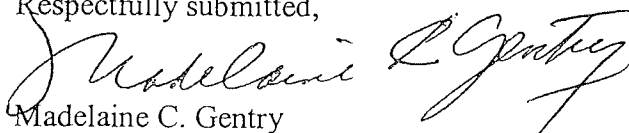
To The Honorable Joyce Beatty:

I am providing information to you that I hope will give you an opportunity to review my concerns to the environmental aircraft noise pollution with regards to commercial, private and pleasure aircraft activities in association with the Port Columbus International Airport (PCIA) located in the within the city of Columbus.

My enclosed information to you is self explanatory and will provide you with an overview of my deep concerns of (PCIA) environmental aircraft noise pollution to my quality of life and well being.

As I have indicated in my letter to The Honorable Mayor Michael Coleman, I hope that legislators as yourself will have an opportunity to become involved in making changes to the current standards of established 65dB DNL noise contour levels.

Respectfully submitted,


Madelaine C. Gentry

Enclosure: Copy of letter to The Honorable Mayor Michael Coleman

Copy of response sent to Mr. Rob Adams, Proj. Mgr. re:
FAR 150 Noise Compatibility Study Port Columbus International Airport
Workshop/Hearing attended August 14, 2007

cc: Mr. Rob Adams, Part 150 Prog. Mgr., Landrum & Brown Inc,
11279 Cornell Park Drive, Cincinnati, Ohio 45242

272 Sherborne Drive
Columbus, Ohio 43219
August 31, 2007

E

Honorable Mayor Michael Coleman
City of Columbus
65 South Front Street
Columbus, Ohio 43219

Honorable Mayor Michael Coleman:

I am writing to you in my belief that it is important for you to know the affects and impact that the Port Columbus International Airport (PCIA) has and continues to have on my quality of life. Commercial, private and pleasure aircraft all create environmental engine noise pollution, e.g. take-offs, landing, fly-overs, and the rebound of the revving of engines, stemming from activities at (PCIA) day and night. Of grave and greatest concern are the activities of aircraft noise pollution occurring during what is considered "normal hours of sleep" (10:00 p.m. – 7:00 a.m.). The aircraft noise pollution is horrendous and I, and my home, continue to be engaged in a battle zone atmosphere of aircraft noise pollution that is disruptive in obtaining quality sleep, disruptive to my to my quality of life and disruptive to my well-being.

Enclosed you will find a document (document has been sent to Mr. Rob Adams, Project Manager, Part 150 Noise Study. (Unfortunately, your name does not appear under the cc: due to equipment technical difficulties at the last minute, it is regrettable. I was also faced with a timeline to get my document in the U.S. mail to Mr. Adams before August 31, 2007). Nonetheless, I will notify Mr. Adams that I have sent a copy of my document to you. I believe my document will provide to you an overview of my on going concerns for my well being in relationship to the present aircraft environment pollution stemming from (PCIA) and equally important my deep concerns for proposed changes at (PCIA). Within my enclosed response dated August 28, 2007, are also several supporting articles in relationship to aircraft environment noise and the implication on ones health and to the environment in general.

Peaking particular interest, (see Wyle Noise Bulletin #15: *A CASE FOR BUFFER ZONES*, referenced in my response), relevance to the authority that local government has over establishing dB levels. I am sure you already know that Minneapolis and Cleveland have taken steps in redefining their "aircraft noise contour dB" making headway into allowing those homes formerly considered out of the FAA designated "aircraft 65dB noise contour", now eligible for qualifying under the FAA program home insulation.

I understand the importance of progress, the need for a thriving vital economy, forecast, trends, projections etc. with regards to Port Columbus International Airport. I do not believe that I should continue to be subjected to aircraft noise pollution and the increasing ensuing risk of aircraft noise pollution because the FAA has set the aircraft noise contour DNL at 65 dB. As those homes designated as being within the 65 DNL dB are entitled to enhancement to their quality of life via the FAA home sound insulation program, my home which is located outside of the current established and mapped FAA and (PCIA) 65DNL, deserves to have, if not, equal access for consideration of sound home insulation, and/or opportunities offered via my local and national governments that would be alternative(s) buffers to reduce the aircraft noise pollution impact I now endure.

More so, I am sure you are aware there are proposed changes as denoted in the FAR Part 150 Noise Compatibility Study Port Columbus International Airport. I attended the FAR Part 150 Noise Compatibility Study on August 14, 2007, held at Oakland Park @ Brentnell School, Columbus, Ohio. Within the contents of the FAR Part 150 Noise Compatibility Study handout that evening is the continuing proposed changes indicative of moving Runway 28L 702 feet to the south toward Fifth Avenue. I shutter at the thought of Runway 28L moving 2 feet let alone 702 feet south of its current location. If what I am experiencing now is any indication, moving Runway 28L at (PCIA) will increase the bombardment and proximity of environmental aircraft noise pollution stemming from (PCIA) commercial, private and pleasure aircraft creating greater assault to my quality of life and well being.

Page 2 of 2 – Honorable Mayor Michael Coleman, City of Columbus

Date: August 31, 2007

RE: Port Columbus International Airport Environmental Noise and

Attachment: FAR150 Noise Compatibility Study Port Columbus International
Workshop/Public Hearing August 14/15/2007

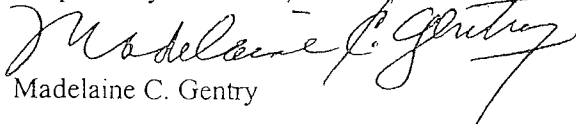
My desire is for relief from the continuous aircraft noise pollution emulating from aircraft take offs, landings, over flights, pleasure planes flying, all hours (10:00 p.m.) on and (12 a.m - 7:00 a.m.) of the wee early morning, mid wee hours of early morning, and into the latter wee hours of the morning etc, and the revving of engines in associated activities with Port Columbus International Airport needs to be curtailed during "normal hours of sleep" (10:00 p.m. – 7:00 a.m.) now, in the near and long term future through NEW laws from local, state and national governments. As aircraft traffic, aircraft travel, and aircraft patterns have demographically changed, I believe the challenge is before my local government, as well as, state and national governments to redefine acceptable dB, DNL and SEL levels stemming from aircraft that have increasingly invaded personal and residential space.

When I moved into my current resident 27 years ago, it was the quietness of the neighborhood that draw us there. Nights and morning as the saying goes, "you could hear a pin drop". Unfortunately, that tranquility is disturbed with the constant barrage and drone of (PCIA) aircraft environmental noise pollution.

My residential home falls outside of the aircraft 65DNL noise contour percepts. I seek relief from aircraft environmental noise activities associated with Port Columbus International Airport. I hope you can assist in determining solutions/alternatives to combat the overwhelming aircraft environmental noise pollution occurring weekdays and weekends from commercial, private and pleasure aircraft flying, aircraft take offs, flight patterns, fly overs, revving of engines that can be heard at my home stemming from (PCIA) that all take place during critical "normal hours of sleep" (10:00 p.m.-7:00 a.m.).

I close on a note of high hope that during your tenure in office and in union with other city, state and federal legislators you will begin the process in pursuing and enacting changes to our City of Columbus Port Columbus International Airport 65dB DNL and associative aircraft levels to align aircraft noise levels in optimal compatibility to today's residential areas in relationship to home dwellings in proximity and perimeter to (PCIA). I am hopeful that the City of Columbus will conduct its own study, research and investigation in conjunction with the FAR Noise Compatibility Study Port Columbus International Airport Public Workshop/Hearing presented on August 14, 2007. I am looking forward to resolution of the (PCIA) aircraft environmental noise pollution and equilibrium to my quality of life and well being.

Respectfully submitted,



Madelaine C. Gentry

Enclosure: Copy of response sent to Mr. Rob Adams, Proj. Mgr. re:
FAR 150 Noise Compatibility Study Port Columbus International Airport
Workshop/Hearing attended August 14, 2007

cc: Ohio House of Representatives, c/o Honorable Joyce Beatty, District 27th
77 South High Street, Columbus, Ohio 43215
City of Columbus City Council, c/o Mr. Michael Mentel, President
90 West Broad Street, Columbus, Ohio 43215
Mr. Rob Adams, Part 150 Prog. Mgr., Landrum & Brown Inc,
11279 Cornell Park Drive, Cincinnati, Ohio 45242

F

272 Sherborne Drive
Columbus, Ohio 43219
August 31, 2007

City of Columbus City Council
c/o Mr. Michael Mentel, President
90 West Broad Street
Columbus, Ohio 43215

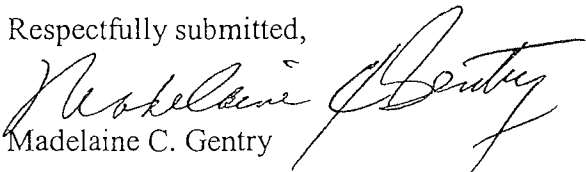
To Mr. Michael Mentel:

I am providing information to you that I hope will give you an opportunity to review my concerns to the environmental aircraft noise pollution with regards to commercial, private and pleasure aircraft activities in association with the Port Columbus International Airport (PCIA) located in the within the city of Columbus.

My enclosed information to you is self explanatory and will provide you with an overview of my deep concerns of (PCIA) environmental aircraft noise pollution and the effect it has on my quality of life and well being.

I hope you and the City Council of Columbus can join with the Honorable Mayor Michael Coleman in bringing about needed changes and realignment of the current standards of established 65dB DNL noise contour levels in place now for (PCIA).

Respectfully submitted,


Madelaine C. Gentry

Enclosure: Copy of letter to The Honorable Mayor Michael Coleman

Copy of response sent to Mr. Rob Adams, Proj. Mgr. re:
FAR 150 Noise Compatibility Study Port Columbus International Airport
Workshop/Hearing attended August 14, 2007

cc: Mr. Rob Adams, Part 150 Prog. Mgr., Landrum & Brown Inc,
11279 Cornell Park Drive, Cincinnati, Ohio 45242



"Matt Huffman"
<Matt.Huffman@gahanna.gov>
v>
03/24/2009 02:18 PM

To 9-AGL-600-CMHEIS/AGL/FAA@FAA
cc
bcc
Subject Final EIS

Ms. Delaney,

Possible changes to:

4.4.3 PUBLIC PARKS AND RECREATION FACILITIES (Chapter 4, page 4-26)

Gahanna: Creekside Park, Friendship Park, Gahanna Woods Nature Reserve, Gahanna Woods, Galloway Preserve, Memorial Park, Pizzurro Park, Rathburn Woods, Shull Park, Taylor Road Reserve

Changes include:

1. Gahanna Woods Nature Reserve and Gahanna Woods are one and the same. Gahanna Woods would suffice.
2. Galloway Preserve should be Galloway Reserve.
3. Rathburn Woods should be Rathburn Woods Park.
4. Might want to add: Foxwood Park, Geroux Herb Gardens, Gramercy Park, Hunters Ridge Pool Park and Royal Gardens Park.

Gahanna-
1

Matt Huffman, AICP

City of Gahanna
Department of Planning & Development
200 S Hamilton Rd
Gahanna, OH 43230
614.342.4018 (p)
614.342.4118 (f)

www.gahanna.gov/development



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



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APR 13 2009

9043.1
PEP/NRM

FAA, DETROIT ADO

APR 13 2009

ER 08/498

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

Dear Ms. Delaney:

This letter is in response to your recent request for the Department of the Interior's comments on the Final Environmental Impact Statement (EIS) for **the Port Columbus International Airport - Development of a New Passenger Terminal, and Other Associated Airport Projects, City of Columbus, Franklin County, Ohio**. This project involves the replacement of Runway 10R/28L, additional taxiways for the new runway, associated facilities, a new apron and terminal in the midfield, and implementation of mitigation measures identified in the 2007 Final Part 150 Study Update at Port Columbus International Airport (CMH). The airport is bounded by I-270 to the north and east, I-670 and Stelzer Road to the west, and Fifth Avenue to the south.

GENERAL COMMENTS:

In chapter 8 in table 8.2, the previous address for the U.S. Fish and Wildlife Service (FWS) is listed. The FWS Ecological Services office has moved to a new location. For matters related to fish and wildlife resources and federally listed threatened and endangered species, please continue to coordinate with Ms. Mary Knapp at the new location: 4625 Morse Road, Suite 104, Columbus, Ohio 43230, telephone: 614-416-8993.

D01-1

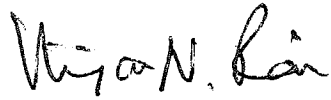
ENDANGERED SPECIES COMMENTS:

Page 5.9-6 states that consultation under Section 7(c) of the Endangered Species Act is complete, however this is incorrect. The FWS has reviewed the information and provided technical assistance for the project including the recommendations that have been incorporated into the Final EIS. Consultation is complete when the FWS concurs with the determinations made by the lead federal agency regarding threatened and endangered species.

D01-2

We appreciate the opportunity to review the document and provide comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Willie R. Taylor".Handwritten initials "fr" in black ink, positioned to the left of the typed name.

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

APR 20 2009

RECEIVED

APR 24 2009

FAA, DETROIT ADO

REPLY TO THE ATTENTION OF:

E-19J

Ms. Katherine S. Delaney
Federal Aviation Administration, Detroit Airports District Office
11677 South Wayne Road
Suite 107
Romulus, Michigan 48174

Re: Comments on the Port Columbus International Airport Final Environmental Impact Statement (EIS), City of Columbus, Ohio, EIS No. 20090074

Dear Ms. Delaney:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the United States Environmental Protection Agency (U.S. EPA) Region 5 has reviewed the Port Columbus International Airport Final Environmental Impact Statement (EIS). The proposed project is to reconstruct Runway 10R/28L in a way that preserves the airport's current and future flexibility to accommodate capacity needs both on the airfield and in the terminal and landside areas.

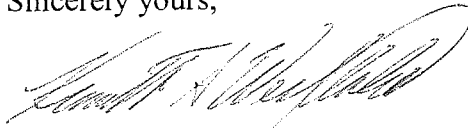
On July 11, 2008, U.S. EPA provided comments on the Draft EIS for this project. In our letter, we expressed environmental concerns with Particulate Matter – 2.5 microns or less (PM2.5), and we suggested mitigation measures that could help minimize PM2.5 emissions. In particular, we recommended implementation of a comprehensive air mitigation plan that would include a diesel emissions reduction program for construction and operation and measures to address hazardous air pollutants emissions from aircraft taxiing and idling. We acknowledge the additional information on these concerns that was included in the Final EIS. Despite the fact that the project meets general conformity, we are retaining our concerns because the Final EIS is not clear on how PM2.5 emissions would be minimized. We recommend that the Record of Decision provide a commitment as to how PM2.5 emissions will be mitigated. Our detailed comments on PM2.5 are enclosed.

USEPA-1

Thank you for the opportunity to comment on the Final EIS for this project. If you have any questions, please contact me at (312) 886-2910. The staff person assigned to this

project is Sherry Kamke; she can be reached at (312) 353-5794 or via email at kamke.sherry@epa.gov.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake", written in a cursive style.

Kenneth A. Westlake, Supervisor
NEPA Implementation
Office of Enforcement and Compliance Assurance

Enclosure

APR 24 2009

FAA, DETROIT ADO

***Detailed Comments on the Final Environmental Impact Statement for the
Port Columbus International Airport***

General Conformity Status - The documentation in the Final EIS satisfactorily demonstrates that the emissions for the project are below the General Conformity de minimis level of 100 tons per year for each pollutant and precursor. General Conformity applies to all federal projects in nonattainment and maintenance areas. The Columbus area is nonattainment for both ozone and PM_{2.5}. PM_{2.5} emissions for the Port Columbus project are below the 100 ton per year de minimis level.

Transition to More Rigorous PM_{2.5} Standard and Grace Period - In our Draft EIS comments, we indicated that increases of PM_{2.5} emissions were problematic, even if they are below de minimis levels, because they add to the cumulative emissions in the airshed. On December 18, 2006, U.S. EPA reduced the PM_{2.5} National Ambient Air Quality Standard (NAAQS) from 65 ug/m³ to 35 ug/m³ in a 24-hour period, based on the latest health studies. The annual standard remained at 15 ug/m³ for PM_{2.5}. However, U.S. EPA has not yet completed designation of areas for the new 35 ug/m³ 24 hour PM_{2.5} standard. Columbus, Ohio is currently nonattainment for the annual PM_{2.5} standard. The Ohio Environmental Protection Agency (OEPA) has submitted to us an attainment demonstration to show how the area will reach attainment of the annual standard. The monitoring data in Columbus shows nonattainment for the 35 ug/m³ 24-hour PM_{2.5} standard. U.S. EPA has listed Columbus as an area that is not attaining the 24-hour standard. The designation process for the new 24-hour PM_{2.5} standard has not been completed, and the Federal Register notice designating areas has not been published. The conformity process (both General and Transportation conformity) allows a 1-year grace period after designation of areas before conformity to the new standard must be demonstrated. However, we believe it is appropriate to compare the project's status to the new 35 ug/m³ 24-hour standard and to discuss steps that may need to be taken for the area's air quality to meet the new 24-hour standard.

Port Columbus Air Emissions in Context - EPA is concerned about the high levels of PM_{2.5} that the modeling indicates will be in the vicinity of the airport, and the airport's contribution to continued high PM_{2.5} concentrations in the future. The documentation in the Final EIS compares the modeled emission concentrations to the new 35 ug/m³ 24-hour standard in Table 4-12. Although the modeled concentrations are below the old 65 ug/m³ 24-hour standard, the concentrations at all modeling sites are above the newer 35 ug/m³ standard. The analysis summarized in Table 4-12 shows that the airport contribution is typically 2-4 ug/m³. We note that several tables in Section 5.5 of the Final EIS show that the arrival curb is modeled with a pollutant concentration of 9.78 ug/m³ (the highest receptor site in the alternatives modeling).

In summary, the modeling in the Final EIS indicates that the new 24-hour PM_{2.5} standard of 35 ug/m³ is violated at all of the modeling locations (Table 4-12). The annual PM_{2.5} standard is also violated at all of the modeling locations (Table 4-12). The modeling also indicates that air impacts of this project will contribute 1 - 10 ug/m³ to the ambient concentrations of 24-hour PM_{2.5}. However, we note that the background level

for 24 hour PM_{2.5} is 52 ug/m³, which is already over the 35 ug/m³ 24-hour PM_{2.5} standard. Also the background for the annual standard is listed as 16.6 ug/m³, which is above the 15 ug/m³ standard. We recognize that many sources, both regional and local, are contributing to the nonattainment. OEPA has already submitted an attainment demonstration for the annual PM_{2.5} standard. Once the designation process is completed for the new 24-hour PM_{2.5} standard (35 ug/m³), OEPA has 3 years to develop and submit a state implementation plan (SIP) for attainment of that new standard. OEPA will soon begin work to develop this SIP, which will determine the control strategies that will bring the air quality into compliance with the 35 ug/m³ standard.

Need for PM_{2.5} Mitigation Commitments - The project has the potential to contribute to continued nonattainment for the 24 hour PM_{2.5} standard in the area of the airport. We acknowledge that the background concentrations of PM_{2.5} are already high and already above both the annual and 24-hour standards. Columbus, Ohio already has serious air pollution problems. Because of the impact of PM_{2.5} and diesel emissions on human health, EPA has emphasized the need to address both pollutants through the National Clean Diesel Campaign and various regional and local initiatives. Work is currently underway to develop and implement national, regional, and local control programs that will assist in bringing this area into attainment of the health-based PM_{2.5} standard as expeditiously as practicable. We recognize, however, that despite implementation of national air pollution control programs, additional local controls may be necessary for this area to reach attainment of the NAAQS for PM_{2.5}. As a result, the state may need to consider significant local emissions reductions beyond current levels in order to attain the new 24-hour PM_{2.5} standard. Therefore, this proposed project has the potential to make it more difficult to attain the PM_{2.5} NAAQS.

According to the Final EIS, FAA has presented U.S. EPA's comments on air quality mitigation measures to the Columbus Regional Airport Authority (CRAA) for their consideration for the Port Columbus International Airport project. The FINAL EIS also provides a discussion of sustainable design and development opportunities that the CRAA may consider for each airport in the system (Port Columbus International Airport, Rickenbacker International, and Bolton Field Airport). We understand that CRAA is developing and implementing a Sustainable Design Guidance Manual for use in implementing CRAA's five-year Capital Improvement Program. These are encouraging steps. However, the Final EIS does not provide any assurance that the mitigation measures will be implemented at Port Columbus.

We recommend that the Record of Decision (ROD) for this project include mitigation measures that reduce PM_{2.5} at the airport. We continue to encourage FAA to work with the project sponsors to adopt practices to reduce jet aircraft idling and to assess options for a comprehensive Airport Diesel Emissions Reduction Program that would address diesel emissions from multiple source categories in construction, ground transportation, and airport operations.

Such a program could include at a minimum:

- Retrofitting off-road construction equipment, including repower or engine upgrades.
- Requiring use of low sulfur or ultra-low sulfur fuels and construction equipment fitted with U.S. EPA or California Air Resource Board (CARB)-verified retrofit technologies.
- Limiting the age of on-road vehicles in construction projects to 1998 and newer and the age of off-road equipment to 1996 and newer.
- Implementing of a fugitive dust control plan.
- Using diesel particulate traps and oxidation catalysts.
- Using existing power sources or clean fuel generators rather than temporary power generators.
- Encouraging the use of off-road equipment that meets the Tier 3 standards.
- Converting all diesel ground support equipment to compressed natural gas, propane, or electric power.
- Using alternate fuel and retrofits for internal bus and shuttle transportation.
- Implementing time and transportation management practices and oversight that would minimize idling and queuing of diesel construction equipment and ground support equipment.

In the event that specific measures can not be committed to at the time of the ROD, we recommend that a process for evaluating these measures in the context of OEPA's SIP development be committed to in the ROD.



State of Ohio Environmental Protection Agency

STREET ADDRESS:

Lazarus Government Center
50 W. Town St., Suite 700
Columbus, Ohio 43215

TELE: (614) 644-3020 FAX: (614) 644-3184
www.epa.state.oh.us

MAILING ADDRESS:

P.O. Box 1049
Columbus, OH 43216-1049

APR 20 2009

Ms. Katherine S. Delaney
FAA Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174

Re: Comments on the Final Environmental Impact Statement for the Replacement of Runway 10R/28L, Development of a New Passenger Terminal, and other Associated Airport Projects at Port Columbus International Airport in the City of Columbus, Ohio.

Dear Ms. Delaney:

Ohio EPA, Division of Air Pollution Control (DAPC), has completed our review of the Port Columbus International Airport Final Environmental Impact Statement (EIS) document submitted by your office dated March 2009. As with the May 2008 draft EIS, DAPC concentrated on the sections focused on the air quality impacts of the proposed project, specifically, Volume 1, Sections 4.8, 5.5, 6.1.3 and 7.5.3. DAPC continues to be concerned that the project's net PM 2.5 emissions increase may delay timely attainment and maintenance of the NAAQS as planned in Ohio's SIP.

DAPC is concerned with the general assumption in this analysis that "...none of the future baseline conditions, project alternatives, or the sponsor's proposed project would have the potential to cause significant cumulative impacts". As stated by both DAPC and US EPA in our comments on the May 2008 draft EIS, "...any activity that results in any increase of PM 2.5 emissions in a non-attainment area even if "de minimus", can be problematic and their effects should be mitigated/ reduced wherever possible".

DAPC acknowledges that the central Ohio area is currently designated as non-attainment for the annual PM 2.5 national ambient air quality standard (NAAQS). Monitoring data from 2006 to 2008 have indicated that the central Ohio area is now attaining the annual PM 2.5 standard and DAPC intends to formally request that the central Ohio area be redesignated to attainment for the annual PM2.5 standard in the near future. However, the redesignation process can be lengthy and is not final until such time USEPA approves a request.

As presented in the EIS, modeling indicates that air impacts of this project will contribute between 1 and 10 $\mu\text{g}/\text{m}^3$ to the ambient concentrations of PM2.5. Modeled concentrations added to the current monitored background data would exceed the 24-hour and annual PM 2.5 standards. These emissions could potentially cause or contribute to monitored violations as the project progresses.

Ted Strickland, Governor
Lee Fisher, Lieutenant Governor
Chris Korleski, Director

For this reason, DAPC requests a commitment from the Columbus Regional Airport Authority (CRAA) to implement mitigation efforts to reduce emissions of PM 2.5 at Port Columbus International Airport. DAPC acknowledges that the CRAA took an important first step in November 2008 by establishing a passenger pickup waiting lot (cell-phone lot) to reduce idling at the pick-up curb; however, to maintain the improvements in PM2.5 air quality and to ensure violations of the standard are not caused in the future, additional mitigation efforts will be necessary. Such efforts could include use of alternative fuels (LPG or CNG) for ground support equipment, gate electrification to reduce emissions from APU's, and employment of contractors who commit to using construction equipment with clean diesel technologies (exhaust controls, engine retrofitting/repowering, etc.).

OERP-1

If you have any questions or concerns regarding these comments, please feel free to contact either Paul Braun at 614-644-3734 or Jennifer Hunter at 614-644-3696 in DAPC's SIP section.

Sincerely,



Robert Hodanbosi, Chief, DAPC

Cc: Chris Korleski, Director, Ohio EPA
Jennifer Hunter, Ohio EPA DAPC, SIP Section
Paul Braun, Ohio EPA DAPC, SIP Section
Sarah VanderWielen, Ohio EPA DAPC, SIP Section
Pat Morris, USEPA Region V



"Mitch, Brian"
<Brian.Mitch@dnr.state.oh.us>

04/21/2009 10:54 AM

To 9-AGL-600-CMHEIS/AGL/FAA@FAA
cc
bcc
Subject 09-0090; FEIS for Projects at Port Columbus Airport



ODNR COMMENTS TO Ms. Katherine S. Delaney, FAA Detroit Airports District Office, 11677 South Wayne Road, Suite 107, Romulus, Michigan 48174

Location: The Port Columbus International Airport is located in Franklin County, Ohio.

Project: Final Environmental Impact Statement for the replacement of Runway 10R/28L, development of a New Passenger Terminal, and other associated Airport Projects at Port Columbus International Airport in the City of Columbus, Ohio.

The Ohio Department of Natural Resources (ODNR) has completed a review of the above referenced project. These comments were generated by an inter-disciplinary review within the Department. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the National Environmental Policy Act, the Coastal Zone Management Act, Ohio Revised Code and other applicable laws and regulations. These comments are also based on ODNR's experience as the state natural resource management agency and do not supersede or replace the regulatory authority of any local, state or federal agency nor relieve the applicant of the obligation to comply with any local, state or federal laws or regulations.

Rare and Endangered Species: The ODNR, Division of Natural Areas and Preserves, has no comments on this FEIS

] ODNR-1

Fish and Wildlife: The ODNR, Division of Wildlife (DOW) has no comments regarding this FEIS.

] ODNR-2

ODNR appreciates the opportunity to provide these comments. Please contact Brian Mitch at (614) 265-6378 if you

have questions about these comments or need additional information.

Brian Mitch, Environmental Review Manager
Ohio Department of Natural Resources
Environmental Services Section
2045 Morse Road, Building D-3
Columbus, Ohio 43229-6693
Office: (614) 265-6378
FAX: (614) 267-4764
brian.mitch@dnr.state.oh.us



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
4625 Morse Road, Suite 104
Columbus, Ohio 43230
(614) 416-8993 / FAX (614) 416-8994

RECEIVED

MAY 08 2009

FAA, DETROIT ADO

April 30, 2009

Ms. Katherine Delaney
FAA Detroit Airports District Office
11677 South Wayne Road, Suite 107
Romulus, MI 48174

TAILS: 31420-2009-FA-0267

Dear Ms. Delaney:

This letter is in response to your April 24, 2009 email relating to the species determinations made regarding the Final Environmental Impact Statement (FEIS) for the replacement of runway 10R/28L, development of a new passenger terminal, and associated airport projects at Port Columbus International Airport, in Columbus, Franklin County, Ohio. The Service provided previous information concerning endangered species and fish and wildlife coordination act comments through the Department of the Interior's comments on both the draft and final EIS.

The project lies within the range of the **bald eagle** (*Haliaeetus leucocephalus*), a species protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. At this time no bald eagle nests occur within ½ mile of the project site. You have indicated that the Columbus Regional Airport Authority (CRAA) will contact the Ohio Department of Natural Resources (ODNR) to review updated information of the bald eagle prior to construction. You have determined that this project may affect but is not likely to adversely affect this species. Due to the project location, description, and further coordination with ODNR the Service concurs with your determination for the bald eagle.

USFWS-1

ENDANGERED SPECIES COMMENTS:

The project lies within the range of the **Indiana bat** (*Myotis sodalis*). There are 2 forested areas within the project site. These areas have limited habitat and lack connectivity with other high quality areas. The FEIS indicates that none of the trees along Big Walnut Creek will be removed, however trees may be trimmed. If trees along Big Walnut Creek are trimmed consultation with this office will occur prior to conducting this activity. You have indicated that if any tree cutting is required it will be conducted seasonally between September 30 and April 1. Any tree cutting that will be conducted after December 31, 2009 will be coordinated with this office. You have determined that this project may affect but is not likely to adversely affect the Indiana bat. Due to the avoidance of tree removal along Big Walnut Creek, seasonal clearing, and further coordination with this office as described above, the Service concurs with your determination for this species.

USFWS 2

This project also lies within the range of the **Scioto madtom** (*Noturus trautmani*), **northern riffleshell mussel** (*Epioblasma torulosa rangiana*), **clubshell mussel** (*Pleurobema clava*), **snuffbox mussel** (*Epioblasma triquetra*), and the **rayed bean mussel** (*Villosa fabalis*). No in-stream work will be conducted within Big Walnut Creek and none of the trees along it will be removed. You have determined that this project will have no effect on these species. Therefore, section 7(a)(2) consultation is not required for these species.

USFWS 3

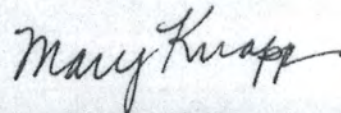
Should additional information on listed or proposed species or their critical habitat become available or if new information reveals effects of the action that were not previously considered, this determination may be reconsidered. If project plans change or if portions of the proposed project were not evaluated, it is our recommendation that you contact our office for further review.

USFWS 4

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), the Endangered Species Act of 1973, as amended, and are consistent with the intent of the National Environmental Policy Act of 1969 and the U.S. Fish and Wildlife Service's Mitigation Policy.

If you have any questions regarding our response or if you need additional information, please contact Jennifer Finfera at extension 13.

Sincerely,



Mary Knapp, Ph.D.
Field Supervisor

cc: ODNR, DOW, SCEA Unit, Columbus, OH



U.S. Department
of Transportation
**Federal Aviation
Administration**

Detroit Airports District Office
Metro Airport Center
11677 South Wayne Road, Ste. 107
Romulus, MI 48174

April 24, 2009

Ms. Jennifer Finfera
U.S. Fish and Wildlife Service
4625 Morse Road
Suite 104
Columbus, OH 43230

Port Columbus International Airport
Environmental Impact Statement (EIS)
Threatened and Endangered Species Coordination

Dear Ms. Finfera:

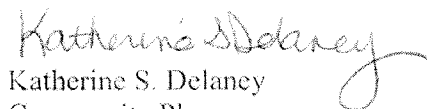
Please find attached to this letter, a table that lists the federally threatened, endangered, and candidate species that occur in the vicinity of the proposed project area.

The Federal Aviation Administration (FAA) received comments from the Department of the Interior (DOI) in a letter dated July 23, 2008 in response to the review of the Draft EIS and a letter dated April 13, 2009 in response to the review of the Final EIS.

After careful review of the documentation that was prepared for the EIS and taking into consideration the technical comments that the DOI provided on both the Draft EIS and Final EIS, we are providing the attached table with the FAA's determination and explanation.

We look forward to your review and concurrence with this information. If you need additional information or have any questions, please contact me at 734-229-2958.

Sincerely,


Katherine S. Delaney
Community Planner

Enclosure

**List of Federal Threatened/Endangered/Candidate Species That Occur in the
Proposed Project Area**

Federal Threatened/Endangered/ Candidate Species	FAA Determination	Explanation
Scioto madtom (<i>Noturus trautmani</i>)	No effect	No in water work is associated with the project.
Northern riffleshell mussel (<i>Epioblasma torulosa rangiana</i>)	No effect	No in water work is associated with the project.
Clubshell mussel (<i>Pleurobema clava</i>)	No effect	No in water work is associated with the project.
Indiana bat (<i>Myotis sodalis</i>)	May effect but not likely to adversely effect	21 suitable roost trees were located in the project area. No individual bats were identified at that time. If tree trimming is required, seasonal cutting requirements will be implemented (September 30 – April 1). CRAA will coordinate with the USFWS for any tree cutting that will occur after December 31, 2009.
Bald eagle (<i>Haliaeetus leucocephalus</i>)	May effect but not likely to adversely effect	Does not occur within ½ mile of the project site; CRAA will contact ODNR to receive an updated status of the bald eagle prior to construction.
Snuffbox mussel (<i>Epioblasma triquira</i>)	No effect	No in water work is associated with the project.

Elephant-ear mussel (<i>Elliptio crassidens</i>)	No effect	No in water work is associated with the project.
Northern brook lamprey (<i>Ichthyomyzon fossor</i>)	No effect	Does not occur within 1 mile of the project site.
Blacknose shiner (<i>Notropis heterolepis</i>)	No effect	Does not occur within 1 mile of the project site.
Golden-winged warbler (<i>Vermivora chrysoptera</i>)	No effect	Does not occur within 1 mile of the project site.
Spotted darter (<i>Etheostoma maculatum</i>)	No effect	Does not occur within 1 miles of the project site.
Rayed bean mussel (<i>Villosa fabalis</i>)	No effect	No in water work is associated with the project.

ATTACHMENT 6

CRAA Air Quality Activities

Air Quality Item	Current CRAA Activities	Replacement Runway Construction	Activities to be Considered, Pending Policy Decision by CRAA Board of Directors
Retrofitting off-road construction equipment, including repower or engine upgrades.	CRAA has just received a USEPA grant to retrofit approximately 17 diesel engines on CRAA construction equipment with a combination of emissions controls and auxiliary power units (anti-idle).	CRAA supports and is willing to consider requiring contractors to incorporate this action. Action may require costly upgrades to construction equipment, or the contractor may have new equipment not in need of upgrading. CRAA will work with the contractor to minimize use of any non-conforming equipment where possible.	
Requiring use of low sulfur or ultra-low sulfur fuels and construction equipment fitted with US EPA or California Air Resource Board verified retrofit technologies.	CRAA diesel fuel is currently Ultra Low Sulfur Diesel (ULSD) with a portion of the diesel fuel being delivered in a range of 85 to 820 biodiesel.	Low Sulfur Fuels are likely the only viable action. This action is covered in the CRAA Sustainability Manual. Currently most off-road diesel is low sulfur so there would not be a recognizable cost premium to the project for its requirement. The use of bio-diesels, which is between low sulfur and ultra low sulfur fuels, would add substantially to the project costs. Ultra low sulfur fuels are not cost feasible, however if the contractor wishes to use them at no additional cost to CRAA, CRAA would not object.	
Limiting the age of on-road vehicles in construction projects to 1996 and newer and the age of off-road equipment to 1996 and newer.		CRAA supports and is willing to consider requiring contractors and suppliers to incorporate this action. CRAA will request that the contractor utilize newer equipment where available and to limit the use of any older equipment.	
Implementing of a fugitive dust control plan.		CRAA recommends and will support this action. The action is covered in the CRAA Sustainability Manual. The Best Management Practices for fugitive dust control will be included in the project plans.	
Using diesel particulate traps and oxidation catalysts.	CRAA has just received a USEPA grant to retrofit approximately 17 diesel engines on CRAA construction equipment with a combination of emissions controls and auxiliary power units (anti-idle).	CRAA supports and is willing to consider requiring contractors to incorporate this action. CRAA will ask that traps and catalysts be utilized and will encourage the use of equipment that has been equipped with these components.	
Using existing power sources or clean fuel generators rather than temporary power generators.	Exterior ADA checkpoints have been converted from generator to hard wire electric in 2008.	While the opportunities for this action on this project are limited, the CRAA will support and encourage adopting these measures. One area where this has been implemented successfully in the past is the replacement of the generators for portable lighted runway closure X's with commercial power sources. The runway team will continue seek out similar opportunities where feasible.	
Encouraging the use of off-road equipment that meets the Tier 3 standards.		Tier 3 levels required on 2006 and later model year equipment. CRAA supports and is willing to consider requiring contractors to incorporate this action and use newer, compliant equipment where possible.	
Converting all diesel ground support equipment to compressed natural gas, propane, or electric power.		Not applicable to construction equipment and this request is not within the scope of the proposed runway project.	While not currently implemented, the CRAA agrees this is an important activity to support the improved air quality in central Ohio, and will pursue this item as CRAA Policy is established, and funding becomes available. Support from airlines and tenants will be essential to implementing this measure.
Using alternate fuel and retrofits for internal bus and shuttle transportation.	The CRAA is currently soliciting bids for the purchase of a propane shuttle bus in 2009. In addition, the CRAA has submitted a stimulus request to the Department of Energy for purchase of 2 hybrid gas/electric buses. CRAA is planning for the purchase of 6 shuttle buses in 2010, which are anticipated to be non-diesel engines. The CRAA has an internal anti-idle policy and is ready to test anti-idle technology in its diesel fleet. In addition, during warmer weather, CRAA has replaced traditional internal combustion vehicles with electric golf carts. CRAA has Rules and Regulations that prohibit unattended idling vehicles.	Not applicable to construction equipment and this request is not within the scope of the proposed runway project.	
Implementing time and transportation management practices and oversight that would minimize idling and queuing of diesel construction equipment and ground support equipment.		CRAA supports and is willing to consider requiring contractors to implement this approach as a best construction practice measure. As the project plans and schedules are developed, opportunities to reduce idling and queuing will be exploited.	

Air Quality Item Other actions by CRAA:	Current CRAA Activities	Replacement Runway Construction	Activities to be Considered, Pending Policy Decision by CRAA Board of Directors
Replacement Runway Project		CRAA will examine potential measures that can be taken throughout the project design process to identify and implement improvements to air quality where feasible and practical.	
Construct Cell Phone Lot	The CRAA constructed a cell phone lot in 2008. This project provides a location for the public to park their vehicles, instead of circulating on airport roadways while they wait to pick up arriving passengers. This project was completed in 2008, and removed two signalized intersections along International Gateway, thereby providing an unimpeded flow of automobile traffic along the main roadway for the airport.		
Construction of International Gateway Loop Road System	The CRAA is currently evaluating methods for constructing green roof systems when existing roofing requires replacement. Green roof systems will be considered as structural limits and financial considerations allow.		
Green Roof Systems	The CRAA is studying the potential for alternative fuel shuttle bus operations to the new CRCP.		
Consolidated Rental Car Facility			

ATTACHMENT 7

2008 TAF Noise Contour Analysis

CMH EIS Noise Contour Analysis

Assumptions

- The FAA had the contractor (Landrum & Brown) prepare a sensitivity analysis for the reduction in operating levels that has occurred in the last year and forecasted in the 2008 TAF
- Noise contours for the 2006 Baseline and the 2012 Alternative C3B (the Selected Alternative) were updated to reflect the reduction in overall operating levels. No other modifications to inputs were made, including flight track locations, flight track utilization, runway end use, day/night split, fleet mix, and destinations/origins. Any of these factors could result in variations of the resulting noise contour.

Results

- The resulting 2008 Baseline noise contour is shown on **Exhibit 1, Revised 2008 Baseline Noise Contour**.
 - o The contour is smaller than the original 2006 Baseline because there were 30,915 fewer operations. The 2006 Baseline included 193,521 operations while the revised 2008 Baseline has 162,606 operations.
 - o The revised 2008 Baseline contour has no homes within the 65 DNL that have not received sound insulation. **Table 1** shows the resulting noise contour impacts.
- The resulting 2012 Alternative C3B noise contour is shown on **Exhibit 2, Revised 2012 Alternative 3CB Noise Contour**.
 - o The contour is smaller than the original 2012 Alternative C3B because there were 89,443 fewer operations. The original 2012 Alternative C3B included 241,630 operations while the revised 2012 Alternative C3B has 152,187 operations.
 - o The revised 2012 Alternative C3B contour has 33 homes within the 65 DNL that have either not received sound insulation or were previously eligible but did not participate. Both were considered eligible for sound insulation in the FEIS. **Table 2** shows the resulting noise contour impacts.

Impact Assessment/Mitigation Planning

- The revised 2012 Alternative C3B includes 33 homes that would remain eligible for sound insulation because they are located within the 65 DNL and have not received sound insulation in the past.
- The CRAA and FAA agreed to an approach for 'squaring off' blocks so that mitigation programs used natural and logical boundaries for beginning and ending program boundaries.
- **Exhibit 3, Proposed Sound Insulation Program Boundary** shows the location of the homes within the 65 DNL and the natural/logical boundary for 'squaring off' the blocks. This results in a total of 84 homes being eligible for the sound insulation program.

Table 1
Revised 2008 Baseline

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units					
Columbus	2,104	0	0	0	0
Mitigated					
Sound Insulated	640	0	0	0	0
Easement	30	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	167	0	0	0	0
Not Previously Mitigated	1,267	0	0	0	0
Mifflin Township	58	3	0	0	3
Mitigated					
Sound Insulated	33	3	0	0	3
Easement	0	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	20	0	0	0	0
Not Previously Mitigated	5	0	0	0	0
Gahanna	1	0	0	0	0
Mitigated					
Sound Insulated	0	0	0	0	0
Easement	0	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	1	0	0	0	0
Not Previously Mitigated	0	0	0	0	0
Jefferson Township	1	0	0	0	0
Mitigated					
Sound Insulated	0	0	0	0	0
Easement	0	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	0	0	0	0	0
Not Previously Mitigated	1	0	0	0	0
Total Housing Units	2,164	3	0	0	3
Population					
Total Population	5,345	7	0	0	7

Focus on the **Bold** Numbers. For this case, there are no unmitigated housing units within the 65 DNL.

Table 2
Revised 2012 Alternative C3B

	60-65 DNL	65-70 DNL	70-75 DNL	75+ DNL	65+ DNL
Housing Units					
Columbus	3,124	100	0	0	100
Mitigated					
Sound Insulated	573	76	0	0	76
Easement	51	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	143	22	0	0	22
Not Previously Mitigated	2,357	2	0	0	2
Mifflin Township	28	35	0	0	35
Mitigated					
Sound Insulated	10	26	0	0	26
Easement	0	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	11	9	0	0	9
Not Previously Mitigated	7	0	0	0	0
Gahanna	8	0	0	0	0
Mitigated					
Sound Insulated	0	0	0	0	0
Easement	0	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	1	0	0	0	0
Not Previously Mitigated	7	0	0	0	0
Jefferson Township	5	0	0	0	0
Mitigated					
Sound Insulated	0	0	0	0	0
Easement	0	0	0	0	0
Unmitigated					
Eligible for Sound Insulation but not Insulated	0	0	0	0	0
Not Previously Mitigated	5	0	0	0	0
Total Housing Units	3,165	135	0	0	135
Population					
Total Population	7,818	333	0	0	333

Focus on the **Bold** Numbers. For this case, there are 33 unmitigated housing units within the 65 DNL. 'Squaring off' the blocks results in an additional 51 for a total of 84 housing units to be included in the sound insulation program.

