

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

PORT COLUMBUS INTERNATIONAL AIRPORT

COLUMBUS, OHIO

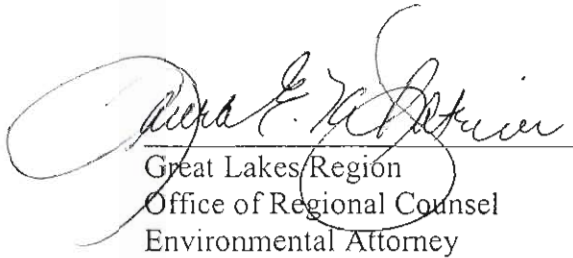


Detroit Airports District Office  
Manager

5/13/08  
Date

Concur

Nonconcur



Great Lakes Region  
Office of Regional Counsel  
Environmental Attorney

5/15/08  
Date

Concur

Nonconcur



Great Lakes Region  
Airports Division Manager

5/19/08  
Date

Approve

Disapprove

**RECORD OF APPROVAL  
PORT COLUMBUS INTERNATIONAL AIRPORT  
NOISE COMPATIBILITY PROGRAM**

**INTRODUCTION**

The Port Columbus International Airport (CMH or Airport), Columbus, Ohio, Part 150 Noise Compatibility Program Update, dated November 2007, describes the current and future non-compatible land uses based upon the parameters established in 14 CFR Part 150 (Part 150), *Airport Noise Compatibility Planning*. Preparation of this Part 150 Noise Compatibility Program Update, updates the 1999 Noise Compatibility Program (NCP) which was approved on January 10, 2001. The Columbus Municipal Airport Authority submitted the NCP in 1999 consisting of twenty-nine (29) measures; they recommended twenty-two (22) measures for approval by the Federal Aviation Administration (FAA). The FAA approved all twenty-two (22) measures on January 10, 2001. The Noise Exposure Maps (NEMs), as a part of the 1999 NCP, were accepted by the FAA on January 3, 2000.

The Columbus Regional Airport Authority (CRAA or Sponsor) submitted this Part 150 Noise Compatibility Program Update in November 2007. The FAA accepted the Noise Exposure Maps (NEM) on December 5, 2007.

This Record of Approval (ROA) of CMH's NCP is an update to the 1999 NCP Update approved by the FAA in 2001. This 2007 NCP lists twenty-seven (27) measures, which will continue, modify, or expand the intent of the approved 1999 NCP.

- The FAA groups these measures into three categories: noise abatement (9), land use (12), and program management (6).
- The Sponsor recommends a total of twenty-five (25) measures in its updated NCP to remedy existing noise problems and prevent future non-compatible land uses.
- The Sponsor recommends that two (2) measures be withdrawn.
  - NA-5 is recommended to be withdrawn because AirNet Systems relocated its operation to Rickenbacker International Airport and the measure is no longer applicable.
  - LU-11 is recommended to be withdrawn because the property has now been redeveloped to incorporate compatible land uses.
- Of the nine (9) noise abatement measures, four (4) continue on from the 1999 NCP, one (1) is recommended to be withdrawn, and four (4) are new.
- Of the twelve (12) land use measures, ten (10) continue on from the 1999 NCP, one (1) is recommended to be withdrawn, and one (1) is new.
- There are six (6) program management measures to be considered. All six (6) are continued from the 1999 NCP.
- The recommended program measures are summarized in Table 4-1, pages 4-3 through 4-14 of the Part 150 Noise Compatibility Program Update.

- The following table summarizes the measures that were approved in the 2001 ROA, those proposed to be approved in the 2008 ROA, and those proposed to be withdrawn in the 2008 ROA.

### Summary of Part 150 Measures

Noise Abatement			Land Use			Program Management		
	2001 ROA	2008 ROA		2001 ROA	2008 ROA		2001 ROA	2008 ROA
NA -1	X	X	LU - 1	X	X	PM - 1	X	X
NA - 2	X	X	LU - 2	X	X	PM - 2	X	X
NA - 3	X	X	LU - 3	X	X	PM - 3	X	X
NA - 4	X	X	LU - 4	X	X	PM - 4	X	X
NA - 5	X		LU - 5	X	X	PM - 5	X	X
NA - 6		X	LU - 6	X	X	PM - 6	X	X
NA - 7		X	LU - 7	X	X			
NA - 8		X	LU - 8	X	X			
NA - 9		X	LU - 9	X	X			
			LU - 10	X	X			
			LU - 11	X				
			LU - 12		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 Sponsor's recommendations as found in the Part 150 Noise Compatibility Program Update. 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 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.** Amend the Port Columbus International Airport Night Time Aircraft Maintenance Run-up Policy to designate a new run-up location such that EJA's new building will provide attenuation of jet engine maintenance run-ups for adjacent residential areas located along I-270. (See Page 4-15.)

**Description:** This measure was previously approved in both the 1987 NCP and updated 1999 NCP. It will continue in the 2007 Part 150 Noise Compatibility Program Update. This measure locates an aircraft engine run-up facility on the south side of the airfield. NetJets (formerly EJA) relocated to the north side of the airfield; however, other business jet users continue to use this run-up area. Barrier B was constructed and is currently being used. The barrier is proposed to be upgraded to accommodate the current fleet mix in new measure NA-9.

**FAA Action: APPROVED.**

**NA – 2.** Construct a new run-up barrier at the north airfield, if the EJA building does not adequately attenuate jet maintenance run-up noise for adjacent residential areas located along I-270. (See Page 4-16.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs, which included the ability to construct an additional noise run-up barrier if the one approved in NA-1 did not adequately attenuate the noise in adjacent residential areas located along I-270. Barrier C was constructed and is currently used.

**FAA Action: NO ACTION REQUIRED. THE BARRIER HAS BEEN CONSTRUCTED.**

**NA – 3.** Increase nighttime use of Runway 10L/28R and amend FAA Tower Order CMH ATCT 7110.1 to read as follows: Unless wind, weather, runway closure, or loss of NAVAIDs dictate otherwise, between the hours of 10:00 p.m. and 8:00 a.m. local time, Runways 28L or 10R are assigned jet aircraft; jet aircraft with Stage 3 engines may use Runway 10L/28R for arrival operations between the hours of 10:00 p.m. and 1:00 a.m., local time; and jet aircraft with Stage 3 engines may use Runway 10L or 28R after 6:00 a.m. (See Page 4-17.)

**Description:** This measure was previously approved in the 1987 NCP and updated in the 1999 NCP to include the increase in nighttime use of Runway 10L/28R. There are no changes to this measure in the 2007 Part 150 Noise Compatibility Program Update. This measure continues the use of the informal Nighttime Preferential Runway Use program in effect at CMH. It also provides the pilot the ability to request the north runway and be informed of the noise sensitive nature of the runway. The measure was implemented and the tower order states: The following shall be utilized between the hours of 2000-0800 local time: Unless wind, weather, runway closures, or loss of NAVAIDs dictate

otherwise, Runways 28L or 10R shall be assigned jet aircraft. Jet aircraft with Stage 3 engines may use Runway 10L or 28R after 0700.

**FAA Action: APPROVED AS VOLUNTARY, subject to weather, air traffic, safety, and efficiency.**

**NA-4.** Maximize east flow and amend FAA Tower Order CMH ATCT 7110.1b and the Airport Facilities Directory to reflect implementation of the “east flow” informal preferential runway use system. (See Page 4-18, E-87, E-88, E-91, Exhibit E-24.)

**Description:** This measure was previously approved in the 1987 NCP and updated in the 1999 NCP. The 2007 Part 150 Noise Compatibility Program Update will re-emphasize the east flow informal preferential runway use system. East flow was identified as the preferred flow during calm winds due to land use patterns being more compatible east of the Airport. The Airport is currently operated in east flow approximately 25 percent of the time. This is lower than what would be anticipated given historical weather conditions at the Airport. The CRAA and ATCT will continue to work together to increase the use of east flow. This could be done with a hold pad on Runway 10L, ATCT visibility of the airfield, and outreach with the airlines.

**FAA Action: APPROVED AS VOLUNTARY, subject to weather, air traffic, safety, and efficiency.**

**NA-6.** Implement a 15-degree turn off of Runway 28R, after crossing the runway end to a 295-degree heading, only during peak operating periods when traffic warrants. (See Page 4-20, Exhibit 4-1, Page E-33, E, 34, E-37, Exhibit E-9, E-10.)

**Description:** This measure is new. It would add a departure turn off of Runway 28R. The 15-degree divergent right-turn off of Runway 28R would be used when air traffic warrants the need for an additional heading (assumed to be approximately 10 percent of the time).

**FAA Action: NO ACTION REQUIRED. THIS MEASURE RELATES TO FLIGHT PROCEDURES UNDER U.S.C. 47504.** The proposed turn would reduce the number of homes in the 65 DNL by 23 housing units. The CRAA and the Airport Traffic Control Tower (ATCT) would conduct a 180-day test period on this proposed flight track. During the test period the CRAA and ATCT would collect data which will analyze if there is an increase in noise complaints due to a perceived increase in noise impacts. If, after the test period, there is an increase in noise complaints then the proposed turn may be discontinued.

**NA-7.** Create performance-based overlay procedures for all existing and proposed arrival/departure procedures (RNAV/RNP/GPS/CDA). (See Page 4-22, 4-23, E-79, E-80, E-81, Exhibit E-9, E-10.)

**Description:** This is a new measure. Performance-based procedures such as Area Navigation (RNAV) and Required Navigation Performance (RNP) are used to assist in defining flight routes. Additionally, a Continuous Decent Approach (CDA) procedure combines the benefits of a steady, continuous descent with optimized flap and landing gear management to create a quieter approach for noise-sensitive communities under the approach. These procedures are currently being evaluated by the industry.

**FAA Action: NO ACTION REQUIRED. THIS MEASURE RELATES TO FLIGHT PROCEDURES UNDER U.S.C. 47504.** Additional studies may be required to determine the feasibility of implementing performance-based procedures and the potential measurable noise benefits of the procedure at CMH.

**NA-8.** Construct a noise berm/wall. (See Page 4-24, Exhibit 4-2, Page E-101, E-102, Exhibit E-27.)

**Description:** This is a new measure. The Environmental Impact Statement is proposing to acquire 35 homes/36 parcels for the Runway Protection Zone of the proposed replacement runway. The proposed noise berm would be constructed on the western edge of Airport property between the Airport property line and 13<sup>th</sup> Avenue/Sterline Ave. The proposed noise berm would be aligned to complement the new neighborhood street alignment. The berm/wall would be 16 feet high and approximately 2,000 feet in length. The CRAA would work with the neighborhood to determine the final location and length of the noise berm/wall.

**FAA Action. APPROVED.**

**NA-9.** Replacement and potential relocation of Ground Run-up Barrier B (location/materials/size). (See Page 4-26, Exhibit 4-3, Page E-105, Exhibit E-28.)

**Description:** This is a new measure. Run-up barriers are constructed to reduce noise impacts that are associated with run-up operations. The Airport currently has three ground run-up barriers. All three barriers were approved in previous Part 150 Study's and have been constructed. In this Part 150 Study, Barrier B was studied for size and use. It was determined that Barrier B is sized too small for the existing aircraft fleet. This measure will allow Barrier B to either be modified or relocated to accommodate larger aircraft.

**FAA Action: APPROVED.** If Barrier B is relocated from its existing location then it must remain outside of airport design surfaces, 14 CFR Part 77 surfaces, and not create an unsafe runway environment.

## **2 – Land Use Planning Measures**

**LU – 1.** Offer a program for noise insulation of noncompatible structures for noncompatible residences within the 65+ DNL contour of the Future (2012) Noise

Compatibility Program (NCP) condition, in exchange for an avigation easement. (See Page 4-28, Exhibit 4-4, Page F-11, Exhibit F-2.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs. The 2007 NCP will update the boundary. Approximately 247 homes inside the 65 DNL of the Future (2012) NEM/NCP would be eligible for sound insulation. The growth in operations and the proposed replacement of Runway 10R/28L would result in homes that have not been sound insulated receiving aircraft noise levels of 65 DNL. Most of these homes are outside the CRAA's previous sound insulation boundaries. Eighty-five of the homes have been previously eligible for sound insulation but chose not to participate. This also includes the homes that are adjacent to the 65 DNL which would be included in the program to preserve the integrity of contiguous, stable, and viable residential neighborhoods of similar housing regarding the eligibility of homes for noise mitigation. All home owners that participate in the sound insulation program would be required to confer an avigation easement to the CRAA in exchange for the improvements.

**FAA Action: APPROVED.** This was previously approved in both the 1987 and 1999 NCP. It is modified in this update to include residences within the 65+ DNL Future (2012) NEM/NCP contour.

**LU – 2.** Offer a program for noise insulation of noncompatible structures for noncompatible churches within the 65+ DNL contour of the 2012 NEM/NCP condition in exchange for an avigation easement. (See Page 4-30.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs. The 2007 NCP will update the boundary. As a part of the 1999 NCP, there were two churches located in the 65+ DNL, the Mount Judia Church of Old Regular Baptists of Jesus Christ and Wonderland Community Church. The Mount Judia Church of Old Regular Baptists of Jesus Christ is not located in the Future (2012) NEM/NCP. The CRAA currently has an avigation easement for the Wonderland Community Church.

**FAA Action: NO ACTION REQUIRED.**

**LU – 3.** Seek cooperation from the City of Columbus and Franklin County to amend their land use compatibility standards to achieve the level of compatibility identified in the recommended land use compatibility guidelines. (See Page 4-31.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs. It was partially implemented. The recommended guidelines called for restrictions on certain land uses within the Airport Environs Overlay (AEO) sub-district boundaries. Some jurisdictions have adopted the recommendations for land uses within the AEO sub-districts. Some guidelines that were adopted are not as strict as the original recommendation.

**FAA Action: APPROVED.**

**LU – 4.** Seek cooperation from the City of Columbus and Franklin County to amend the boundaries of the Airport Environs Overlay (AEO) district to include proposed Airport Land Use Management District (ALUMD) corresponding to the 60 DNL of the 20-year NCP contour (2023). (See Page 4-32.)

**Description:** This measure was previously approved in the 1999 NCP and was not fully implemented. Both the City of Columbus and Franklin County set the AEO boundary at the 65 DNL contour versus the recommended 60 DNL. In order to address concerns by the jurisdictions about moving boundaries and to provide a more reliable land use policy, a fixed boundary approach is being recommended through the implementation of an ALUMD. The ALUMD was developed using the 2023 60-DNL contour that was developed for planning purposes in this Part 150 Study. Further discussion and the FAA Action on the ALUMD can be found in LU-12.

**FAA Action: APPROVED.**

**LU – 5.** Seek cooperation from the Franklin County, City of Gahanna, and Jefferson Township to amend the Franklin County zoning resolution, Section 660.07, avigation easement, to require applicants for rezoning, change of use, or special use permit to convey an avigation easement to the appropriate Airport. (See Page 4-33.)

**Description:** This measure was previously approved in the 1999 NCP and was partially implemented. Franklin County Zoning Resolution, Section 660.07, Avigation Easement, requires conveyance of avigation easements for variance or conditional use permits only.

**FAA Action: APPROVED.**

**LU-6.** Seek cooperation from Jefferson Township and the City of Gahanna to adopt the proposed Airport Land Use Management District (ALUMD) as part of their official zoning regulations. (See Page 4-34.)

**Description:** This measure was previously approved in the 1999 NCP and was not implemented as originally recommended. Neither the City of Gahanna nor Jefferson Township adopted the AEO boundary. The concern expressed by both jurisdictions was the moving boundaries. In order to address this concern and provide a more reliable land use policy, a fixed boundary approach is being recommended through the implementation of an ALUMD. Further discussion and FAA Action on the ALUMD can be found in LU-12.

**FAA Action: APPROVED.**

**LU-7.** Seek cooperation from Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt subdivision codes applicable to the proposed Airport Land Use Management District. (See Page 4-35.)



**Description:** This measure was previously approved in the 1999 NCP and was not implemented. The jurisdictions expressed concern about the moving boundaries, so to provide a more reliable land use policy, a fixed boundary approach is being recommended through the implementation of the ALUMD. Further discussion and FAA Action on the ALUMD can be found in LU-12.

**FAA Action: APPROVED.**

**LU-8.** Seek cooperation from Franklin County, Jefferson Township, Mifflin Township, and the City of Gahanna to adopt building codes applicable to the proposed Airport Land Use Management District (ALUMD). (See Page 4-36.)

**Description:** This measure was approved in the 1999 NCP and was not implemented. The jurisdictions expressed concern about the moving boundaries, so to provide a more reliable land use policy, a fixed boundary approach is being recommended through the implementation of the ALUMD. Further discussion and FAA Action on the ALUMD can be found in LU-12.

**FAA Action: APPROVED.**

**LU-9.** Seek cooperation from the board of realtors to participate in a fair disclosure program for property located with the proposed Airport Land Use Management District (ALUMD). (See Page 4-37, 4-38.)

**Description:** This measure was previously approved in the 1999 NCP. It will continue in the 2007 NCP. This measure would seek to achieve voluntary disclosure through cooperation with the 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. 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 will notify potential homeowners of the Airport and the noise associated with aircraft operations. Further discussion and FAA Action on the ALUMD can be found in LU-12.

**FAA Action: APPROVED.**

**LU-10.** Periodically place advertisements in a variety of media outlets delineating the boundaries of the Airport Land Use Management District (ALUMD). (See Page 4-39.)

**Description:** This measure was previously approved in 1999. It will continue in the 2007 NCP. This measure would notify people living near the Airport that aircraft may

cause noise that they find objectionable. This outreach effort would be focused on placing advertisements in the local newspapers, on websites, and other media outlets, as appropriate.

**FAA Action: APPROVED.**

**LU-12.** Develop an Airport Land Use Management District (ALUMD) based on the 2023 Noise Exposure Map/Noise Compatibility Program noise contour, other geographic, and jurisdictional boundaries. (See Page 4-41, 4-42, Exhibit 4-5, Page F-7, Exhibit F-1.)

**Description:** This is a new measure. It would also update measures LU-4, LU-5, LU-6, LU-7, LU-8, and LU-9. A fixed boundary would be developed within which the land use controls will be recommended. These land use controls will include noise overlay zoning, updates to subdivision regulations and building codes, and formal fair disclosure policies.

The ALUMD would be a series of sub-districts where different land use controls can be applied. It is recommended that the sub-districts also have fixed boundaries so that normal increases and decreases in the Airport's noise contours do not require reestablishing the land use boundaries.

Three boundaries are proposed for the ALUMD. Boundary "A" is the area that receives the highest levels of noise and most disruptive over flights. This area would not be considered as compatible for noise sensitive land uses and it is recommended that no new noise sensitive land uses occur in this boundary.

Boundary "B" is an area that is liked to receive high levels of noise and numerous over flights now and in the future. This boundary would be determined by the 2012 and 2023 noise exposure contours and follow naturally occurring boundaries within the community. It is recommended that new noise-sensitive development be discouraged and allowed only if the owner is willing to sign an avigation easement and upgrade the building materials to meet noise level reduction criteria consistent with FAA standards.

Boundary "C" is an area that would occasionally experience direct over flights and would generally recognize that an Airport is nearby. This area would be defined by the 60 DNL 2023 noise exposure contour and community landmarks and boundaries, such as political boundaries and roads. Additionally, the CRAA would work with the jurisdictions to review all the projects in this area and compare the proposed project to the most current DNL contours. If the 65 DNL contours extend into the area and the project falls within the 65 DNL, then the recommendation from the Airport could be less favorable and CRAA could request an avigation easement. If the project falls outside the noise contours then the recommendations could be suggestions on ways to reduce noise.

This approach allows the Airport to be able to use the most recent noise contours while having a fixed boundary that provides more concrete protection.

**FAA Action: APPROVED.** The Federal government does not have the local land use control authority. 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.

### **3 – Program Management Measures**

**PM-1.** Maintain the noise abatement elements of the FAA ATCT Tower Order. (See Page 4-44.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs and will continue. It provides the ability for the CRAA and the CMH ATCT to ensure that the ATCT Tower Order clearly and correctly states the noise abatement procedures in a way that reflects the intent of the measure. The ATCT Tower Order would be updated to reflect the findings of the 2007 NCP.

**FAA Action: APPROVED.**

**PM-2.** Maintain the Noise Management Office for noise compatibility program management. (See Page 4-45.)

**Description:** This measure was approved in both the 1987 and 1999 NCPs and will continue. The CRAA has established and will continue to have a staff position dedicated to noise project administration, including receiving and responding to noise complaints, reviewing compliance with noise abatement procedures, evaluating progress on implementing land use recommendations, etc.

**FAA Action: APPROVED.**

**PM-3.** Maintain an on-going public involvement program regarding the noise compatibility program. (See Page 4-46.)

**Description:** This measure was previously approved in the 1987 and 1999 NCPs and will continue. The basic elements of the Part 150 public involvement program could be considered a starting point for developing or maintaining a public involvement program. Some components include holding routine public workshops, routine distribution of newsletters, and sending out press releases.

**FAA Action: APPROVED.**

**PM-4.** Maintain the noise and flight track monitoring system, and expand and upgrade the system as necessary. Add four permanent NMTs and upgrade the computer software and hardware as necessary. (See Page 4-47.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs. It will continue with some modifications in the 2007 NCP. The CRAA has an Airport

Noise & Flight Track Monitoring System, which is located at CMH. This system provides aircraft flight tracks and noise monitor data (for noise monitors located at CMH, Rickenbacker International Airport, and Bolton Field). Twelve permanent noise monitors were purchased (with 80% FAA funds and 20% local funds) and placed in the community surrounding CMH. The system provides data that can be used by the CAAA 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 CMH, a number of enhancements to the Airport Noise & Flight Track Monitoring System would improve the ability of the CAAA to collect and analyze data for CMH.

These enhancements include:

- The purchase and installation of up to eight (8) additional permanent noise monitors to be located around the Airport; and
- Other system enhancements as technology improves.

**FAA Action: APPROVED.** For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any preset noise thresholds and shall not be used for mandatory enforcement of any voluntary measures.

**PM-5.** Routinely update the noise contours and periodically update the noise program. (See Page 4-48.)

**Description:** This measure was previously approved in both the 1987 and 1999 NCPs and will continue. 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 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 land 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. Due to the proposed replacement runway, the NEM will be updated at a minimum of eighteen (18) to twenty (20) months after the opening of the proposed replacement runway.

**FAA Action: APPROVED.**

**PM-6.** Establish a land use compatibility task force which meets periodically to discuss issues relevant to airport noise compatibility planning. (See Page 4-49.)

**Description:** This measure was previously approved in the 1999 NCP and will continue. The CRAA will continue to meet, as needed, to discuss land use compatibility planning issues that relate to all the airports in the Columbus area. Jurisdictions that do not currently have the AEO in place should also be invited to attend.

**FAA Action: APPROVED.**