

# Noise Compatibility Measures

Measure	Responsible Party	Cost to Airport	Cost to Local Governments	Cost to Users	Implementation Status
<b>Noise Abatement Measures</b>					
NA-1: Amend the CMH Nighttime Aircraft Maintenance Run-Up Policy to designate an additional run-up location north of the airfield for the relocation of the NetJets' facility. This measure will provide attenuation of jet engine maintenance run-ups for adjacent residential areas located north of the Airport.	CRAA	None	None	None	Implemented – Run-ups are performed at the NetJets facility.
NA-2: Construct a new run-up barrier at the north airfield, if the NetJets building does not adequately attenuate jet engine maintenance run-up noise for adjacent residential areas located north of the Airport.	CRAA	None	None	None	Implemented – A run-up barrier is used at the NetJets facility.
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.	CRAA, FAA	Minimal costs for staff time to periodically review the implementation of this measure.	None	None	This measure is partially implemented. The current Tower Order (CMH 7110.1L) includes a provision that unless wind, weather, runway closures, or loss of NAVAIDS dictate otherwise, Runway 10L/28R is a noise-sensitive runway. All arriving and departing aircraft must request Runway 10L/28R with an operational need between the hours of 10:00pm and 6:00am.
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.	CRAA, FAA	Minimal costs for staff time to periodically review the implementation of this measure.	None	None	Partially implemented. Complex conditions at the Airport such as winds, flow control policies at destination airports, and taxi times have limited the use of this measure.
NA-5: previously withdrawn	n/a	n/a	n/a	n/a	n/a
NA-6: Implement a 15-degree divergent turn off of Runway 28R, after crossing the runway end to a 295-degree heading, only during peak operating periods when traffic warrants.	CRAA, FAA	Minimal costs for staff time to periodically review the implementation of this measure.	None	None	Implemented – This measure is used when traffic conditions warrant.
NA-7: Create performance-based overlay procedures for all existing and proposed arrival/departure procedures. (RNAV/RNP/GPS/CDA)	FAA, Aircraft Operators	Minimal cost for staff time to monitor the implementation of this measure.	None	Minimal cost for training and publication of materials for pilot awareness	Partially implemented – The FAA implemented PBN arrival procedures at CMH in September 2021.
NA-8: Construct a noise berm/wall – Withdraw Measure	CRAA	None	None	None	Not Implemented - This measure was considered for the acquisition area along East 13th Avenue as mitigation for the runway relocation. Further investigation and surveys of property owners determined that a noise berm in the location was not desirable. Therefore, this measure is recommended to be withdrawn.
NA-9: Replacement and potential relocation of Ground Run-up Barrier B (location/materials/size).	CRAA (if the need for an upgraded barrier arises)	None	None	None	Not Implemented – Potential replacement and relocation of the Ground Run-Up Barrier B was proposed to accommodate larger aircraft associated with potential new maintenance hangars proposed for the southeast airfield at CMH. The proposed maintenance hangars were not constructed. Therefore, an upgrade to Barrier B was not pursued.
<b>Land Use Measures</b>					
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.	CRAA (no properties have been identified as currently eligible for this program)	None	None	None	Implemented. All homes eligible for sound insulation based on the 2007 NEM/NCP Update Study, have been sound insulated or have been offered sound insulation and the owner(s) declined or did not respond to the offer.
LU-2: Offer a program for noise insulation of noncompatible structures for noncompatible churches within the 65+ DNL contour of the Future (2012) Noise Compatibility Program (NCP) condition in exchange for an avigation easement.	CRAA (no properties have been identified as currently eligible for this program)	None	None	None	One church, the Wonderland Community Church, was identified within the 65 DNL of the 2002 Part 150 Noise Compatibility Study. The CRAA purchased an avigation easement on the property and it is now considered a compatible land use. One other church, the Mount Judia Church, was contacted for potential inclusion in the program and did not respond. No other churches were identified within the 65+ DNL contour of the Future (2012) NEM/NCP Noise Exposure Contour.