



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

Memorandum

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

Subject: ACTION: Rickenbacker International Airport
Columbus, Ohio; Noise Compatibility Program
Recommendation

Date: June 26, 2007

From: Acting Manager
Detroit Airports District Office, DET ADO-600

Reply to
Attn. of: K. Jones
734-229-2958

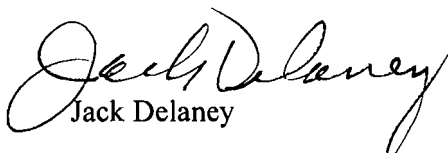
To: Airports Division Manager, AGL-600
ATTN: AGL-610 *7/2/07*
THRU: AGL-611.2 *ellb*

On January 25, 2007, FAA determined that the Noise Exposure Maps for the Rickenbacker International Airport, Columbus, Ohio were in compliance with the requirements of Section 103(a) Aviation Safety and Noise Abatement Act of 1979 and Title 14 Code of Federal Regulations, Part 150. The NCP review began on January 25, 2007. The public comment period ended on March 25, 2007. The FAA received one comment. The nature of the comment was generic to how the FAA developed and uses INM, the comments were not specific to the development of the NEMs or NCP for the Rickenbacker International Airport. The comment was addressed in the Final FAR Part 150 Noise Compatibility Program Update. The formal review will be completed on or before July 23, 2007.

Consultation with, and participation by airport users, federal agencies, including the FAA, local regional and state planning agencies, local interest groups and individuals, helped in the development of a comprehensive program, taking into consideration all concerned interests. Numerous public information meetings were conducted, during the preparation of the maps and the program. These meetings are documented in Appendix G of the FAR Part 150 Noise Compatibility Program Update. These activities were supported by a consultant with experience in the areas of airport noise control planning and public participation.

The Great Lakes Region has reviewed and evaluated the proposed NCP and has concluded that it is consistent with the intent of the Act and meets the standards set forth in 14 CFR Part 150. This coordination included the Offices of the Regional Counsel; Air Traffic; Airport Planning and Programming Branch; Flight Procedures; Flight Standards, and Tech Ops. Comments have been incorporated into the final evaluation and proposed Record of Approval.

We are pleased to forward this NCP for the Rickenbacker International Airport for your consideration. We request the appropriate approval of the submitted materials.


Jack Delaney


FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

FAR PART 150 NOISE COMPATIBILITY PROGRAM

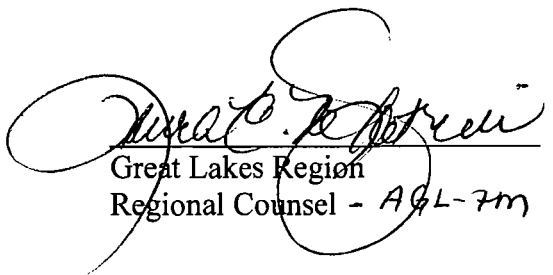
RICKENBACKER INTERNATIONAL AIRPORT

COLUMBUS, OHIO


Detroit Airports District Office
Acting Manager

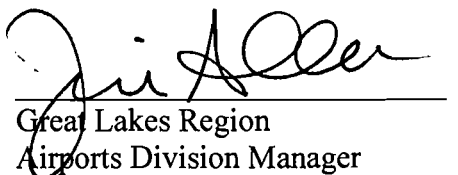
6/26/07
Date

Concur Nonconcur


Great Lakes Region
Regional Counsel - AGL-7m

6/28/07
Date

Concur Nonconcur


Great Lakes Region
Airports Division Manager

7/9/07
Date

Approve Disapprove

RECORD OF APPROVAL
RICKENBACKER INTERNATIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM

INTRODUCTION

The Rickenbacker International Airport (LCK), Columbus, Ohio, Noise Compatibility Program (NCP) Update, dated December 2006, describes the current and future noncompatible land uses based upon the parameters established in the Federal Aviation Regulations (FAR), 14 CFR Part 150, *Airport Noise Compatibility Planning*. Preparation of the Part 150 Noise Compatibility Program Update, updates the 1998 approved NCP. The Rickenbacker Port Authority (RPA) submitted an NCP in 1998 consisting of twenty-six (26) measures. The Federal Aviation Administration (FAA) approved twenty (20) of these measures on July 14, 1999. Five (5) measures required no FAA action and one (1) measure was withdrawn. The Noise Exposure Maps (NEMs), as a part of the 1999 NCP, were accepted by the FAA on January 26, 1999.

This Record of Approval of LCK's NCP is an update to the 1998 NCP Update approved by the FAA in 1999. This 2006 NCP lists thirty-two (32) measures, which continue or expand the intent of the approved 1998 NCP.

- The FAA groups these measures into three categories: noise abatement (4), land use (22), and program management (6).
- Nineteen (19) of the thirty-two (32) measures were not recommended by the Columbus Regional Airport Authority (sponsor or airport operator) for inclusion in the 2006 Part 150 Program.
- The sponsor recommends a total of thirteen (13) measures in its updated NCP to remedy existing noise problems and prevent future non-compatible land uses.
- Of the four (4) noise abatement measures, three (3) continue on from the 1999 NCP and one (1) is recommended by the sponsor to be withdrawn.
- Of the twenty-two (22) land use measures, a total of seventeen (17) are not recommended by the sponsor.
- Two (2) measures have been completed.
- The sponsor withdrew four (4) measures in a letter dated May 8, 1989.
- Thirteen (13) measures are being withdrawn by the sponsor and replaced with new measures.
- There are five (5) new land use management measures to be implemented from this NCP.
- There are six (6) implementation measures to be considered, one (1) is being withdrawn by the sponsor and combined with an existing one (1).
- There is one (1) new implementation measure.
- The recommended program measures are summarized in Table 4-1, pages 4-3 through 4-19 of the NCP Update.
- The attached table, ROA Table of Measures is attached to this ROA.

The following table summarizes the measures that were approved in the 1999 ROA, those proposed to be approved in the 2007 ROA, and those proposed to be withdrawn in the 2007 ROA.

Summary of Part 150 Measures

<u>Noise Abatement</u>			<u>Land Use</u>			<u>Implementation</u>		
	1999 ROA	2007 ROA		1999 ROA	2007 ROA		1999 ROA	2007 ROA
NA -1	X	X	LU - 1	X		IM - 1	X	X
NA - 2	X	X	LU - 2	X		IM - 2	X	
NA - 3	X	X	LU - 3	X		IM - 3	X	X
NA - 4	X		LU - 4	X		IM - 4	X	X
			LU - 5	X		IM - 5	X	X
			LU - 6	X		IM - 6		X
			LU - 7	X				
			LU - 8	X				
			LU - 9	X				
			LU - 10	X				
			LU - 11	X				
			LU - 12	X				
			LU - 13	X				
			LU - 14	X				
			LU - 15	X				
			LU - 16	X				
			LU - 17	X				
			LU - 18		X			
			LU - 19		X			
			LU - 20		X			
			LU - 21		X			
			LU - 22		X			

The new recommended measures are identified below by program element and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the CRAA recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide Federal financial assistance for these

projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

1 – Noise Abatement Measures

NA – 1. Straight out departures of itinerant aircraft from Runway 23L/R until reaching 3,000 feet mean sea level (MSL) before turning on course. Pages 4-3, 4-20.

Description: This measure originally recommended air traffic procedures which held aircraft on the runway heading until reaching 3,800 feet MSL (approximately 3,000 feet above ground level (AGL)) before turning on course. The measure was implemented with turns occurring at 3,000 feet MSL due to the airspace structure of the entire area. This measure was designed to minimize the impacts on the surrounding communities by focusing the noise in a specific corridor over the river and floodplain areas.

FAA Action: APPROVED AS VOLUNTARY subject to weather, air traffic, safety, and efficiency. This measure was previously approved as Measure NA-1 in the 1989 NCP and the updated 1999 NCP. It is currently being implemented.

NA – 2. Formalize civil noise abatement procedures which include: right turns to a 070-degree heading after departing to the northeast; and observing a preferential reverse flow runway use for civil jet aircraft. Pages 4-3, 4-21.

Description: This measure continues approved measure NA-2 from the 1998 NCP which implemented air traffic procedures and turned aircraft to the right as soon as practicable when departing to the northeast. The purpose of this measure is to minimize noise impacts on the surrounding communities and to ensure safe and efficient use of the airspace with the Port Columbus International Airport (CMH). The 070-degree heading will further reduce the noise impacts to the surrounding communities while maintaining safe and efficient use of the airspace. The preferential reverse flow runway use during nighttime hours is recommended for continuation. For LCK, nighttime hours are defined as 11:00 p.m. through 7:00 a.m. local time.

FAA Action: APPROVED AS VOLUNTARY subject to weather, air traffic, safety, and efficiency. This measure was previously approved as Measure NA-2 in the 1989 NCP and amended in the 1999 NCP to include a specific heading of 070-degrees for civil aircraft to follow. The specific language to be included in the tower order is not approved in this Record of Approval. This measure is currently being implemented.

NA – 3. Formalize military noise abatement procedures, which include: right turns to a 070-degree heading after departing to the northeast; preferential southwest flow for touch-and-go operations; and observing preferential reverse flow use. Pages 4-3, 4-22.

Description: This measure continues approved Measure NA-3 from the 1998 NCP, which implemented air traffic procedures and turned aircraft to the right as soon as practicable when departing to the northeast. The purpose of this measure is to minimize the noise impacts on the surrounding communities and to ensure safe and efficient use of the airspace with the CMH. The 070-degree heading will further reduce the noise impacts to the surrounding communities while maintaining safe and efficient use of the

airspace. The preferential reverse flow runway use during nighttime hours is recommended for continuation. For LCK, nighttime hours are defined as 11:00 p.m. through 7:00 a.m. local time.

FAA Action: APPROVED AS VOLUNTARY subject to weather, air traffic, safety, and efficiency. This measure was previously approved as Measure NA-3 in the 1989 NCP and amended in the 1999 NCP to include a specific heading of 070-degrees for civil aircraft to follow. The specific language to be included in the tower order is not approved in this Record of Approval. This measure is currently being implemented.

2 – Land Use Planning Measures

LU – 18. Develop an Airport Land Use Management District (ALUMD) based on the most recent Future 60 Day-Night Average Sound Level (DNL) Noise Exposure Map/Noise Compatibility Program noise contour, natural geographic and jurisdictional boundaries. Pages 4-15, 4-41, 4-22. Exhibit 4-1.

Description: This is a new measure and replaces Measures LU-1, LU-2, LU-5, LU-6, LU-7, LU-8, LU-15, and LU-16. This measure would develop a uniform area with defined boundaries within which land use controls can be recommended. These land use controls may include noise overlay zoning, updates to subdivision regulations and building codes, and formal fair disclosure policies. This measure would establish a static boundary around the airport within which consistent land use planning for compatibility purposes can be conducted.

FAA Action: APPROVED. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contours.

LU – 19. Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD). Pages 4-16, 4-43, 4-44. Exhibit 4-1.

Description: This is a new measure and replaces Measures LU-1, LU-2, LU-5, LU-6, LU-7, LU-8, LU-15, and LU-16. The area surrounding the LCK is comprised of several local government entities. The ALUMD would define a uniform boundary in which similar land use controls would take place. Jurisdictions within the ALUMD would be encouraged to develop a noise overlay zoning district to regulate land use and development in noise-sensitive areas, enact subdivision regulations within the noise overlay district requiring notification and dedication of an avigation easement, and amend the local building code to regulate development within the noise overlay zone by use of specific construction methods and establish uniform insulation standards where noise-sensitive activities are affected by aircraft noise. This measure would establish consistent land use controls within the ALUMD that would encourage uniform land development patterns that are compatible with airport operations.

FAA Action: APPROVED.

LU – 20. Offer acquisition to eligible undeveloped properties within the 65 Day-Night Average Sound Level (DNL) noise contour of the Future (2011) Noise Exposure Map (NEM)/Noise Compatibility Program (NCP). Pages 4-17, 4-46. Exhibit 4-2.

Description: This is a new measure and replaces Measures LU-5, LU-9, LU-10, and LU-17. The CRAA would use Measures LU-18 and LU-19 as its first priority in promoting compatible land use around the LCK. However, if LU-18 and LU-19 are unsuccessful in removing non-compatible land uses, then this measure [LU-20] may be utilized. Purchasing undeveloped land would eliminate the possibility of new homes being built within the 65 DNL noise contour and would allow the LCK to promote development of compatible land uses in the future. The purchase of undeveloped land within the 65 DNL noise contour also buffers the airport from existing land uses and lessens the possibility of encroaching incompatible development. The 65 DNL noise contour of the Future (2011) NEM/NCP would be used as a guide for program participation and eligibility. Eligibility would only be extended to those properties that are currently zoned for incompatible land use and there is no existing aviation easement. This measure would prevent development of homes or other incompatible land uses from being developed within the 65 DNL noise contour.

FAA Action: APPROVED.

LU – 21. For those undeveloped properties that are offered but unwilling to be acquired through LU-20, offer aviation easements to restrict the development of incompatible land uses within the 65 Day-Night Average Sound Level (DNL) noise contour of the Future (2011) Noise Exposure Map (NEM)/Noise Compatibility Program (NCP). Pages 4-17, 4-48. Exhibit 4-2.

Description: This measure is new and replaces Measures LU-5, LU-9, LU-10, and LU-17. This measure would be offered to those property owners that refuse the purchase offer from measure LU-20. The purchase of an aviation easement notifies the current and any future property owners of the presence of the LCK and that noise, dust, and vibration are likely to occur. This notification provides the CRAA with some level of protection from future property owners filing a lawsuit or requesting compensation due to airport activity. In exchange for this easement, the property owner is compensated for the potential impacts. This notification would be placed on the deed for the property and would prevent the development of incompatible land uses for as long as LCK is a functioning airport. This measure would limit incompatible land uses from being developed on property within the 65 DNL.

FAA Action: APPROVED.

LU – 22. Seek cooperation from the Board of Realtors to participate in a voluntary fair disclosure program for the property located within the Airport Land Use Management District (ALUMD). Pages 4-18, 4-49, 4-50.

Description: This is a new measure and replaces LU-5. This measure would seek to achieve voluntary disclosure through the cooperation from the local Board of Realtors. Assistance would be sought from local groups in the housing industry such as the Board of Realtors and the Homebuilders Association and their ethics committees, and local lending institutions. The CRAA would periodically place advertisements in the real estate sections of the newspapers. Property owners located within the ALUMD could be subject to subdivision regulations and local building codes developed by the ALUMD. As a result, it follows that prospective buyers of real property or lessees of residential property located within the ALUMD will receive fair disclosure regarding the location of the property with respect to the ALUMD. This measure would notify potential homeowners of the airport and the noise associated with aircraft operations. This measure would be in conjunction with LU-19.

FAA Action: APPROVED.

3 – Implementation Measures

IM-1. Establish a Noise Abatement Committee (NAC). Pages 4-18, 4-51.

Description: This measure was previously approved in both the 1989 and 1999 NCPs. Since the approval of the 1989 NCP, the Rickenbacker Port Authority (now the CRAA) established a NAC as a continuation of the Planning Advisory Committee (PAC) that was convened in the 1989 NCP. This NAC also served as the “Liaison Committee” called for in the Noise Reduction Agreement between the former Port Authority and the Village of Groveport. The purpose of the NAC was to maintain regular communication and the exchange of ideas between the Airport and surrounding communities, to enhance community understanding of the constraints on airport users and operators, to serve as a vehicle for disseminating information to the community, and to assist with implementation of land use measures. NAC has not been active for some time and there has not been an interest in reconvening the NAC. However, should interest in the NAC arise again, the CRAA would restart the NAC.

FAA Action: APPROVED.

IM-3. Establish/continue a noise complaint response program. Pages 4-18, 4-53.

Description: This measure was previously approved in both the 1989 and 1999 NCPs. Since the 1989 NCP, the Rickenbacker Port Authority (now the CRAA) established a program to maintain and respond to noise complaints. The CRAA has a noise complaint system located at the CMH. This system handles noise complaints for all three airports that are managed by the CRAA. The current program includes a compilation of a noise complaint file, initial responses to those complaints, follow-up actions/evaluations of

individual complaints where possible, and recurrent reports. If the pattern of complaints indicates that some of the recommended noise procedures are not being followed, the airport management would promptly investigate the matter and seek corrective action.

FAA Action: APPROVED.

IM-4. Periodic review and update of Noise Exposure Maps (NEM) and Noise Compatibility Program (NCP). Pages 4-19, 4-54.

Description: This measure was previously approved in both the 1989 and 1999 NCP. The NEMs are likely to become outdated and will need to be updated periodically. The NEMs should be updated every two (2) to three (3) years to consider changes in operating levels and patterns, as well as updates of the noise modeling software. In addition, the NEMs should be updated in accordance with the FAA's guidelines for determining what constitutes a potentially significant increase in operations. The NEM/NCP should be updated every five (5) years or as necessary to reflect larger changes in the nature of aircraft noise surrounding the airport. Additionally, should any development, such as runway realignments, significant modifications to ground facilities, or enlargement of the area of incompatible use exposed to aircraft noise above 65 DNL, the NCP should be updated prior to implementation of those improvements. A full update may not be required, but rather, a targeted assessment of the changes occasioned by specific development projects may suffice to bring the NCP to conformity and to qualify additional areas for NCP programs, if applicable.

FAA Action: APPROVED.

IM-5. Develop a public information program to communicate information about the Noise Compatibility Program. Pages 4-19, 4-55.

Description: This measure was previously approved in both the 1989 and 1999 NCPs and is being refined in this NCP update. A public information program is used by the CAAA to increase the public's awareness of the Airport's NCP and cooperative efforts with neighboring jurisdictions in implementing compatible land use controls, the status of the land use management program implementation, and responds to any questions or concerns from the community. Some of the additional elements to the public information program would include developing a noise information website specifically for LCK, which would contain an on-line noise complaint form notification on runway closures or changes in operating procedures, and provide more information on current noise levels and ongoing noise studies. The CAAA would also renew their effort to communicate to both the users and pilots at LCK regarding the location of noise-sensitive areas and the importance of noise abatement procedures.

FAA Action: APPROVED.

IM-6. Provide for upgrades/enhancement of the CAAA Airport Noise & Flight Track Monitoring System for LCK. Pages 4-19, 4-46.

Description: This measure is new; it replaces NA-4, which has been withdrawn by the sponsor in this NCP. The CRAA has an Airport Noise and Flight Track Monitoring System (System), which is located at CMH. The System provides aircraft flight tracks and noise monitor data (where noise monitors are located) for all three (3) airports managed by the CRAA. Since the CRAA took responsibility for LCK, two (2) permanent noise monitors were purchased (with local funds) and placed in the field. The System provides data that can be used by the CRAA noise office to monitor flight events, noise levels, and to assist in responding to noise complaints. However, due to the nature of the operations at LCK, a number of enhancements to the System would improve the ability of the CRAA to collect and analyze data for LCK.

These enhancements include:

- Installation of a multi-lateration tracking system to increase the ability of the system to identify aircraft types, specifically military aircraft;
- Installation of an Airport Traffic Control Tower (ATCT) voice recording system to collect communication between pilots and the ATCT;
- Upgrade of the two existing noise monitors and purchase and installation of up to three (3) additional permanent noise monitors;
- The purchase and use of one temporary noise monitor to be used by CRAA staff in responding to requests for short-term noise monitoring; and
- Installation of other system enhancements as technology improves.

FAA Action: APPROVED. The System upgrades and enhancements shall not be used to target or penalize airport users.

A summary of the action requested for each measure follows:

Part 150 Study Measure Identification	FAA Recommendation
NA-1 Straight out departures of itinerant aircraft from Runway 23L/R until reaching 3,000 feet MSL before turning on course. Pages 4-3, 4-20.	Approved as voluntary. Continuation of 1999 NCP.
NA-2 Formalize civil noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast and observing a preferential reverse flow runway use for civil jet aircraft. Pages 4-3, 4-21.	Approved as voluntary. Continuation of 1999 NCP.
NA-3 Formalize military noise abatement procedures which include: right turns to a 070 degree heading after departing to the northeast, preferential southwest flow for touch-and-go operations, and observing preferential reverse flow use. Pages 4-3, 4-22.	Approved as voluntary. Continuation of 1999 NCP.
NA-4 Implement periodic noise monitoring procedures within the Airport environs.	Withdraw. Recommend replace with IM-6.
LU-1 Implement compatible use rezoning in the Village of Groveport; Franklin County; Harrison, Madison, Scioto Townships in Pickaway County; and property annexed by the City of Columbus.	Withdraw. Recommend replace with LU-18/LU-19.
LU-2 Adopt noise overlay zoning, within the 60 DNL noise contour, in the Village of Groveport, Franklin County, the City of Columbus, and Harrison, Madison, Scioto Townships in Pickaway County, and if property within the proposed noise overlay boundary is annexed by Canal Winchester, it is recommended that Canal Winchester also adopt noise overlay zoning.	Withdraw. Recommend replace with LU-18/LU-19.
LU-3 Adopt height and hazard zoning.	Withdrawn. Requested to be withdrawn 5/8/89 by airport sponsor.
LU-4 Adopt floodplain zoning in Harrison and Scioto Townships, Pickaway County.	Completed. Withdraw measure.
LU-5 Amend the subdivision regulations of the Village of Groveport, and Franklin and Pickaway Counties by adopting measures requiring the dedication of avigation easement and the recording on plats a	Withdraw. Recommend replace with LU-18/LU-19/LU-20/LU-21.

<p>notice of potentially high aircraft noise levels for any new subdivisions within the noise overlay zone. The Subdivision Code of the Columbus City Codes, 1959 may be used as the model ordinance and the 60 DNL noise contour as the delimiter for implementation.</p>	
<p>LU-6 The villages of Groveport, Canal Winchester, and Lockbourne, and the City of Columbus should adopt relevant parts of the Part 150 Study as an element of their comprehensive plans. The land use regulatory jurisdictions of Franklin and Pickaway Counties should incorporate the Part 150 recommendations as planning guidelines if comprehensive plans are adopted in the future.</p>	<p>Withdraw. Recommend replace with LU-18/LU-19.</p>
<p>LU-7 Encourage the adoption of policies in the villages of Groveport and Canal Winchester, and the City of Columbus in Franklin County; and Village of Ashville and Harrison Township in Pickaway County to discourage the extension of public water and sewer systems into noise-impacted unincorporated areas of Franklin and Pickaway Counties, unless those area are zoned for commercial or industrial use and hook-ups for new residential developments are prohibited.</p>	<p>Withdraw. Recommend replace with LU-18/LU-19.</p>
<p>LU-8 Establish and adopt guidelines for discretionary project review for all jurisdictions within the 60 DNL noise contour (the Village of Groveport; Hamilton and Madison Townships, Franklin County; Harrison, Madison, and Scioto Townships, Pickaway County; and the City of Columbus).</p>	<p>Withdraw. Recommend replace with LU-18/LU-19.</p>
<p>LU-9 Guaranteed purchase of homes within the 65 DNL noise contour. Implementation of this approved 1989 measure has been completed with the exception of one homeowner who declined participation in the program. This measure should be continued for this one property with or without the development of an air cargo hub.</p>	<p>Withdraw. Recommend replace with LU-20/LU-21.</p>

LU-10 Guaranteed purchase of undeveloped land within the 70 DNL noise contour.	Withdraw. Recommend replace with LU-20/LU-21.
LU-11 Revoke previously approved measure, designed to obtain FAA authorization and funding to allow the purchase of aviation easements over existing residential buildings northeast and southwest of the Airport, as changes in the noise contours have resulted in no structures currently being eligible to participate in the FAA aviation easement program. Structures in these areas were deemed eligible to participate in this program in 1989 based on the NCP noise contours. In lieu of this measure, the Rickenbacker Port Authority will investigate establishing a local program, dependent upon funding availability.	Withdrawn. Requested to be withdrawn 5/8/89 by airport sponsor.
LU-12 Guaranteed purchase or aviation easement purchase of selected homes in the forecasted 1992 70 DNL noise contour.	Withdrawn. Requested to be withdrawn 5/8/89 by airport sponsor.
LU-13 Purchase development rights on specific parcels of undeveloped land within the 1992 65 DNL noise contours.	Withdrawn. Requested to be withdrawn 5/8/89 by airport sponsor.
LU-14 Soundproofing/relocation of schools (Groveport Elementary and Groveport-Madison Freshman School).	Completed. Withdraw measure.
LU-15 Encourage all jurisdictions within the 60 DNL noise contour to create a series of interrelated land use controls designed to prevent the development of incompatible land uses. The City of Columbus zoning, subdivision, and building code regulations may be used as the model ordinance.	Withdraw. Recommend replace with LU-18/LU-19.
LU-16 Encourage the City of Columbus to amend the "Purpose" paragraphs of the zoning, subdivision, and building codes of the Columbus City Codes, 1959, to include Rickenbacker International Airport. (Zoning Code: Section 3384.01 Airport Environs Subchapter; and Building Code: Section 4191.01, Airport Environs).	Withdraw. Recommend replace with LU-18/LU-19.
LU-17 Develop a program for the guaranteed purchase of 22 homes within the 65 DNL noise contour, contingent upon	Withdraw. Recommend replace with LU-20/LU-21.

the development of an air cargo hub.	
LU-18 Develop an Airport Land Use Management District (ALUMD) based on the most recent Future 60 Day-Night Average Sound Level (DNL) Noise Exposure Map/Noise Compatibility Program noise contour, natural geographic and jurisdictional boundaries. Pages 4-15, 4-41, 4-22. Exhibit 4-1.	New measure, recommend approval. Replaces LU-1/LU-2/LU-5/LU-6/LU-7/LU-8/LU-15/LU-16.
LU-19 Implement land use controls to discourage residential development and encourage airport compatible development within the Airport Land Use Management District (ALUMD). Page 4-16, 4-43, 4-44. Exhibit 4-1.	New measure, recommend approval. Replaces LU-1/LU-2/LU-5/LU-6/LU-7/LU-8/LU-15/LU-16.
LU-20 Offer acquisition to eligible undeveloped properties within the 65 Day-Night Average Sound Level (DNL) noise contour of the Future (2011) Noise Exposure Map (NEM)/Noise Compatibility Program (NCP). Pages 4-17, 4-46. Exhibit 4-2.	New measure, recommend approval. Replaces LU-9/LU-10/LU-17.
LU-21 For those undeveloped properties that are offered but unwilling to be acquired through LU-20, offer avigation easements to restrict the development of incompatible land uses within the 65 Day-Night Average Sound Level (DNL) noise contour of the Future (2011) Noise Exposure Map (NEM)/Noise Compatibility Program (NCP). Pages 4-17, 4,48. Exhibit 4-2.	New measure, recommend approval. Replaces LU-9/LU-10/LU-17.
LU-22 Seek cooperation from the Board of Realtors to participate in a voluntary fair disclosure program for the property located within the Airport Land Use Management District (ALUMD). Pages 4-18, 4-49, 4-50.	New measure, recommend approval. Replaces LU-5.
IM-1 Establish a Noise Abatement Committee (NAC). Pages 4-18, 4-51.	Approve, continuation of previously approved measure.
IM-2 Provide for noise monitoring and noise contour updates if operating levels increase by 17 percent.	Withdraw. Recommend replace with currently approved IM-4.
IM-3 Establish/continue a noise complaint response program. Pages 4-18, 4-53.	Approve, continuation of previously approved measure.
IM-4 Periodic review and update of Noise Exposure Maps (NEM) and Noise	Approve, continuation of previously approved measure.

Compatibility Program (NCP). Pages 4-19, 4-54.	
IM-5 Develop a public information program to communicate information about the Noise Compatibility Program. Pages 4-19, 4-55.	Approve, continuation of previously approved measure.
IM-6 Provide for upgrades/enhancement of the Columbus Regional Airport Authority Airport Noise & Flight Track Monitoring System for Rickenbacker International Airport. Pages 4-19, 4-46.	New measure, recommend approval.